

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 4 OCTOBER 1978

Electronic reproduction of original hardcopy

WEDNESDAY, 4 OCTOBER 1978

Mr. SPEAKER (Hon. J. E. H. Houghton, Redcliffe) read prayers and took the chair at 11 a.m.

SUB JUDICE MATTER

COURT ACTION, RE LOWANNA PTY. LTD.
AND HINZE

Mr. SPEAKER: Honourable members, I wish to advise that I have received the following letter dated 3 October 1978:—

"Dear Mr. Speaker,

"I wish to draw to your attention that a hearing brought by Lowanna Pty. Ltd. of which the Minister for Local Government and Main Roads is a Director, has applied to the Registrar of the Supreme Court this morning to have the hearing, originally set down for October 6, to be heard on October 9. I understand this approval has been given.

"It has also been brought to my notice that Lowanna Pty. Ltd. had not issued a normal Writ in this particular case, but an Originating Summons.

"In view of this situation, it would be appreciated if you could advise Members of the House if these circumstances which I have brought to your attention will allow the questions to the Minister for Local Government and Main Roads, which were disallowed by you, to be answered in full.

"Yours faithfully,

"K. J. Hooper,
"Member for Archerfield."

I wish to advise that the matter is still sub judice.

PAPERS

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

Report of the Rural Fires Board for 1977-78.

The following papers were laid on the table:—

Orders in Council under—

City of Brisbane Market Act 1960-1978.

Dairy Products Stabilisation Act 1933-1972.

Milk Supply Act 1977.

Stock Act 1915-1976.

River Improvement Trust Act 1940-1977.

Water Act 1926-1976.

Regulations under—

Primary Producers Organisation and Marketing Act 1926-1976.

Stock Act 1915-1976.

Veterinary Surgeons Act 1936-1973.

Notification under The Soil Conservation Act of 1965.

Report of the Queensland Milk Board for 1977-78.

QUESTIONS UPON NOTICE

1. ASSESSMENT OF CONSUMER PRICE INDEX IN QUEENSLAND

Mr. Houston, pursuant to notice, asked the Deputy Premier and Treasurer—

(1) With reference to the State Government's 15 per cent increase in rail freights from 1 July and the Federal petrol rises of 16c a gallon in August and in view of the serious cost effects these decisions will have in country and provincial areas, will he now admit the injustice of a consumer price index system that, in Queensland, is only measured on Brisbane?

(2) Will he undertake to forward a submission to Canberra seeking the inclusion of both a northern and western centre in the C.P.I. so that the table reflects a more accurate assessment of overall cost movements in this State?

Answer:—

(1 & 2) As a statistical concept, a consumer price index is best prepared in relation to a specific place. An index comprised of samples from different areas would only raise questions as to what weight should be given to each area. I do not really believe that the inclusion of a northern and western centre would lead to a meaningful measure.

I feel that a number of separate or regional consumer price indexes would not be satisfactory for wage adjustment purposes, either. Depending on movements in prices in various areas, on some occasions the index for regional areas might increase at a lesser rate than for Brisbane.

Various awards and industrial agreements have provision for higher payments in nominated districts where higher costs need to be taken into account and this system is more appropriate than one based on a variety of consumer price indexes.

2. PARLIAMENTARY PUBLIC ACCOUNTS COMMITTEE

Mr. Houston, pursuant to notice, asked the Deputy Premier and Treasurer—

In view of the importance he gave in his Budget speech of 21 September to the need for strict adherence to departmental Estimates, will he undertake to recommend to Cabinet the establishment of a joint parliamentary Public Accounts Committee such as exists in Canberra and other States to publicly watch over Government spending?

Answer:—

Under the Financial Administration and Audit Act 1977, which came into operation on 1 July 1978, the permanent head of each department is required to account to Parliament for the financial administration of the appropriations for the services

under the control of his department. He is required to submit annual departmental appropriation accounts giving an account to Parliament of his stewardship. These accounts will be certified by the Auditor-General, who is responsible for seeing that these reports have been properly drawn up so as to present a true and fair view—that they represent complete financial reporting. These accounts will be appended to the Treasurer's Annual Statement, which will be presented to and debated in the House.

It is entirely up to Parliament itself what it does with the Treasurer's Annual Statement, the departmental appropriation accounts and the Auditor-General's report.

3. EFFECT OF FREIGHT RATES ON SALES TAX

Mr. Houston, pursuant to notice, asked the Deputy Premier and Treasurer—

As Queensland is the most decentralised State in Australia and is the one worst affected by rail freight rises and petrol price movements, will he, as a matter of urgency, approach Canberra in order to have removed the unjust economic provision that forces people in country and provincial areas to pay sales tax on freights and other transport costs?

Answer:—

I have been aware that this worries many people in areas distant from distribution centres. That concern has been represented to the Commonwealth on many occasions. For example, the matter was specifically raised with the Prime Minister at the Premiers' Conference last year and again this year. While recognising that there are administrative difficulties in removing transport costs and obtaining complete uniformity of treatment in that regard, I will be continuing to place the matter before the Commonwealth at the appropriate opportunities.

4. TRANSFER OF COMMONWEALTH LAND, MAGNETIC ISLAND, TO QUEENSLAND

Dr. Scott-Young, pursuant to notice, asked the Minister for Culture, National Parks and Recreation—

What progress has been made in the negotiations between the Commonwealth Department of Army and the Queensland Department of National Parks and Wildlife Service on a transfer of reserves 131 and 132 on Magnetic Island to the Queensland Government?

Answer:—

The National Parks and Wildlife Service is awaiting advice from the Department of Lands on valuations of these reserves as a basis for negotiation. It is also awaiting the views of the Department of Mines as a prerequisite to further dealing with the reserves.

5. TOWNSVILLE CITY COUNCIL RATES AND CHARGES

Dr. Scott-Young, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) By what total amount of money did the various rates and charges levied by the Townsville City Council increase this financial year?

(2) If he is unable to secure this information from the Townsville City Council, will he have the Auditor-General examine the books of the council and provide him with the amount?

Answer:—

(1 & 2) The honourable member will appreciate that his question involves some investigation, which is presently under way. As soon as I have the necessary detail to answer his question, I will supply it to the honourable member.

6. AUDIT OF PARLIAMENT AND DEPARTMENT OF HARBOURS AND MARINE

Dr. Scott-Young, pursuant to notice, asked the Premier—

(1) Will he advise this House as to the legality of the present Auditor-General's auditing of the accounts of the House which had previously been certified in order by a previous Auditor-General?

(2) Will Mr. Peel be carrying out an audit on the Department of Harbours and Marine, a department which he previously controlled, or will the Premier appoint an independent auditor?

Answer:—

(1 & 2) The Auditor-General, whoever he may be, is responsible for the audit of the public accounts and departmental accounts of this State. He is required by law to carry out these audits in such manner as he thinks fit.

7. CONTROL OF AIR AND NOISE POLLUTION

Mr. Prest, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) As Dr. G. Cleary is both Chairman of the Noise Abatement Authority and Chairman of the Air Pollution Council and as it has been reported in "The Observer", Gladstone, that emission from the stacks at the Gladstone Power Station should be clean by 1982, that is, six years from the commissioning of the first two turbines in 1976, will he advise if those people breaching the Noise Abatement Act will also be given six years to comply under that Act?

(2) Why should the Q.E.G.B. be given six years to comply and why will no action be taken by the Air Pollution Council?

Answer:—

(1 & 2) The honourable member for Port Curtis should be more au fait with the matters he raises concerning the time allowed for industry to comply with provisions of the Clean Air Act and the Noise Abatement Act.

Concerning the Clean Air Act—he should know that in areas outside of Brisbane and Ipswich a seven-year period was allowed for existing industry to comply. This expired on 26 September 1977.

There is no moratorium on new plant, but allowance is made for teething problems which are to be expected, especially with any large new power-station.

As the honourable member knows, Gladstone has had its share of commissioning problems, but the Air Pollution Council applied very strict emission conditions (one-half of the standard for general industry), and when commissioning is completed and the boilers have settled down to steady operation they will be expected to comply.

The honourable member's reference to 1982 is meaningless. Any future plant would be expected to comply after its commissioning period, irrespective of the year in which it is installed.

Concerning the Noise Abatement Act—there is a three-year moratorium in respect of noise from existing commercial and industrial premises. Again this provision was introduced for the same reason as in the Clean Air Act, namely, to give existing works a phasing-in period in which to comply.

8. BUDGETARY PROVISIONS FOR EDUCATION FACILITIES, GLADSTONE

Mr. Prest, pursuant to notice, asked the Minister for Education—

He acknowledged in his letter of 4 September concerning State school facilities in Gladstone that there are many deficiencies to be overcome, and as the Budget has now been brought down, will he advise as to what provisions have been made during 1978-79 for (a) pre-school education, (b) extensions to primary schools, (c) construction of a new primary school and (d) secondary school requirements at Gladstone?

Answer:—

I am not in a position to provide the honourable member, or indeed other honourable members, with details of works programmes in their electorates or in particular areas of their electorates. Such programmes are departmental documents which, in accordance with Government policy, are not distributed.

While my department and the Department of Works endeavour to abide by the works programme prepared in accordance with Budget provisions, these programmes must naturally be subject to some alteration as the year progresses, and other priorities emerge as a result of a variety of unforeseen causes.

In accordance with normal practice, the honourable member will be advised as each project for the Gladstone area is approved.

9. HOUSING UNITS FOR WIDOWS AND SUPPORTING MOTHERS, GLADSTONE

Mr. Prest, pursuant to notice, asked the Minister for Works and Housing—

As it has been noted in the Budget that his department is to build one and two-bedroom units in the metropolitan area, owing to the need for this type of accommodation in provincial cities, will he consider building a block of similar units at Gladstone so that housing can be made available to widows and supporting mothers with one child?

Answer:—

The programme of supplying various types of housing to cater for different needs and to increase recycling of larger family housing will be expanded outside the metropolitan area as funds and suitable land-holdings allow.

10. MASTERGRADE PRODUCTS

Mr. White, pursuant to notice, asked the Minister for Health—

(1) Is he aware of problems being experienced by Mastergrade Products, a Southport company manufacturing instant Chinese food, through unfounded allegations made in Victoria about some health aspects of this company's products?

(2) Will he give an assurance that these allegations are completely unfounded according to all tests conducted by his department?

Answer:—

(1 & 2) Yes. The results of our microbiological examinations have shown the products to be of a satisfactory standard and there have been no indications that these foods could be the cause of food-poisoning. I can assure the honourable member that according to all tests conducted by my department it appears that the Victorian allegations could be unfounded.

11. STABILISATION OF SOUTHPORT BAR

Mr. White, pursuant to notice, asked the Deputy Premier and Treasurer—

(1) What progress is being made towards firm funding arrangements for the stabilisation of the Southport bar?

(2) When can we expect an announcement outlining the funding arrangements, in order that planning can continue and a start be made on this most important project?

Answers:—

(1) The position at present is that as a council project it is eligible for consideration for a Government subsidy of 33½ per cent under the approved local authority subsidy scheme.

(2) However, I have raised the possibility of the Brisbane Port Authority making a funding contribution with the Minister for Maritime Services and Tourism and I shall keep the honourable member informed of developments.

12. CHARGES AGAINST MINORS

Mrs. Kyburz, pursuant to notice, asked the Minister for Justice and Attorney-General—

Does the Government plan to enable a person who is under the age of 18 years and has committed a serious offence to be charged with an indictable offence and be tried in the appropriate adult court?

Answer:—

The Children's Services Act 1965-1974 is administered by my colleague the Honourable the Minister for Welfare. That Act makes provision in respect of charging children, that is, persons under the age of 17, with offences. Where a child is charged with an indictable offence, the Children's Court, pursuant to section 29 of the Act, may, in accordance with that section, deal with the child or may commit the child to a District or Supreme Court, depending on the particular charge. The Children's Court, however, has no jurisdiction to deal with a child charged with an offence for which he would be liable, were he not a child, to imprisonment with hard labour for life. These offences are ones such as murder, rape and arson, which may be dealt with only by a Supreme Court.

Any questions in relation to any plans to change the law in this regard should be directed to the Honourable the Minister for Welfare.

13. PENALTIES FOR BLOODING OF GREYHOUNDS

Mrs. Kyburz, pursuant to notice, asked the Minister for Justice and Attorney-General—

(1) In the case of the Crown v. Whannel, Foran and Raeburn, why was the penalty of \$100 imposed when the magistrate could have fined them \$1,000?

(2) Is his department aware that there will be renewed public pressure for increased penalties for the blooding of greyhounds if the fullest possible penalties are not applied?

Answer:—

(1 & 2) The defendants were charged with ill-treating a hare and the charge was laid pursuant to the Animals Protection Act, which is administered by my colleague the Honourable the Minister for Mines, Energy and Police. It is correct to say that the maximum penalty is \$1,000; the previous maximum was \$200. The Act was amended in 1977, amongst other things, to increase the penalty from \$200 to \$1,000. The persons concerned had no previous convictions of any kind and came before the court as first offenders. Magistrates are given a discretion in respect of penalties which they can impose, and it is only the worst cases which attract the maximum punishment. It is clear policy of the law to treat first offenders more leniently than persons who have shown some disregard for the law previously. Any question of appeal was one for the Police Department and was not a matter which I was in any way concerned with nor in which I have any authority.

14. IWASAKI PROJECT; UPGRADING OF ROCKHAMPTON-YEPPOON ROAD

Mr. Hansen, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Under what conditions of the Iwasaki-Sangyo Agreement will the Queensland Government be spending the \$1,000,000 allocation announced by him for upgrading the Rockhampton-Yeppoon Road?

(2) If there is no obligation under the agreement, what priority does this work have over other important and urgent works throughout the State?

Answer:—

(1 & 2) As the agreement has not yet been signed, there is no agreement at present. The priority for the proposed new works on the Rockhampton-Yeppoon Road has been determined by the Main Roads Department in consultation with the Livingstone Shire Council and has been planned for several years. Following signing of the agreement, work to be carried out will be free of cost to the council.

15. PREFERENCE TO QUEENSLAND MANUFACTURERS IN LETTING GOVERNMENT CONTRACTS

Mr. Hansen, pursuant to notice, asked the Minister for Industry and Administrative Services—

(1) With reference to reported retrenchments at the Olympic Tyre factory at Geebung and further reports that a number of companies associated with the motor industry are planning similar rationalisation of their plants, which means in effect transfer of staff and a phasing down of operations at their Queensland plants, are any of these firms contractors to the State Stores Board?

(2) Will he make it quite clear that the Government's policy is "Buy Queensland made", that contracts are awarded accordingly and that he would make suitable recommendations should these firms have ceased manufacturing in Queensland?

Answer:—

(1 & 2) As the honourable member should be aware, the State Government, in its purchasing, affords a generous measure of preference to Queensland industry.

In addition, the Government sponsors the "Buy Queensland Made" campaign, which is aimed at encouraging the buying public to support locally manufactured products. This, I would add, is in direct contrast to the policies of the honourable member's Federal counterparts who, when they were in office in Canberra, allowed almost unrestricted entry of imported items to the detriment of local manufacturers.

As a result of the support given by the Queensland Government to local manufacturers, many Queensland companies hold contracts with the State Stores Board.

I would add that the Olympic Tyre and Rubber Company enjoyed a preference as the only tyre manufacturer in Queensland. It was a condition of the State Government motor vehicle contract that vehicles be shod with Olympic tyres. This requirement will, of course, no longer apply after the company ceases manufacture in this State.

16. PREMIER'S USE OF GOVERNMENT AIRCRAFT FOR ELECTIONEERING IN NEW SOUTH WALES

Mr. Hansen, pursuant to notice, asked the Deputy Premier and Treasurer—

(1) I draw his attention to a statement by the Premier on A.B.C. news on 20 September, repeated again in "The Courier-Mail" on 23 September, concerning the accountability of members of Parliament to the public. As the Premier

now refuses to practise what he professes in his National Party campaigning for the New South Wales State election, will he, as the Cabinet Minister responsible for the financial management of Queensland, report to this Parliament on the cost of using the Government aircraft for this party-political mission, where it landed and the names of all passengers?

(2) Will he report to this Parliament on the total cost of other expenses incurred in this adventure?

(3) Will he publicly express here and now his displeasure at the misuse of public money by the National Party through this type of election campaigning by using taxpayers' funds and the taxpayers' aircraft in an election involving not Australia as a whole, but only the State of New South Wales?

Answer:—

(1 to 3) With a little more maturity the honourable member will appreciate that the expenditure falling within the Premier's Appropriation is the responsibility of the Premier.

17. SUBMISSION OF FORMS BY ROAD TRANSPORT OPERATORS

Mrs. Kippin, pursuant to notice, asked the Minister for Transport—

(1) As transport operators are still required to fill out road permit forms and submit a summary of operations under the State Transport Act even though road permit fees were abolished on 1 November 1977, to what useful purpose is the submission of such summaries put?

(2) As the filling out of forms provides operators with extra non-productive work, will the road maintenance form be redrafted to include any additional information required in an effort to reduce the load of paperwork imposed on transport operators by the Government?

Answers:—

(1) The honourable member is apparently referring to the monthly summary of trip sheets used by an approved transport operator who is issued with an annual extended permit to avoid the necessity for him to obtain individual permits for each separate liable journey. The summary is a record of liable journeys made, which would not generally be the same as the return required for road contribution to maintenance purposes.

(2) A proposal to reduce the information required is presently under consideration.

18. ASSISTANCE TO TIMBER INDUSTRY,
NORTH QUEENSLAND

Mrs. Kippin, pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

In view of proposed cut-backs in forestry quotas of timber mills in Far North Queensland, will he outline what efforts are being made by his department to assist the timber industry in the Ravenshoe district of the Atherton Tableland and on the coastal belt between Innisfail and Tully?

Answer:—

Crown log quotas in North Queensland have been amended to conform with a revision of the sustainable yield, but the overall new quota level is nevertheless slightly above the actual recent cutting rate. In both the areas named there has been considerable departmental expenditure over the years in the provision of access roads for logging, and further such roading is presently being considered for the Ravenshoe area.

Continued careful management by the Department of Forestry, with particular emphasis on tree-marking for logging, should ensure an increase in productivity in due course. This will, however, be contingent on the present areas remaining available for logging, without loss to other uses or by encroachment.

19 & 20. ADMINISTRATION OF HOUSE-
BUILDERS' REGISTRATION AND
HOME-OWNERS' PROTECTION
ACT

Mr. Austin, pursuant to notice, asked the Minister for Works and Housing—

(1) Under what section of the House-builders' Registration and Home-owners' Protection Act is the board making registration of a body corporate conditional on directors' indemnities to the board?

(2) How many proprietary limited companies have been registered under section 27 (ii) of the Act since its inception and, if any, how many lodged personal guarantees with the board prior to registration?

(3) How does the directors' indemnity to the board affect the capacity of a private company to trade as a house builder?

Answers:—

(1) The board is not making registration of a body corporate conditional on directors' indemnities.

(2) Thirty-two and 12.

(3) Directors' indemnity is one way of assuring the board a private company has the financial ability to trade as a house builder.

Mr. Austin, pursuant to notice, asked the Minister for Justice and Attorney-General—

Has the Solicitor-General investigated the legality of the House-builders' Registration Board making the registration of a body corporate under the House-builders' Registration and Home-owners' Protection Act conditional on the directors' indemnity to the board and, if so, what is the section of the Act which indicates this power?

Answer:—

I am advised that by virtue of the provisions of section 27 (2) of the House-builders' Registration and Home-owners' Protection Act 1977 the board may register a body corporate as a house builder under that Act. One of the prerequisites for registration is that the board must find that the applicant body has the resources, including the financial resources, to trade as a house builder.

It would be a matter for the board whether it would require or accept guarantees by directors in satisfaction of the above requirement.

21. TYRE STANDARDS

Mr. Austin, pursuant to notice, asked the Minister for Transport—

(1) Is he aware that tyre manufacturers supply a select standard of tyres to the original equipment market?

(2) What steps will his department take to ensure that the general public is aware that more than one standard of tyre is manufactured?

(3) Will his department introduce a code of standards of dimension for tyres acceptable for sale in this State?

Answer:—

(1 to 3) I am not aware of particular problems with standards of tyres which vary according to the vehicle to be fitted, but so far as passenger cars and derivatives manufactured after 1 January 1974 are concerned, Australian Design Rule 23 stipulates the tests to establish strength, construction and standard, and pressure/load relationships for tyres of different size designations to facilitate the choice of tyres for a particular vehicle.

One other rule that assists the owner is Australian Design Rule 24, which requires a placard to be placed in an accessible location in the vehicle, specifying the correct tyre to use to suit the vehicle load, the rim size and speed capacity.

22. REZONING OF MANLY LAND

Mr. Shaw, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) With reference to his answer to a question concerning the rumoured rezoning of land occupied by Edgell Ltd. at Manly, will he assure the residents of that area that the Government will not rezone this land to a zone which will permit, as of right, use to industry so that (a) the land may be sold and a new industry established in this predominantly residential and rural locality without the need for council consent and consequent opportunity to impose adequate controls, or (b) the present occupier may expand its activities without the necessity for council consent and the consequent opportunity to impose proper controls and without the provision of any buffer between this industry and residential area?

(2) As he has often stated his regret that the town plan has not provided buffer areas between industrial and residential zones in other parts of Brisbane and has expressed the opinion that such buffers are essential, can he assure the residents in the locality that adequate buffers will be maintained as part of any rezoning undertaken by his department?

(3) Will action be taken to ensure that pollution problems are alleviated in this area and will he ensure that no action is taken which will make the existing problem even more difficult to control?

Answers:—

(1) The zoning of land under the modified town plan for the city of Brisbane is a matter for final decision by the Governor in Council and I cannot pre-empt the decision in respect of the land referred to by the honourable member.

(2) The land on which the Edgell company presently conducts its operations is separated from land zoned for residential purposes by a substantial area of land included in the future urban zone. Approval for the future development of this land will be a matter for the Brisbane City Council in the first instance and no doubt the council will give consideration to suitable buffer areas, if considered necessary, in the development of that land.

(3) The Government, through the Water Quality Council, the Air Pollution Council and the Noise Abatement Authority, exercises strict controls over water, air and noise pollution and these controls will continue to operate where necessary in respect of the premises concerned.

23. BLACK-OUTS IN BRISBANE AREA

Mr. Shaw, pursuant to notice, asked the Minister for Mines, Energy and Police—

How many black-outs occurred without warning in the Brisbane area (a) since the control of electricity distribution was taken from the Brisbane City Council and (b) in a similar period prior to that date?

Answer:—

(a) Since 1 July 1977 there have been seven incidents which have led to major black-outs in Brisbane as a result of loss of supply at bulk supply points. Of the seven incidents, three were the result of planned load-shedding where as much warning as possible was given to electricity consumers.

(b) In a similar period prior to 1 July 1977, there were two incidents which led to major black-outs in Brisbane as a result of loss of supply at bulk supply points. Of the two incidents, one was the result of planned load shedding.

24. GRANTING OF SPECIAL HOLIDAYS FOR SCHOOLCHILDREN

Mr. Shaw, pursuant to notice, asked the Minister for Education—

(1) Who has the authority to grant special holidays to children attending State or independent schools in Queensland?

(2) Do Federal members of Parliament have this authority?

(3) What is the procedure for authorised persons to grant holidays to schoolchildren?

(4) What responsibility do school principals have to ensure that students receive holidays only from authorised persons?

Answers:—

(1 & 2) The authority for the granting of holidays to State schoolchildren is expressed in regulation 27 (b) of the Education Regulations of 1971. The regulation provides for holidays to be granted by the Governor-General, the Governor of Queensland, the Premier of Queensland, the Minister for Education and other Ministers of the State of Queensland, provided that if a holiday is granted to a State school in accordance with these provisions the principal of the school concerned shall promptly furnish particulars of the date of such holiday to the Director-General, the Inspector of Schools and any other officers likely to be affected by the holiday. There is no regulation governing non-State schools.

(3) There is no special procedure involved in granting a holiday, although Ministers granting such holidays usually advise my office.

(4) School principals should be aware of the regulation and should ensure that it is observed.

25. CODRAL COLD TABLETS

Mr. Ahern, pursuant to notice, asked the Minister for Health—

(1) Has his attention been drawn to a television commercial in respect of an analgesic called Codral Cold Tablets that demonstrates the interior of the tablet as being yellow, and that calls this yellow centre “drying medicine”?

(2) Is he aware that schoolchildren are dissecting the yellow interior of these tablets, which provides for them concentrated pseudoephedrine and which causes central nervous stimulation, a feeling known colloquially as “high”?

(3) Is he concerned about this advertisement and the proprietary line, and what action is being taken by his department to reduce abuses caused by the ready sale of this analgesic?

Answers:—

(1) Yes.

(2 & 3) Codral Cold Tablets originally contained aspirin, caffeine and codeine phosphate pseudoephedrine. This combination became a restricted drug as from 1 June 1978. These tablets have been reformulated and now contain aspirin and pseudoephedrine. They are in Schedule 3 of the Poisons Regulations, so their sale is restricted to pharmacists.

It is an offence for a person other than a medical practitioner or a pharmacist acting on a prescription of an authorised person to dispense, sell or supply to a person under 18 years, a Schedule 3 poison. Children under 18 years of age could legally obtain these tablets only on a prescription.

Advertisements on television are controlled by the Australian Broadcasting Tribunal.

I can assure the honourable member that I will have the matters he has raised investigated.

26. STATEMENT BY HON. KEVIN CAIRNS
ON FEDERAL TARIFF POLICIES

Mr. Lane, pursuant to notice, asked the Premier—

(1) Has he seen the article in “The Courier-Mail” of 1 October by Wallace Brown, the reputable Canberra political columnist, which outlines details of a speech made by the Hon. Kevin Cairns, member for Lilley, to Federal Parliament last week wherein he claimed that the outlying States of Queensland and Western Australia are disadvantaged by the Federal Government’s tariff policies?

(2) Does he see merit in Kevin Cairns’s claim and, if so, will he consider acting on Wallace Brown’s suggestion that he consult with Kevin Cairns on this matter in the interests of Queensland?

Answer:—

(1 & 2) I have read Mr. Wallace Brown’s article in last Saturday’s “Courier-Mail” (30 September). Mr. Brown has the unfortunate habit of lecturing the Queensland Government and myself on any number of issues. I well remember him lecturing Queensland during the Whitlam era that we couldn’t win against the might of Canberra, that we were doing Queenslanders a disservice on things such as Medibank, and so on. I need hardly point out that on things such as the Whitlam Government, the Torres Strait and Medibank, it was Mr. Wallace who was proved wrong.

Again, regretfully, I must point out that his exhortation to me to take up the question of hidden subsidies and tariff benefits falls squarely into the same basket. I raised the question just 12 months ago at the Premier’s Conference of 12 and 13 April 1977. Let me quote for Mr. Brown’s benefit and that of the House what I said in a Press statement released the day before I left for the Premier’s Conference, when I outlined a number of points I would be raising on Queensland’s behalf—

“The Premier said an economic analysis prepared by the Federal Member for Lilley and former Federal Housing Minister, Mr. Kevin Cairns, raised five major points that Queensland would want answered at the Premier’s Conference.

“These were:—

- * Guarantees on the Commonwealth’s use of monetary policy if the States had their own taxing powers.
- * Federal use of external trade and tariff powers which in the case of Victoria and South Australia amounted to huge free subsidies for industries such as car manufacturing.
- * Mineral royalties which Canberra proposed penalising Queensland and Western Australia for while continuing to grant tariff subsidies to other States.
- * The precise amount of equalisation grants from the Commonwealth if States did or did not impose taxes or grant rebates.
- * Restructuring of the Commonwealth Grants Commission.”

As the House is aware, Queensland now has stated several times that it will not impose a State income tax; Queensland has in fact eliminated taxes such as death duties, gift duties and road permit fees, and we have called on Canberra to follow our lead by lowering taxes—I have done

that many times—eliminating duplication of State departments and functions and by reducing the amount of Government regulation.

At Canberra, this is what I said, taken from page 32 of the official transcript of the Premiers' Conference—

“The suggested guidelines put in by the Commonwealth disturb us a little.

“The list takes in taxation, mining royalties and land revenues.

“Does this mean that States which are able to activate certain things that bring in taxation or mining royalties are going to be penalised?

“That is not the way to get much response from the States to try to get the economy going.

“I am surprised that some of those things are included if it is suggested that those may be the guidelines for review.

“One could also take in the aspect of the tariff protection in regard to the three States (New South Wales, Victoria and South Australia) which get some \$4,000 million a year in tariff protection.

“The special benefits they derive should also be taken into account and the (other) States should get the benefit of tariff protection.

“We have never got down to establishing the enormous benefits derived by the States who get this protection as against the other States which are not able to obtain it or are in a different area of activity”.

That is the gist of the matters that I raised at the Premiers' Conference. Mr. Speaker, I have again raised this question of the enormous benefits to New South Wales, Victoria and South Australia several times subsequently with the Prime Minister.

I pay tribute to Kevin Cairns as the man who first brought the situation to my notice. I would say that the Federal Government is extremely shortsighted in not using his expertise and clear-sighted grasp of economic realities to the full. He has a better vision of what should be done than most of the so-called economic experts advising both the previous and present Federal Governments.

To be fair to Mr. Wallace Brown and the honourable member for Merthyr, they have done a service in highlighting what Kevin Cairns and the Queensland Government have been trying for a considerable time to get home to Canberra. Queenslanders are paying through the nose to prop up southern industry. Without Queensland and Western Australia's export earnings from minerals and agriculture, Australia would be broke.

An Opposition Member: Did you write this?

Mr. BJELKE-PETERSEN: Of course I did. I said it down in Canberra, too.

Answer (contd.):—

We realise the need to keep Australia's industries going, but what Queensland wants recognised is the fact that Mr. Wran, Mr. Dunstan and Mr. Hamer are getting huge free grants in the form of tariffs, bounties and other protection, and we want this fact written into the financial arrangements between the Commonwealth and the States.

27. CLOSURE OF GLOUCESTER STREET RAILWAY STATION

Mr. Fouras, pursuant to notice, asked the Minister for Transport—

(1) With regard to the proposed closure of the Gloucester Street Railway Station, is he aware that a substantial number of people will be greatly inconvenienced by its closure, as hundreds of children going to St. Laurence's College, staff from the Mater Hospital, people using the out-patients part of the hospital, and children from the area going to Yeronga State High School owing to the unavailability of technical subjects at Brisbane State High School use the station, and also that elderly people have purchased houses near the station because of its availability and their preference for rail travel?

(2) Is the reason for the closure of the station based on the reluctance of the Railway Department to spend \$120,000 to upgrade the platform for trains using the cross-river rail link?

(3) Is it not likely that with the pending electrification and the cross-river rail link and the opening of the cultural centre, usage of the station will increase?

(4) Will he reconsider the decision to close the station?

Answers:—

(1) There are approximately 450 people using the Gloucester Street Station each day, according to recently conducted surveys. Of this number about 350 are schoolchildren, 300 of whom attend St. Laurence's College. The remainder attend other schools south of Gloucester Street.

The schoolchildren attending St. Laurence's school will not be significantly disadvantaged, as the additional walking distance to that school by detouring at Vulture Street is about 250 metres or 3½ minutes' walking time. The distance from Vulture Street to St. Laurence's school is approximately 550 metres, which is not considered an excessive walking distance for schoolchildren.

Parts of the present Mater Hospital are actually closer to Vulture Street Station than to Gloucester Street, and when the

new Mater Hospital is constructed this also will be closer to Vulture Street than Gloucester Street. The most disadvantaged persons going to any part of the hospital would need to walk no more than an additional 200 metres.

Approximately 40 schoolchildren use the present station to travel south to Yeronga High School and other schools. These children, if they continue to choose train travel as their mode of transport, may be required to walk up to an additional 500 metres to the nearest railway station if they do not elect to catch one of the many Brisbane City Council buses which pass through this area.

Likewise, any elderly people who may have purchased homes in this area will be able to use Brisbane City Council buses as an alternative means of public transport. The number of these people using the present train service is significantly small.

(2) At least \$165,000 is required to construct platforms of suitable height and alignment for the operation of the longer stainless-steel trains. This amount does not include the cost of constructing suitable station building facilities which at present are in urgent need of replacement. Up to \$250,000 would need to be spent to bring this facility to an acceptable standard. Considering the number of people using the station and the alternatives available to them, it is not considered that this expenditure is warranted.

(3) Any persons in this area desiring to go to the cultural centre or the central business district and use public transport could avail themselves of the parallel Brisbane City Council bus service.

(4) Before making a decision to close the station, all factors were considered. It is therefore not intended to reconsider the decision to close this station at this stage. However, if developments after the opening of the cross-river link indicate preferable alternatives, the matter will be further examined.

28. IMPRISONMENT LEVELS, QUEENSLAND AND VICTORIA

Mr. Fouras, pursuant to notice, asked the Minister for Welfare—

What are the reasons for the difference between Queensland and Victoria in levels of imprisonment, which are 73.4 per 100,000 of the population in Queensland and 43.2 per 100,000 in Victoria?

Answer:—

I am not certain of where the honourable member obtained the percentages that he quoted but it would appear that they have been taken from a release by the Australian Institute of Criminology showing Australian prison trends. The statistics

shown in these releases are compiled by the Assistant Director (Research) of the institute, Mr. David Biles.

It would appear that the honourable member has taken his figures from the release of the institute showing persons held in custody during July 1978. This release indicates a marked variation between the various States and Territories in so far as imprisonment rates are concerned.

Details of rate of imprisonment per 100,000 of population for all jurisdictions on that return are as follows:—

New South Wales	73.8
Victoria	43.2
Queensland	74.4
South Australia	62.1
Western Australia	99.2
Tasmania	67.9
Northern Territory	157.1
A.C.T.	20.9

An attempt to give reasons for these differences would be pure speculation. Mr. Biles, the person who compiled the statistics, wrote an article on prisons and prisoners which was published in a book in 1977 edited by him titled "Crime and Justice in Australia", and referred to differences in imprisonment rates between the various jurisdictions. In it he said, *inter alia*:—

"This table shows that there are great differences in imprisonment rates between the jurisdictions, with the rate for the Northern Territory being more than four times higher than the Victorian rate. Because of the special features of the Northern Territory, it probably should not be compared with the States on any social criterion, but reference is made to the very high rates for serious crime in the Northern Territory shown in Chapter 2 of this book. There may well be a causal connection between the crime and imprisonment rates for the Northern Territory, but it is difficult to establish this connection for the States. For example, Western Australia has an imprisonment rate twice as high as Victoria, but there is no comparable difference between these two States in their rates of serious crime. Overseas studies of differences in imprisonment rates have also found that no such connection exists."

Mr. Biles, in his comments in regard to the July statistics, refers to the differences between jurisdictions in the use of imprisonment and also makes reference to the inclusion in some States of release-to-work prisoners and the exclusion, in some States, of offenders serving attendance centre orders and home-release programmes.

29. PRISON REGULATIONS

Mr. Fouras, pursuant to notice, asked the Minister for Welfare—

(1) With reference to Prison Regulations, is he aware that they are not available and that they have been out of print for some four years?

(2) As many regulations are currently out of date and as they appear to be poorly drafted and poorly amended, will he initiate as a matter of urgency a total reconsideration of the regulations?

Answers:—

(1) I am aware that the Prisons Act and Regulations have been out of print for some time.

(2) I would refer the honourable member to my predecessor's Press statement of 20 June 1978, when he announced major reforms planned for the State's prison and probation and parole system. These reforms require amending legislation and action is being taken. The promulgation of appropriate regulations will then receive attention.

30. TOWNSVILLE TOWN PLAN

Mr. M. D. Hooper, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) What progress is being made by his department in considering the revision of the town plan lodged by the Townsville City Council?

(2) As there were more than 1,000 objections to the outrageous recommendations embodied in the revised town plan, can he assure the people of Townsville that full opportunity will be given to the objectors to give further evidence to his department in support of their objections before it is approved?

Answer:—

(1 & 2) The proposed new town planning scheme for the city of Townsville, the objections thereto and the council's representations on such objections are presently under consideration by the Department of Local Government. Under the Local Government Act 1936-1978, the final decision on the scheme is a matter for the Governor in Council.

The honourable member and objectors may be assured that all objections will receive full consideration before a decision is made on the new town planning scheme.

31. SUBSIDIES TO SPORTING BODIES

Mr. M. D. Hooper, pursuant to notice, asked the Minister for Culture, National Parks and Recreation—

What was the distribution on a local authority area basis of the Government's 1977-78 subsidies to sporting bodies for the development of playing facilities?

Answer:—

In accordance with the Government's firm policy of financially assisting eligible sporting organisations throughout the length and breadth of the State, and in pursuance also of its general policy of decentralisation, subsidies were paid in 1977-78 to sporting organisations in no fewer than 90 of our 134 local authority areas. This should be a positive indication to all Queenslanders, in whatever part of the State they may reside, that the Government is actively and effectively assisting them to participate in sporting activities, thus helping to ensure their physical and mental well-being. It is also worthy of comment that, as mentioned in the recently tabled annual report of the Director of Sport, the number of organisations assisted throughout the State has risen from an initial 108 in 1972-73 to 480 in 1976-77 and to 780 in 1977-78.

32. HOLDING HOSPITAL, MIAMI

Mr. Bishop, pursuant to notice, asked the Minister for Health—

When will his department provide a holding hospital at Miami on the land it owns for hospital purposes?

Answer:—

A major construction programme at the Southport Hospital to provide additional hospital beds and other ancillary services is nearing completion. These additional beds and facilities, together with projected development of private hospitals, will meet the foreseeable needs of the Gold Coast area.

There are no immediate plans for a hospital to be established at Miami. However, the needs of the total area will be constantly reviewed. The New South Wales Government has recently announced plans for extension of the Tweed Heads District Hospital, which will assist the overall hospital bed supply for the Gold Coast area.

33. EXTRA POLICE FOR GOLD COAST DISTRICT

Mr. Bishop, pursuant to notice, asked the Minister for Mines, Energy and Police—

How many of the extra 100 police to be employed this year will be assigned to the Gold Coast Police District?

Answer:—

Following an assessment study of police needs in the Gold Coast Police District by the Planning and Research Branch of the Police Department and a decision to introduce a new concept of policing in the area, 21 of the additional police approved for 1978-79 have been allocated to that district.

34. UPGRADING OF CLEAR ISLAND ROAD

Mr. Bishop, pursuant to notice, asked the Minister for Education—

What arrangements have been made to upgrade and seal Clear Island Road so that it will be available for use in a proper condition when the Merrimac High School is opened?

Answer:—

The provision of roads and traffic controls is the responsibility of the particular local authority in whose area they are required. Neither my department nor the Department of Works is allocated funds which can be diverted for those purposes, nor are we legally empowered to spend funds allocated for educational purposes on property which is not under the control of the Corporation of the Minister for Education.

Loan allocations and other funds are available to local authorities to provide services, and further assistance by way of subsidy from the Treasury is also available in many instances.

35. WORKS DEPARTMENT EXPENDITURE ON SCHOOLS IN CHATSWORTH ELECTORATE

Mr. Mackenroth, pursuant to notice, asked the Minister for Works and Housing—

For each of the last five financial years, what were the total amounts of money, excluding subsidy, expended by the Works Department at the following schools: Camp Hill State, Camp Hill Infants, Camp Hill High, Whites Hill State, Mayfield State, Carina State, Belmont State, Seville Road State, and Cavendish Road High?

Answer:—

Because it is of considerable length, I lay on the table the information requested by the honourable member and ask that it be included in "Hansard".

CAMP HILL STATE SCHOOL—

		\$
1973-1974	10,724
1974-1975	4,735
1975-1976	2,558
1976-1977	18,784
1977-1978	85,790
Total	<u>\$122,591</u>

CAMP HILL INFANTS SCHOOL—

		\$
1973-1974	Nil
1974-1975	352
1975-1976	5,039
1976-1977	7,622
1977-1978	49,378
Total	<u>\$62,391</u>

CAMP HILL STATE HIGH SCHOOL—

		\$
1973-1974	88,859
1974-1975	125,728
1975-1976	508,712
1976-1977	108,786
1977-1978	121,073
Total	<u>\$953,158</u>

WHITES HILL STATE SCHOOL—

		\$
1973-1974	2,614
1974-1975	8,235
1975-1976	57,581
1976-1977	19,376
1977-1978	46,550
Total	<u>\$134,356</u>

MAYFIELD STATE SCHOOL—

		\$
1973-1974	56,360
1974-1975	2,085
1975-1976	31,561
1976-1977	10,145
1977-1978	22,457
Total	<u>\$122,608</u>

CARINA STATE SCHOOL—

		\$
1973-1974	2,476
1974-1975	7,534
1975-1976	10,799
1976-1977	19,673
1977-1978	162,250
Total	<u>\$202,732</u>

BELMONT STATE SCHOOL—

		\$
1973-1974	15,124
1974-1975	2,272
1975-1976	20,709
1976-1977	9,958
1977-1978	8,620
Total	<u>\$56,683</u>

SEVILLE ROAD STATE SCHOOL—

		\$
1973-1974	2,984
1974-1975	770
1975-1976	4,612
1976-1977	12,881
1977-1978	34,283
Total	<u>\$55,530</u>

CAVENDISH ROAD STATE HIGH SCHOOL—

		\$
1973-1974	65,098
1974-1975	19,447
1975-1976	13,048
1976-1977	183,112
1977-1978	232,356
Total	<u>\$513,061</u>

36. BREAKING AND ENTERING OFFENCES,
JINDALEE AND JAMBOREE HEIGHTS

Mr. Mackenroth, pursuant to notice, asked the Minister for Mines, Energy and Police—

In each of the last five financial years, how many breaking and entering offences were reported in the suburbs of Jindalee and Jamboree Heights?

Answer:—

These statistics are not readily available. To obtain this information would require extensive research being undertaken. Police resources cannot be diverted from other urgent duties to undertake this research.

37. UPGRADING OF EMERALD-YAMALA
SECTION, CAPRICORN HIGHWAY

Mr. Lester, pursuant to notice, asked the Minister for Local Government and Main Roads—

What will be done urgently to upgrade the Emerald to Yamala road on the Capricorn Highway in view of increased heavy traffic owing to expanded mining activities?

Answer:—

With the present funds available for the construction of rural arterial roads, it has not been possible to programme for the widening of this section of road in the immediate future. The need for this widening is recognised and the project will receive full consideration if there is a significant increase in funds.

38. CLERMONT-EMERALD ROAD

Mr. Lester, pursuant to notice, asked the Minister for Local Government and Main Roads—

Will the Clermont to Emerald road be improved following damage caused by the extra heavy traffic?

Answer:—

With the present funds available for the construction of rural arterial roads, it has not been possible to programme for the widening of this section of road in the immediate future. The need for this widening is recognised and the project will receive full consideration if there is a significant increase in funds.

39. SEALING OF DRUMMOND RANGE
SECTION, CAPRICORN HIGHWAY

Mr. Lester, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) What progress is being made in sealing the Drummond Range section of the Capricorn Highway?

(2) Will this be completed during the term of the present Government?

Answers:—

(1) Works are progressing on two sections. Between Anakie and Withersfield it is anticipated that 13.9 km will be bitumen sealed by Christmas this year. Work has recently commenced on the construction and bitumen-sealing of a 3.1 km section extending eastwards from Drummond. It is planned to release a further scheme early next calendar year for a 10.5 km section between Withersfield and The Willows.

(2) Completion of these works will leave 44 km to be sealed. It is intended to complete this construction as quickly as possible to the limit of available funds.

40. MAGPIE ATTACKS

Mr. Akers, pursuant to notice, asked the Minister for Culture, National Parks and Recreation—

(1) With reference to many attacks by magpies on children, particularly one case recently when a child lost the use of one eye, will he institute a publicity programme to explain to parents what precautions and what action they can take to overcome danger caused by these birds?

(2) As many birds are being unnecessarily and illegally destroyed, will he make available a team of officers to go to problem areas and assist parents to protect their children?

Answers:—

(1) The National Parks and Wildlife Service has just taken delivery of 10,000 copies of a brochure dealing with the magpie, its territorial behaviour during the breeding season, and how to minimise problems. This has already been forwarded to Wildlife and National Parks rangers throughout the State, and is in the process of being sent to the Department of Education for distribution.

(2) Local service officers and some honorary rangers give advice and help wherever they can when called on. With other commitments, however, it is not feasible to make a special team available to go to problem areas. Magpies are distributed throughout the State.

41. "STOP" AND "GIVE WAY" SIGNS

Mr. Akers, pursuant to notice, asked the Minister for Transport—

(1) Has his attention been drawn to the fact that there is considerable confusion for visitors to Queensland caused by differing regulations covering "Stop" and "Give Way" signs as between Queensland and other States?

(2) Has he been informed that many Queenslanders are unhappy with the present regulations because of doubts on interpretation causing accidents and subsequent fines?

(3) Will he take action to amend the Traffic Regulations so that "Stop" and "Give Way" have the same meaning and interpretation as in other States?

Answer:—

(1 to 3) I am well aware of the problems associated with the present meaning of the "Stop" sign in Queensland which have arisen from the change in meaning in other States. The question whether Queensland should adopt the new meaning for the "Stop" sign as "stopping and giving way to traffic on the right and left" is currently under examination.

42. WARRANTS FOR TRAFFIC CONTROL DEVICES

Mr. Akers, pursuant to notice, asked the Minister for Transport—

(1) As it is now unnecessary to report a traffic accident where there is only structural damage less than \$1,000 in value to vehicles, will he give reconsideration to the warrants set out under the Traffic Regulations for such traffic control devices as "Stop" signs, "Give Way" signs and speed limits, etc.?

(2) In giving such reconsideration, will he take note of the importance placed on "reported" accidents by those regulations and such road authorities as the Main Roads Department and local governments in interpreting them so that, because the warrants are not met even though numerous "unreported" accidents occur, many intersections or roads requiring them are not provided with safety control devices?

Answer:—

(1 & 2) As the warrants referred to by the honourable member are contained in the Manual of Uniform Traffic Control Devices issued by the Commissioner of Main Roads, he should direct his question to my colleague the Honourable the Minister for Local Government and Main Roads.

43. SOUTH TOWNSVILLE RAILWAY GOODS YARD OVERPASS

Mr. Wilson, pursuant to notice, asked the Minister for Local Government and Main Roads—

In relation to the construction of an overpass over the railway line at the South Townsville Goods Yard between Rooney Street and Saunders Street, has

an agreement been reached with the Railway Department for the shifting of buildings and, if so, when will construction of the overpass commence?

Answer:—

Agreement in principle has been reached with the Railways Department and the necessary accommodation works will be undertaken in the current financial year. Construction of the overpass proper is planned to commence in the 1979-80 financial year.

44. BOUNDARY STREET, TOWNSVILLE

Mr. Wilson, pursuant to notice, asked the Minister for Local Government and Main Roads—

As the road between the copper refineries and the wharf in Townsville has been declared an export road, and because of this Railway Avenue has been upgraded and made a four-lane road, and as Boundary Street is part of this export road, is it intended to make Boundary Street a four-lane road and, if so, when will construction commence?

Answer:—

Boundary Street is not a road declared under the Main Roads Act. It is a road under the control of the Townsville City Council and I suggest that the honourable member seek the information he requires from that authority.

45. TOOWOOMBA TOWN PLAN

Mr. Warner, pursuant to notice, asked the Minister for Local Government and Main Roads—

When can the residents of Toowoomba expect to have the new town plan on display for objections?

Answer:—

The Director of Local Government recently referred a number of minor matters relating to the proposed new town planning scheme for the City of Toowoomba to the Toowoomba City Council for its consideration.

When these matters have been resolved, the council will be authorised to place the new scheme on public exhibition in accordance with the provisions of the Local Government Act 1936-1978.

I understand that the honourable member has made many requests relating to this matter. He has my assurance that I shall be doing everything possible to expedite it.

46. PACKAGING OF MEAT FOR SALE FROM
CORNER STORES

Mr. Bourke, pursuant to notice, asked the Minister for Primary Industries—

(1) Has the department issued specifications to Queensland meat processors for the packaging of meat for sale from corner stores?

(2) Why have New South Wales processors apparently gained a lead in this business?

Answers:—

(1) Regulations setting out specifications for packaged frozen meat were gazetted on 29 July 1978, page 1526.

(2) I am not aware that New South Wales processors have any advantage. If the honourable member thinks that they have, I suggest that he does so because we in Queensland have more concern for butchers than do the New South Wales Government and its department.

Two New South Wales processors and one from Queensland have been approved; another from Queensland and one from Victoria are in the process of being approved.

47. EDUCATION OF CHILDREN WITH
IMPAIRED VISION, TOOWOOMBA

Mr. Bourke, pursuant to notice, asked the Minister for Education—

With reference to his answer to me in the House on a previous date concerning the establishment of an education unit for sight-impaired children in Toowoomba, how many children does the department require to establish the unit?

Answer:—

I thank the honourable member for his continued interest in this matter.

A unit is considered when there are at least six children who live within close enough proximity to the proposed site to enable them to attend for an appropriate educational programme.

48. COURT CASE, HANSEN V. THE DIRECTOR
OF ABORIGINAL AFFAIRS

Mr. Bourke, pursuant to notice, asked the Minister for Aboriginal and Island Affairs—

(1) Will he inform the House of the circumstances in the case of Hansen v. The Director of Aboriginal Affairs held in Mt. Isa on 29 March 1977, where the presiding judge in his ruling said that on the evidence he believed that the plaintiff, Mrs. Annie Hansen, was related to the deceased,

Little Paddy, but that the proof of her relationship in itself ruined her case, in that the relationship was not legitimate?

(2) As this illegitimacy therefore would appear to mean that legally the director has been able to withhold the estate of Little Paddy from Mrs. Hansen, a niece, will he request the director to review the case with a view to making the estate available to Mrs. Hansen and any other surviving relative of Little Paddy?

(3) Will he inform the House if the director finally did in fact offer part payment in settlement before the case went to court?

Answers:—

(1) I am informed that the comments made by the presiding judge were based on the evidence submitted on behalf of the plaintiff. No evidence was put before the court on behalf of the defendant to rebut this aspect of her claim as it was not necessary to do so in the particular circumstances of the case.

(2) I am further informed that comprehensive investigations carried out by my director indicate that there is no person entitled to the estate.

(3) I am also informed that part payment of the estate was not offered in settlement to Mrs. Hansen but, because of the expense involved in defending the action in Mt. Isa, a gratuitous payment was offered to her.

49. ADVANCE PAYMENTS ON BUILDING
CONTRACTS

Mr. Kruger, pursuant to notice, asked the Minister for Justice and Attorney-General—

(1) Does he consider that the investigation into the activities of Petrie building contractor, Mr. O. Ritter, by the Corporate Affairs Office indicates that the Queensland Contractors' Trust Accounts Act requires amendment in order to adequately cover the situation where payments in advance are made for both land and house?

(2) In order to avoid the situation where unscrupulous building contractors prepare contracts which specify that the full advance is towards the cost of the land, thereby subverting the requirements of the Act, would it be possible to require through legislation that only a fixed proportion of the advance be regarded as being for the land and that the remainder of the advance must be held in trust towards the construction of the house?

Answer:—

(1 & 2) The provisions of the Contractors' Trust Accounts Act 1974 are very specific in relation to the receipt of moneys

concerning the construction of a dwelling-house. However, as the result of investigations of the activities of a Mr. O. Ritter by inspectors of the Office of the Commissioner for Corporate Affairs, I have directed that the Act be examined to ascertain whether or not amendments are required.

50. ADVISORY SPEED SIGNS ON ROADS

Mr. Kruger, pursuant to notice, asked the Minister for Local Government and Main Roads—

Is his department considering extending the use of advisory speed signs on roads, such as Anzac Avenue between Rothwell and Kallangur, where numerous accidents have occurred on corners?

Answer:—

A study which includes the investigation of traffic accidents, traffic volumes and vehicle speeds, particularly on curves, is being undertaken at present. When the study has been completed, a decision regarding the erection of advisory speed signs will be made.

51. THEFTS AND SECURITY, CLONTARF STATE HIGH SCHOOL

Mr. Kruger, pursuant to notice, asked the Minister for Works and Housing—

(1) Is he aware that over \$2,000 worth of electrical equipment was stolen from the Clontarf State High School library on 18 September?

(2) Has over \$13,000 worth of equipment and fittings been stolen or destroyed by arson in the library this year?

(3) Have officers of his department investigated the serious security problem at this school?

(4) What action is planned to improve the security of the library and the school in general?

Answers:—

(1) I am aware that the library at the Clontarf State High School was broken into on 18 September 1978 and that windows and an internal door were damaged. The actual value of the equipment stolen is not known to me.

(2) This total figure is not available to me but my Department of Works has expended \$6,309.38 in repairing damage caused by fire to the library block on 24 January 1978. Details of this work have been given to the Inspector of Police, Redcliffe.

(3 & 4) Following investigations by officers of my department, appropriate measures have already been taken to improve the security at this school.

52. UPGRADING OF OLD CLEVELAND ROAD

Mr. Kaus, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) When will tenders be called for the next section of Old Cleveland Road?

(2) Will the remaining section of the road which leads to the Commonwealth Games Complex be divided into one or two sections?

Answer:—

(1 & 2) It is planned to carry out the work in two sections. It is expected that tenders for the first section from Mt. Petrie Road to Tilley Road (the entrance to the Commonwealth Games complex) will be called before the end of 1978 and that the second section from Scrub Road to Mt. Petrie Road will be released in the early part of 1979, dependent upon availability of funds.

53. REPAYMENTS TO WORKERS' COMPENSATION BOARD

Dr. Lockwood, pursuant to notice, asked the Minister for Labour Relations—

(1) How many male persons on workers' compensation are currently making repayments to the Workers' Compensation Board and for what reasons?

(2) What is the largest amount to be repaid and at what rate of repayment?

Answers:—

(1) It is not possible to advise as to the number of male persons without examining each individual claim file. The reasons could be many and varied, for example—

Payment exceeded 26 weeks' accident pay;

Claimant returned to work prior to expiration of medical certificate;

Incorrect calculation of workers' compensation rate;

False claim for dependency;

Claimant working whilst on benefits; and

Recovery action taken by claimant under Motor Vehicle Insurance Acts.

(2) Again, each individual file would have to be examined. An estimate of the largest repayment could be of the order of approximately \$8,000, being in relation to action under the Motor Vehicles Insurance Act. If the honourable member has any case involving a constituent, which he feels may result in hardship in repayments, and is prepared to supply details, I will arrange to have the matter sympathetically examined.

54. RAILWAY DEPARTMENT PURCHASES
OUTSIDE QUEENSLAND

Mr. Underwood, pursuant to notice, asked the Minister for Transport—

(1) Has the Queensland Railway Department let contracts or purchased items either interstate or overseas and, if so, which States and countries were involved and what were the items or contracts?

(2) What is the (a) individual and (b) total value of those contracts and/or purchases?

(3) How does he justify these expenditures outside Queensland when Queenslanders are being retrenched owing to lack of work?

Answers:—

(1) Yes.

(2 & 3) I would refer the honourable member to my reply to a somewhat similar question asked by him on 16 May of this year. The provision of specific answers to his queries would involve research into all contracts ever let by the Railway Department.

A contract would be awarded to a tenderer from outside Queensland only when—

(a) there was no Queensland tenderer; or

(b) the product offered by Queensland tenderers did not meet the specification; or

(c) the price offered by an interstate or overseas tenderer was still the most favourable even after the defined degree of preference for Queensland manufactured goods had been allowed in respect of the prices tendered by Queensland manufacturers.

55. C.M.L. APPLICATIONS 450 TO 455,
COUNTY OF STANLEY

Mr. Underwood, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) Concerning C.M.L. applications 450 to 455, County of Stanley, Parish of Chuwar, have any of these leases been granted and, if so, what ones, and what conditions have been laid down for each?

(2) When will a decision be made concerning applications for which no decision has been made?

Answers:—

(1) No tenure as coal mining lease exists under the provisions of the current Mining Act. Furthermore, there are no current mining leases or mining lease applications numbered 450 to 455 within the County of Stanley, Parish of Chuwar.

(2) Not applicable.

56. SAND AND GRAVEL EXTRACTION,
BRISBANE RIVER BANK

Mr. Underwood, pursuant to notice, asked the Minister for Maritime Services and Tourism—

(1) Has a lease been granted to Brisbane Sand and Gravel Company or any other person or firm to extract sand and gravel from land on the south bank of the Brisbane River adjacent to the Karana Downs housing estate?

(2) If so, to whom has the lease been granted and what are the conditions, and what is the duration and the nature of the lease?

(3) If a lease has not been granted, is he aware of extensive clearing of that land in preparation for the extraction of sand and gravel, and does he regard this land preparation as a breach and, if not, what are the reasons?

Answer:—

(1 to 3) The land on the south bank of the Brisbane River adjacent to the Karana Downs housing estate is freehold land. The owner of the land has sought permission to widen the river at this location and it is understood that it was contemplated that such widening would be carried out by sand and gravel companies holding permits to dredge for gravel in the Brisbane River.

The Governor in Council, pursuant to section 86 of the Harbours Act, and the Port of Brisbane Authority, pursuant to its powers under section 59 (1) (i) (f) of the Harbours Act, have granted approval to the widening subject to the following conditions:—

(1) The banks of the river must be progressively cut to the satisfaction of the Assistant Director, Works Division, Department of Harbours and Marine so that the effect may be monitored.

(2) The slope of the bank and bed of the river from the top of the bank to the final dredged depth at midstream must be not steeper than 1 vertical to 4 horizontal.

(3) The new property boundary must be set out by an authorised surveyor within one month of commencement of dredging. A copy of a plan showing the new boundary must be forwarded to the Department of Harbours and Marine.

(4) All trees, vegetation and other obstacles must be removed prior to the commencement of dredging.

(5) Hydrographic surveys must be undertaken every six months at the expense of the owner, and plans thereof must be forwarded to the Department of Harbours and Marine within one month of survey.

(6) Upon completion of dredging, the owner must surrender to the Crown Certificate of Title Volume 4112 Folio 138 under section 9 (2) of the Land Act 1962-1975 to allow issue of a new deed of grant over the reduced area of subdivision 1 of allotment 25, Parish of Chuwar.

57. BITUMEN SEALING OF PENINSULA DEVELOPMENTAL ROAD

Mr. Scott, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Will he advise whether or not expenditure for the recently completed section of bitumen surfacing on the peninsula developmental road between Mt. Carbine and Battle Creek was less than the departmental estimate prepared for this work?

(2) Is he aware that large quantities of gravel and other material are stockpiled at strategic points north of the recently completed section?

(3) If the recent project was completed at less than the estimated cost and as those extensive material stockpiles exist, will he give an undertaking that the next nine kilometres of bitumen surfacing will be completed before the wet season?

(4) Is there a prospect of the unsealed road between Battle Creek and the foot of the DeSailly Range being bitumen sealed during the current financial year?

Answers:—

(1) Yes.

(2) Yes. In fact, some time ago I approved the purchase of this most useful material from a local mining company before it was covered by tailings of a different nature of virtually no use in road construction.

(3) No. I can give no such undertaking. The new scheme is programmed for release in December this year.

(4) Funds programmed for expenditure on this scheme are sufficient only to ensure completion shortly after the end of the current financial year.

58. MAINTENANCE OF ROAD TO EDWARD RIVER ABORIGINAL COMMUNITY

Mr. Scott, pursuant to notice, asked the Minister for Aboriginal and Island Affairs—

(1) Will he advise if his department provides direct financial assistance to the Cook Shire towards the cost of maintaining the road into the Edward River Community?

(2) Is he aware that this road has deteriorated considerably in condition, so much so that the transport vehicles carrying material to Edward River for the Department of Aboriginal and Islanders Advancement are suffering undue wear and tear and the Cook Shire resources are strained to the limit with the road maintenance demands of the shire?

(3) Will he consider assisting the shire financially to carry out necessary maintenance to the road?

Answers:—

(1) No direct financial assistance of this type is provided by my department.

(2 & 3) I am unable to comment on the matters to which the honourable member refers as they are strictly for consideration by my colleague the Honourable the Minister for Local Government and Main Roads, to whom I suggest he direct his inquiry.

59. ABORIGINAL HEALTH TEAMS

Mr. Scott, pursuant to notice, asked the Minister for Health—

(1) Will he state the number of centres in Queensland at which it is planned to establish Aboriginal Health Team sisters?

(2) At how many centres have health team units been established to date?

(3) Is he aware that the Works Department has provided two demountable units for use by the health team at Normanton and that these buildings are standing in a derelict, unused condition surrounded by long grass?

(4) What recommendation is he to make to the Minister for Works and Housing regarding the condition and use of these buildings?

Answers:—

(1) Thirty-four health teams are planned for operation throughout Queensland.

(2) There are twenty-two health teams currently operational at the undermentioned centres—

Brisbane; Ipswich; Murgon; Cherbourg; Rockhampton; Cunnamulla; Townsville—(two health teams); Palm Island; Mount Isa; Doomadgee; Mornington Island; Cairns—(two health teams); Mareeba; Yarrabah; Cooktown; Bamaga; Aurukun; Kowanyama; Lockhart River; Thursday Island.

In addition, seven sub-units are operating in areas as follows:—

Woorabinda, Mount Morgan—sub-units of Rockhampton team; Charters Towers, Hughenden—sub-units of Townsville team; Cloncurry, Burketown—sub-units of Mount Isa team; Mossman—sub-unit of Cairns team.

(3) Yes. There is no record of a report having been received from the Department of Works that the Aboriginal health programme accommodation and office units at Normanton are in a derelict condition.

(4) The buildings are currently situated on the new hospital reserve, which is considered to be unsuitable. Action has been taken to acquire an additional site. Because of local authority objections to this proposed site, further negotiations are proceeding in order to resolve this matter.

60. ALLEGATIONS AGAINST MR. LES STEWART

Mr. R. J. Gibbs, pursuant to notice, asked the Minister for Aboriginal and Island Affairs—

(1) Is he aware that on 23 September the Chairman of the State Advisory Committee on Aborigines and Islanders, Mr. Les Stewart, was involved, with other members of his family, in a vicious assault on Mr. Norman Fisher, Mrs. Faith Fisher and Mrs. Laverne Fisher at the Cherbourg Aboriginal Reserve?

(2) Is he aware that as a result of this uncalled-for assault Mr. Fisher suffered a dislocated shoulder, Mrs. Fisher suffered severe bruising to the chest and was X-rayed for suspected broken ribs and Mrs. Laverne Fisher, who was pregnant, had to be immediately taken to hospital?

(3) Is he aware that Mr. Stewart and his family are reputedly running a terror gang at Cherbourg aimed at suppressing those who do not agree with his views?

(4) Is he aware that similar incidents have occurred in the past but that no charges have been brought against Mr. Stewart?

(5) Will he have Mr. Stewart removed as chairman of the committee in the light of this information and as he is not acceptable to the majority of the Aboriginal people?

Answers:—

(1 to 4) I have no knowledge of any incident that relates to the hearsay allegations of the honourable member. The simple fact is that in any such circumstances any resident of Cherbourg is subject to the same legal processes as any other citizen.

(5) The honourable member makes a contemptible attack, using the protection of this Parliament's procedure and privileges, on a very fine citizen. This is the despicable Opposition technique of using crude character assassination to destroy someone who stands against the radical programmes the A.L.P. now supports. Because Mr. Les Stewart is an honoured and widely respected leader

amongst this State's Aboriginal peoples, his reputation is now to become besmirched in order to reduce his effect as chairman of my advisory committee. This squalid technique will not work, and the honourable member should be ashamed of himself for trying it on.

QUESTIONS WITHOUT NOTICE

LEADERSHIP OF PARLIAMENTARY LIBERAL PARTY

Mr. HOUSTON: I ask the Minister for Labour Relations: Can he confirm that at a meeting this morning the leadership of the Liberal Party was declared vacant, by a vote of 13 to 9, as from tomorrow afternoon, when a new ballot for the leadership will be taken?

Mr. CAMPBELL: The Liberal Party's business is the Liberal Party's business.

MARKETING OF QUEENSLAND STRAWBERRY CROP

Mr. HOUSTON: I ask the Minister for Primary Industries:

(1) Is he aware that, because of substantial imports of strawberries from New Zealand and Mexico by southern jam manufacturers, a major Queensland strawberry processor has advised almost 100 growers in the Redland Bay area that it will take no further strawberries from them after Friday, 13 October?

(2) As the other major processors will not take any further growers onto their books, what action will he take to assist these Queensland growers to market their crops rather than have them face economic ruin?

Mr. SULLIVAN: Thanks to the alertness of the honourable member for Redlands, who has talked to me about this matter in the last couple of days, I am well aware of the situation.

Opposition Members interjected.

Mr. SULLIVAN: That is a fact.

Mr. Houston: What have you done?

Mr. SULLIVAN: If the honourable member will listen to me, I will tell him.

There is overproduction of strawberries in Queensland this year. Two of the processors have growers growing on contract for them; the other processor buys his strawberries. It has been said that strawberries imported from New Zealand are being dumped on the Australian market at a price of 82c processed, when the agreed-upon price to Queensland growers is 83c. My officers were

checking this out yesterday, and they are doing so again today. As yet there is no evidence of any strawberries coming into Australia. There is a lot of talk by processors about bringing them in. There is evidence that strawberries have been brought in from Mexico.

I know that the honourable member asked the question because of his concern. I assure him that my officers are in very close discussion with the Department of Primary Industries and the Department of Trade in Canberra. I will have the full report on my table late this afternoon. We are generally kept fairly well alerted on these things by the honourable member for Redlands.

Mr. SPEAKER: Order! The time allotted for questions has now expired.

MATTERS OF PUBLIC INTEREST

AUDITOR-GENERAL'S SPECIAL REPORT ON AIR TRANSPORT OF MEMBERS

Mr. FRAWLEY (Caboolture) (12.1 p.m.): Today I wish to speak upon a matter of great public interest, especially to those members of the public who have been watching "This Day Tonight", a public affairs programme presented by Channel 2, particularly the interviews by members of the media of politicians regarding the report by the Auditor-General on the air transport of members of the Queensland Parliament. I usually watch "This Day Tonight" on Monday night, except when it clashes with "The Muppets". It so happened that on Monday, 18 September, I did watch "This Day Tonight" when three members of the Press were interviewed by John Barton regarding the Peel report which, incidentally, is now being referred to by another name. The three journalists were Quentin Dempster of the "Telegraph", Peter MacDonald of Australian Associated Press and Greg Chamberlain, a political correspondent. John Barton asked the question—

"As one of the more controversial inquiries ever undertaken in Queensland, I wonder to what extent should it get a full public airing in this State."

Peter MacDonald replied—

"Oh, there is no question; it should have the maximum airing."

That is what I am going to give it today. He said—

"I believe that the Premier has stayed right out of this just so that there can be no stigma of party politics . . . I completely expect Mr. Peel to table a full report and I believe it should get the best possible airing."

John Barton said—

"And you agree with that?"

Peter MacDonald said—

"I think it will get the best possible airing because the Speaker has undertaken that it will be tabled tomorrow after question-time. . . I think from then on we're going to see an amazing display of unanimity from all parties because all parliamentarians and prominent ones at that are named in the report. I believe that most of the parliamentarians will go to ground on the issue. We won't have too much publicity initiated from their point of view."

That is where he made a mistake. Mr. John Barton then asked the other two journalists a question, and then he returned to Mr. MacDonald. He asked—

"How do you expect the public to react?"

Peter MacDonald said—

"I hope the public is as shattered as we were to begin to uncover some of the reports, because I personally feel that it is a shameful situation, and a rather frightening one."

John Barton then continued to interview the other journalists, and then again he returned to Mr. MacDonald for a final question. He asked—

"Would you expect some of the party votes to disendorse candidates at the next election, those people who have committed breaches?"

Peter MacDonald said—

"That is a little unrealistic in the Queensland political climate, but in pure idealistic terms, yes, if the breaches are serious, then I would expect political parties to give the candidates away."

I am very pleased he said that. I felt a lump in my throat when he finished speaking. He was a man dedicated to protecting the rights of the people, exhibiting all those qualities that one would expect to find in a good, sincere journalist—upright, honest and pure; a man of integrity. Those thousands of viewers who were watching "This Day Tonight" probably felt the same as I did. Imagine the shock and horror I felt when on Thursday, 21 September, I discovered that one of the two people mentioned on page 7 of the Auditor-General's report as not being connected with Parliament but going on a tour of western outback towns with the Opposition committee for primary industries was Mr. MacDonald. To use his words, I was shattered. I hope the public also are shattered. Tickets were converted to finance four intrastate tickets for Mr. MacDonald and another person at a cost of \$484.20. I know the other person's name, but as he has not attempted to bucket politicians I am not going to mention it. Mr. MacDonald was also involved in air charter fares of \$457 and his share of car rental totalling \$290.70. Viewers of "This Day Tonight" must surely have their faith in

human nature shattered, as I have, after learning this. I only hope that other pressmen in the gallery have enough integrity to give this speech the airing they gave the Auditor-General's report.

Furthermore, I expect that Peter Wilkinson—who, with great delight, on "This Day Tonight", asked every politician, "Are you going to pay any money back?"—will ask Mr. MacDonald the same question. I expect him to ask Mr. MacDonald, "Are you going to pay back any of the money that you plundered from the public purse?" Now we will see how genuine and how impartial is the producer of "This Day Tonight".

In all fairness to "This Day Tonight", I must say that I have spoken to some of the persons involved and found that they did not know that one of the three people they were interviewing, one who sat up there like a hypocrite and bucketed politicians, was involved. Although he used air tickets, he sat up there and urged that the matter be given a public airing. Well, it is being given a public airing now. "This Day Tonight" should have a panel of three politicians interviewing Mr. MacDonald as to his part in the air fares affair. That would be the right thing to do.

After this exposure the public should ask: Are all the bleeding hearts who on television and radio stand up for the rights of the people as pure, upright and honest as Mr. MacDonald appears to be? Before the public are stampeded into believing all that they see and hear, they should recall the biblical quotation, "He that is without sin among you, let him cast the first stone." Before they start casting stones, they should ask themselves are they really without sin.

I believe that the Auditor-General's special report is a shameful example of political connivance. Right from the beginning the Auditor-General was very careful in the line of inquiry that he adopted. No inquiries went back beyond 1974. Why not? No inquiries were made of Bush Pilots or Connair. Why not? The answer is obvious: some favouritism was involved.

The ex-member for Warwick, Mr. David Cory, is mentioned in the report as having converted his ticket and that of his wife from first class to economy so that he could take his son with him. The cost involved was a lousy \$93. I have a photostat copy of the duplicate of a ticket that a member converted for three times that amount, yet his name is not mentioned in the report. Why not? I know of a Government member who was involved in ticket conversions worth \$1,600 and who is not mentioned in the report. The inclusion of David Cory's name for such a minor matter convinced me that the report was not genuine. I believe that the report presented to Parliament was not the original report and that the original report contained the names of all 43 persons who converted tickets. I believe that certain names were removed from that report.

Until yesterday I had only nine names and this morning on a trip up town I obtained another four names. That means that of the 20 names not mentioned in the report I have obtained 13. That is not a bad effort for a Government back-bencher who does not have at his disposal the facilities given to the Auditor-General. It won't be long before I get the other seven names. It is just as well that I have plenty of friends in Brisbane.

As I consider that the unnamed members acted legally and were entitled to do what they did—as I was—I do not intend to name them—unless they interject while I am making this speech. Then I would not hesitate to name them. Every member followed an established practice, a practice that was condoned by both the previous Treasurer and the present Treasurer.

One disturbing aspect of the report is its distortion of facts. I explained to the Auditor-General that one ticket taken in 1974-75 for my wife was not used by me. I explained all this in an earlier speech. This ticket could not be traced to any flight and it has not yet been used. The report, however, leads one to the belief that I did use it. The report does not say that the ticket was not used. The airline has been paid for it, yet the ticket has not been used and cannot be traced. The Auditor-General established that I had no credit account with any airline. I am not condemning anyone who had such an account.

The public may be surprised to learn that some members of local authorities are given first-class tickets to travel interstate or to go from the country to the city on council business and that they convert those first-class tickets to two economy-class tickets so that they can take their wife with them. There is nothing wrong with that. Furthermore, every three years Federal politicians are given one first-class ticket around the world and they have been converting those tickets into two economy tickets, and paying the difference, so that they can take their wife with them. While I have been a member of this Parliament, it has been the practice to give our delegate to the C.P.A. conference a first-class ticket and for him to convert it into two economy-class tickets and take his wife with him. There is nothing wrong with that, either.

Members of Parliament were even told to use their tickets in Queensland in order to conduct political campaigns. If it is good enough to use tickets for a political campaign, it is good enough to use them for any purpose.

I believe that the report has been compiled on an incorrect premise and that a royal commission should be conducted into all forms of spending.

I have with me photostat copies of reports from the press-man who travelled with the A.L.P. committee on primary industries. I

am not condemning members of the Opposition for travelling around the State. As I have said before, Opposition members must be given the facilities to travel around and present their case to the public. I am not condemning the Opposition primary industries committee for travelling around the country. I am condemning this person, however, for making use of some of those tickets and then writing things about us. I have photostat copies from different papers at Mt. Isa and Cloncurry, and another from "The Daily Mercury". I also have something from Birdsville. I have all the proof here, which I have double-checked and treble-checked. He definitely went on those tickets.

I take strong exception to anyone sitting in a television studio and bucketing people for doing something that he has done himself. Such conduct is entirely wrong. That is why I took this opportunity today to expose this pressman for the hypocrite that he is. He sat in the television studio sanctimoniously and piously—I expected to see him with a Bible in his hand and a rosary hanging around his neck—giving parliamentarians a send-off while he himself was involved. That is disgusting. I hope the Press have enough guts to print my comments.

CLOSURE OF OLYMPIC TYRE PLANT, GEEBUNG

Mr. VAUGHAN (Nudgee) (12.11 p.m.): Today I wish to speak about the announced closure of the Olympic Tyre and Rubber Company plant at Geebung. I do so because of my concern about the effect the closure will have on the working community in my electorate and on the State as a whole. When the closure was announced on 21 September, it was presented as part of the company's continuing programme of rationalisation. The company indicated that the plant would be phased out with a view to ending all operations at Geebung by the end of December 1978.

I am concerned, and everybody in Queensland should be concerned, about the reasons given by the company for closing the plant. It was said that the closure was caused by the greater emphasis now placed on the production of steel-belted radial tyres; that it was uneconomic to convert the Geebung plant to steel-belted radial tyre production; and that the company was centralising and increasing production of steel-belted radial tyres at its Somerton plant in Victoria.

The information I have obtained is to the effect that the Somerton plant was purchased from B. F. Goodrich by the Olympic company in 1974-75. The company also referred to a comment by the Industries Assistance Commission on the need for the tyre industry to rationalise to compete with imports. I might point out that a similar situation occurred in New South Wales when Dunlop transferred its factory from Drum-

moyno in New South Wales to Montague in Victoria. In that instance, 960 jobs were involved.

I am concerned that these tyre companies, on the advice of the I.A.C., are rationalising their operations to the detriment of the people they employ. One problem relating to the I.A.C. report is a reference to an oversupply of tyres in Australia and the fact that there are over 70 brands of tyres on the Australian market. The people of Queensland, and this Parliament, should be concerned about the effect on the community of this long-established company's decision.

The Geebung plant was established in 1950 and commenced operations in 1951. Anybody with knowledge of the industry in Queensland could well believe that the company would remain in operation in Queensland for a long time. During an inspection of the plant it was pointed out to me that the company had been producing bias-ply tyres since it commenced operations, that recently it changed over in a very modest way to producing textile radials, and that more recently it commenced producing steel-belted radials, again in a very modest way. I am informed that because of the method of production the steel-belted radials produced at Geebung are of a very high quality and are preferred for fitting to new cars by motor vehicle manufacturers. Here is another area of concern in the light of the dangers associated with the use of steel-belted radials, on which honourable members spoke recently.

We should be concerned about the effect of the closure of this plant on the company's employees. A newspaper article dated Friday, 22 September, announced that 385 people would be displaced. All too often we accept such announcements as the sum total of the effect of such a decision. However, an investigation I made revealed that the ramifications will be far more serious than just the dismissal of 385 people. Of the 385 people to be dismissed by the company before Christmas, 251 are married. The effect of this decision on the community, particularly in the area in which the plant is located, will be quite significant. There are 134 single employees to be dismissed, and in all over 600 dependents are involved. We should all be concerned about this matter.

I checked the prospects of future employment for these people. The company has announced that it will do its best to place the majority of these people in employment. According to the August statistics on unemployment, 24,600 people are unemployed in Brisbane alone. I checked yesterday with the Commonwealth Employment Service offices at Chermiside and Nundah. I found that 1,569 people are listed at Chermiside as being unemployed. Of them, 1,008 are males and 561 are females. I found that 1,489 are listed at Chermiside, of whom 1,039 are males and 450 females. What prospect have the 385 people at the Geebung plant of obtaining

employment in their own area considering the figures on unemployment that I have cited?

We ought to consider the reason given by the company for transferring production to its southern plant. It has referred to rationalisation. We have heard a lot in recent times, and in this House, about the rationalisation of industries—making industries more economic. This is the catchcry of the Industries Assistance Commission and, of course, that commission is not always right. We have heard about changing technology, consumer preference and the way advertising sways the buying public.

A report claimed that there is a trend to the purchase of steel-belted radial tyres in preference to standard tyres. This has been commented on by the Olympic company and it is one of its excuses for the closure at Geebung. It is only natural that people would have that preference because they are being bombarded with advertising that induces them to buy steel-belted radial tyres.

Like other honourable members, I ask: Should we allow this situation to prevail when the industry itself appears to be inducing people to buy steel-belted radial tyres which, of course, are more expensive than ordinary tyres, and which are known to have defects?

One of the points to be considered is that several standards of steel-belted radial tyres are manufactured. When a person sees Press advertisements for steel-belted radial tyres, particularly when people such as Jack Brabham are associated with them, he could expect to be getting the best possible tyre for his vehicle. But that is not the case.

I was concerned when I read an advertisement in "The Courier-Mail" of 27 September. It was inserted by the Beaurepaire company, which is the Olympic company. The company has claimed that it was not able to sell standard tyres, yet the only tyre they advertise is the Olympic steelflex radial. Prices vary. The company advertises three sizes, and the prices range from \$37.60 to \$49.

I agree with other honourable members that something has to be done to inform the public. We could induce people not to buy steel-belted radial tyres. I believe that one of the reasons the company advertises in this manner is that it makes a higher profit on the sale of steel-belted radial tyres. I warn people that when they purchase tyres they should ensure that they are given the best quality.

On an inspection tour of the Olympic factory the other day I learnt that the best steel-belted radial tyre that that company manufactures is sold to the Ford Motor Company, which demands a very high standard because of the type of suspension on its cars. General Motors Holden's does not require the same standard, so it gets tyres of a

slightly lower standard. We go down the scale. When we reach the stage where tyre manufacturers stop supplying tyres of a certain type to car manufacturers, those tyres go on the open market.

I ask the question: what consideration is being given to making sure that the standard of radial tyres going onto the market is adequate to ensure that the people who purchase these tyres receive the very best? Yesterday an honourable member mentioned the power of advertising. This is what is happening in the tyre industry. This is why industries are closing down or rationalising production, with the result that large numbers of people are being thrown into unemployment. We hear that industries are rationalising production because of technological changes. This means that if we continue to introduce technological changes we will have fewer jobs. Those are the cold hard facts. If we do not do something about it, things will get worse.

I now want to refer to an article in yesterday's "Telegraph".

(Time expired.)

TOWNSVILLE CENTRAL POLICE STATION; REMAND CENTRES FOR JUVENILE OFFENDERS

Dr. SCOTT-YOUNG (Townsville) (12.21 p.m.): I would like to deal with two matters causing concern in my electorate. These will probably not be considered as important as the matters raised by the honourable member for Caboolture, but they are of great concern to the people of Townsville. The first matter I wish to refer to is the Townsville Central Police Station. This 65-year-old building is completely and utterly inadequate. I refer honourable members to the editorial in "The Townsville Daily Bulletin" of 18 May 1978, which stated—

"Townsville policemen should no longer have to put up with the hovel that passes for the Central Police Station."

That is exactly right, it is a hovel and a disgrace to this Government and any Minister who has held the portfolio of Police. But nothing has been done about it. Accommodation is so lacking that five or six men have to share a room. There are a limited number of toilets, no wash-basins where people can wash their hands and no change rooms for officers who come into the station after having been in contact with mortuary cases or drunks and derelicts. People are interrogated five and six to a room. The front desk facilities are a shambles—hot, untidy and with no seats. The station faces the western sun and fronts onto a main thoroughfare and because there is no air-conditioning policemen have to put up with both heat and traffic noise. In addition, there are no

parking facilities for police cars. Most of the police cars are parked in the middle of the street or in front of the station instead of in a proper parking facility.

There have been a considerable number of deputations to the Minister over the years. The honourable member for Townsville West and I conducted a Police Union deputation to the Minister, but we got nowhere.

I notice that in his Budget speech the Treasurer said that this year there would be an increase of 100 in the number of police in this State, with 12 going to Townsville. I honestly do not know where they are going to be put. They will probably be left out in the street. The Police Budget this year is \$89,000,000 compared with \$82,000,000 last year, but I noticed that none of this increased expenditure will go to Townsville, except for the painting and renovation of a few old buildings scattered around the suburbs.

I also notice that new police stations are to be built at Airlie Beach, Blackall and Aramac, all National Party electorates. It appears to me that the north of this State is not receiving adequate attention, and I draw the attention of the House to the Townsville Police Station as a glaring example. If we expect the police to do their job, we must house and treat them correctly.

The editorial I have referred to continued—

“The inspector's office is smaller than the average cell for a prisoner.”

If that is the way we treat a senior officer, I think it is a darned disgrace and reflects badly on this Government.

The second problem I wish to refer to is welfare. At present a remand centre is being built at Townsville although it will not be completed until May next year. This is 25 years too late. Almost 25 years ago I had occasion to treat a girl aged 15 who had been used as a prostitute on the inter-city ports. When she arrived in Townsville she was picked up by the police. She was taken to court and remanded. She was infected with venereal disease. But where was she remanded to? “Carramar”, which is an orphanage! The Government Medical Officer rang me and said, “Can you put her into hospital?” I did so, and subsequently I have put persons of this sort into hospital to look after them and give them some physical, mental and moral support and spiritual help.

This state of affairs has continued for 25 years. At the present time I am dealing with two lads who had been placed under the care of the Children's Services Department. Although they were remanded to “Carramar”, they are wandering the streets. One of these lads is a rapist at the age of 15 and the other is one of these fellows with the attitude, “I want to appear tough.” He is potentially a psychopathic wrongdoer and will cause trouble wherever he goes.

It appears that these children do not go to school. They are out of the control of their parents. The authorities are not doing anything for them and will not help the parents, and the parents have come to me about the problem.

The quarters at “Carramar” are inadequate. These children will be with little children and will create moral delinquency among them. As I said, they do not go to school, and they will set a bad example. Recently one of them was picked up, at the age of 15, while drinking in a not very good hotel frequented by some very low types, and the two of them were members of a group who attempted to assault a man lying in the park. If they are doing things such as that now, very soon they will be doing something worse if they are not apprehended.

I have read the Demack report very carefully, and I consider that all stops must be pulled out to complete the remand centre. In my opinion, the conclusions in that report relative to offending while in the care and control of the director should be looked at very carefully by the department and read very carefully by members of this Assembly. The relevant portion reads—

“The Commission therefore recommends that the Children's Services Act be amended to provide that where young people re-offend whilst under the care and control of the Director, there be established a Review Panel before which such offenders must first appear. The Review Panel should be chaired by the Children's Court Magistrate, preferably the one who made the original order in respect of the offender, and should include the Director of the Department of Children's Services or his nominee; the officer within the Children's Services Department responsible for the supervision of residential care and a professionally trained person who is not in the public service. The legislation should provide that the young person is to be brought before the Panel after he is apprehended, and not arrested or charged in Court.”

Matron Dolan, the matron of “Carramar”, has done a magnificent job over the years. She has really looked after the children under her care; she has been a solid pillar of the community. However, I do not think it is fair that young juveniles with obviously psychopathic personalities are given to people who run orphanages. They are not trained for the job, they have not the facilities that are needed, and they have not the means of apprehending children and preventing them from doing further misdeeds.

The police in control of the children's branch in Townsville have been absolutely magnificent. They are sensible, considerate people. The only fault I can find is that the members of the Children's Services Department in Townsville are inadequately trained

or have lost interest. Their efforts should be given a stimulus by increasing the staff. Perhaps this would also increase their zeal.

I do not think that the psychiatric services associated with the Children's Services Department in Townsville are adequate at present. The two children to whom I referred earlier cannot be taken to see the psychiatrist; he is on holidays. Surely to goodness a replacement psychiatrist can be found when a man goes on holidays, so that people who are remanded may receive proper therapy.

RECYCLING OF BOTTLES; DEPOSITS ON DRINK CONTAINERS

Mr. KATTER (Flinders) (12.29 p.m.): I wish to speak briefly on the recycling of bottles and some form of compulsory deposit upon cans. There are a number of aspects to this problem, all of them very serious.

Although it is fairly difficult to get accurate figures, I have been given a figure of 8c as the cost of a can. So when one buys a can of soft drink or a can of beer, 8c of the total price that one pays is for the container. In many instances, cans are used in preference to bottles because the seller can reduce the temperature of the beverage much more quickly if it is in a can rather than a bottle; but when it is sold to the consumer, the moment the consumer places his hand on the can or the bottle, the beverage warms up very quickly. Although the use of a metal container assists the seller, it certainly is not of any benefit to the consumer.

Mr. R. J. Gibbs: What's wrong with a stubby?

Mr. KATTER: Not everyone drinks beer as regularly as the honourable member and carries a stubby holder around with him.

Many of the bottles that are used in the West are marked "non-returnable". I understand it is not legal to refill bottles marked "non-returnable". However, this is honoured in the breach more than in the observance. I understand that about 40 per cent of the containers are re-used. The people who are re-using them have told me that these containers are better for re-use than the normal bottle that can legally be re-used.

Apparently the only reason for marking these as "non-returnable" is that the glass manufacturers and bottle manufacturers can sell more glass and more bottles. That is what has happened in the soft-drink industry. At one time there were big profits in the soft-drink industry, but those profits have now been taken by big glass and bottle manufacturers in the major capital cities from the local soft-drink manufacturers who once existed in country areas and in some of the outer metropolitan areas of Brisbane.

When the old deposit bottles were in existence, there was a 98 per cent return of them. Even though the non-returnable bottles were being recycled, with them there is only a 40 per cent return. If those bottles cost about 8c each, the average soft-drink seller is adding another 4 or 5c to the cost to the consumer, because half the bottles that go out will never come back to him. So we have 8c for a can and 4 or 5c for a bottle.

Mr. Casey: Are you aware that B.H.P. through a subsidiary now owns the major soft-drink factories in North Queensland?

Mr. KATTER: That is a very good point. I intended to raise it later on. It is good to see that other people are aware of this. The fact is that Rheem now holds a soft-drink franchise—Coca Cola I think it is—in Townsville. Another southern-based company owns manufacturing and processing works in North Queensland. We regard that as a very lamentable development. In turn Rheem is owned by B.H.P., which wants to make a lot of money out of producing and using metal.

When a person buys a bottle of soft-drink or a bottle of beer, he is paying at the very least an additional 5c because the bottle is non-returnable. He pays as much as 5c on a can. So we have a cost-inflation factor of between 5 and 8c built in throughout the entire beverage industry in Queensland. It probably works out at about 20 or 30 per cent of the cost of the item purchased, simply because there is no compulsory deposit on bottles and containers in Queensland.

I have the word "ugliness" written down. This is a very unfortunate aspect of Queensland at the present time. Go to any picnic resort, water-hole or centre that people visit—and I am thinking of some really beautiful places like Fountain Springs between Cloncurry and Mt. Isa, White Rock north of Charters Towers and Red Falls—and you will see that the area is entirely littered with bottles, smashed glass and old beer containers. I pay tribute to graziers in the Red Falls area. They take it in turns to clean up the bottles and cans. They very seldom use the area themselves, but they clean it for the benefit of visitors who come there, and the visitors are mainly from Townsville.

Opposition Members interjected.

Mr. KATTER: Opposition members are all talking at once. I don't imagine that any of the interjections are intelligent.

Each year members of the Charters Towers C.W.A. Younger Set go out along the Flinders Highway for a distance of three miles east and three miles west of the town and pick up all the containers that have been tossed out of cars and left lying beside the road.

Each year they collect approximately 6,000 containers. That gives some idea of the quantity of litter that is left lying around in country areas. The countryside of Queensland is being reduced to a state of incredible ugliness by the tossing away of non-returnable containers. Deposits on all containers should be made compulsory.

At a recent meeting of the Charters Towers C.W.A. Younger Set I told the members that if a compulsory deposit was introduced they would be able to earn money from the good work they do in picking up roughly 6,000 containers a year. They would earn as much as \$300 to \$400. At present the only thanks they get is a "Thank you" from some people. If all containers carried a deposit, those people who are motivated to go out and pick up containers would receive some remuneration for their good work and the money would flow on to some charity.

Another aspect of the beverage industry in Queensland is the danger created at water-holes and picnic spots by broken glass and rip-off metal tops on cans. Quite often people receive bad cuts and gashes caused by broken bottles at picnic sites, both in the country areas and in the city, and have to receive first-aid treatment at ambulance centres. A serious problem is created by the rip-off metal tops on cans and by broken glass.

Finally—in a discussion with a local authority I was told that as much as one-third of the garbage collected by it comprised beverage containers such as soft-drink bottles and beer bottles and cans. If those bottles could be recycled instead of being disposed of among garbage, there would be a tremendous saving in cost to the local authorities. I think that the proportion of one-third would be a bit high, but I suggest that 10 per cent of garbage disposal costs could be saved if bottles were recycled.

Mr. Prest: Why don't you get a garbage service and tip it in the bin in Charters Towers?

Mr. KATTER: It is not as simple as that; that is not the problem. The problem is scattered all over the area.

I do not think I am telling tales out of school when I inform honourable members that the Government has set up a committee to investigate the litter problem. There are three problems that need to be solved. The first is the high cost of beverages, and they will become considerably cheaper—probably 20 per cent cheaper—if containers can be recycled. The second is the incredible ugliness that is created by litter in our once-lovely State. The third is the serious danger posed by broken glass and rip-off metal tops.

(Time expired.)

PREMIER'S CAMPAIGN IN NEW SOUTH WALES ELECTIONS

Mr. R. J. GIBBS (Wolston) (12.39 p.m.): I want to speak on a matter that I consider is of utmost importance to all Queenslanders. Over recent weeks we have seen the greatest exponent of charade, the Premier, trying unjustly to cast aspersions on members of the House by way of the Peel report. In that report many members have been hung out to dry, some quite wrongfully. Certainly not all of them deserve such treatment. In most instances the contents of the report are designed to embarrass honourable members.

I believe that the reason why the Premier brought down the report was that he wished to cloud the issues affecting the coalition parties in Queensland. He wanted to take the heat off himself and off the infighting among the factions on the Government side of the Chamber.

All of us know that this morning in the Liberal Party caucus room the leadership of the Liberal Party was declared vacant by a vote of 13 to 9 and that the ballot for leader is to be held tomorrow afternoon. The Premier came forward with the report to take the heat off situations of that type that are arising on his side of the House.

Mr. K. J. Hooper: Are you prepared to predict the winner of tomorrow's Liberal Party ballot?

Mr. R. J. GIBBS: If I were a betting man, I would have a dollar or two on Dr. Edwards.

Because of the issues that were against him at the time, the Premier hoped to be able to use the Peel report to take the heat off himself and present himself as a lily-white to the people of Queensland. But that is not the picture that will be painted of the Premier.

The recent Queensland Budget was brought down on an austerity basis. Obviously the only person in Queensland that the austerity Budget will not affect is the Premier himself. We found in recent days that, willy-nilly, he can get into the Government aircraft and fly off to campaign in Premier Wran's New South Wales areas. He left Queensland with his Government entourage last week in the Government aircraft and, like a modern-day version of Chicken Man, he flew off to do battle in the South with the rabid socialists and the extreme Left-Wing of the New South Wales branch of the Labor Party.

Yesterday, my colleague the member for Maryborough submitted a question on notice to the Deputy Premier and Treasurer concerning the amount involved in the Premier's sally into New South Wales. I remember very distinctly the Premier's sitting on the cross benches—I hope that the honourable member for Greenslopes who is sitting there now is not a potential leader of the Liberal Party—and saying, "It was very little."

This morning, during question-time, the Government blatantly refused to present facts and figures on how much money was spent on that mad foray over the border. Why are not the facts and figures available to the House?

Mr. K. J. Hooper: Because he won't tell us.

Mr. R. J. GIBBS: Of course he won't.

The facts are not available; he is ashamed to tell the people of Queensland the amount of taxpayers' money he is robbing from the average working man in Queensland to prop up what can only be described as the most false and incompetent Government that the State of Queensland has ever seen.

What a futile trip it was to the South! I saw some of it depicted to T.V. When this man who is called the Premier of Queensland arrived in Casino and got off his plane, his staff were so embarrassed that they stood in the background at the airport with their heads bowed. They were sniggering. When the local Press interviewed the Premier, his image was that of an absolute hick; he could not put two words together concisely. He muttered and fumbled his way through what he called a prepared text for the Press. In the last couple of days I received very heartening news from Mr. Don Day, a personal friend of mine in Casino. He won the seat at the last election by only a handful of votes, but, because of the recent efforts of the Queensland Premier down there, he is absolutely confident of a huge, sweeping victory. Premier Neville Wran would welcome the Queensland Premier back for the rest of this week because that would ensure a landslide win for the Labor Party next Saturday. He went to Lismore and got the same reaction. The people laughed at him and booed him. In his quaint way of the deep North he stood on the back of a truck and tried to rampantly thrust down their necks the evils of the Communists, the socialists and the radical Left. What did the people do? They gave him a very smart "two to the Valley, one to Ipswich and two to Kingaroy."

I have examined closely his reason for going down there, and I shall now compare the record of the Government of Queensland with that of the Government of New South Wales. New South Wales has the lowest rate of unemployment in Australia; Queensland has the highest. New South Wales has the lowest inflation rate in Australia; Queensland has the highest. In New South Wales, \$1,500 million worth of business investments were made in the two years since the Wran Government took office; in Queensland, investment fell in the past two years. In New South Wales fares on public transport have been slashed by half. We all recall that last year in a mini Budget Queensland's Treasurer increased fares dramatically. Again in New South Wales, new trains and new carriages have been provided for rail commuters in all parts

of the State. That is not the case in Queensland. We are 20 years behind the times. In 1957 a Labor Government in Queensland said that it would provide electric rail services. At long last, 21 years later, through my electorate can be seen the semblance of overhead lines for an electric rail service.

I wish the Premier was in the Chamber, because I wanted to say to him that he will receive the most massive rebuff of his life as a result of his forays into the New South Wales electorate. It made me feel embarrassed as a Queenslander to hear radio commentators down there last week referring to him as "Joh Bananas". I know it made others feel embarrassed, too. He will go down as the most despicable and worst ambassador that this State has ever known. He is the most dishonest man ever to sit on that side of the Chamber under the guise of Premier of this State.

I have said that, like a modern-day version of Chicken Man, he went off to do battle. He flew south like a game cock, but he returned home like a pullet.

COOLANGATTA AIR TERMINAL

Mr. BISHOP (Surfers Paradise) (12.46 p.m.): Today I wish to speak to the House about the black hole of Coolangatta, the Coolangatta air terminal, which is the eighth busiest airport in Australia. I stress the shocking treatment meted out over the years to the area serviced by that airport. It is almost 15 years to the day since I was a member of a committee of the Surfers Paradise Chamber of Commerce formed to press for improvements to the Coolangatta Airport. Since that time the Commonwealth has completely ignored the passenger facilities at that airport.

In the 12 months ended 30 June 1978, 406,000 passenger movements were recorded at Coolangatta. That is an increase over the previous year of just under 27 per cent—almost double the increase recorded by any of the major 10 airports in Australia. The next highest increase for the financial year was in Launceston, where passenger movements rose by only 13.7 per cent. I might add that the Launceston terminal is one of the most modern in Australia. It contrasts markedly with the Coolangatta terminal.

The many millions of passengers who have flown into Coolangatta over the years know what a barn it is. It has no bar. The toilet facilities are inadequate. By reason of its windows, it is almost open to the public. There are inadequate food and shopping facilities. When it is considered that almost 8,000 passengers a week use the facilities, the provision of barely 100 seats is ridiculous, particularly when, under the present airline system, two or more planes arrive virtually at the same time.

I have no doubt that with its rate of growth—I repeat that it was 27 per cent last year—the airport will soon be the seventh

busiest in Australia. The order of airports, according to passenger movements, is Sydney, Melbourne, Brisbane, Adelaide, Canberra, Perth and Hobart. Therefore, outside the capital cities, Coolangatta is by far the busiest airport in Australia.

One must wonder why it continues to be neglected. Why has nothing been done about Coolangatta airport when, over the years, there have been continual public statements by important political figures that something was going to be done? Why, on 11 November, only a few days before the last State election, did we see a newspaper article that read—

“The Gold Coast would soon be rid of its old terminal . . .

“Federal Transport Minister, Mr. Peter Nixon, yesterday revealed plans for a new terminal.”

He said a statutory authority would be set up for the immediate drawing up of plans.” (That was for the construction of the building.)”

Mr. Nixon admitted Coolangatta airport was a ‘disgrace’”.

Sir Bruce Small said—

“It is of tremendous, almost incalculable benefit to the tourist industry of the Coast and will also be of tremendous benefit in terms of conventions’.”

A short time after the election, on 25 May, Mr. Nixon issued another Press statement that read—

“. . . that his department has been liaising with the Department of Construction on the design and cost of the required terminal facilities at Coolangatta airport including an extended apron area.

“When this urgent investigation is completed I shall be going to the Government with a proposal to achieve improvements in the facilities as soon as this is physically possible’.”

What has happened in the 4½ months since that Press release and the nearly 12 months since his political statement in November? Nothing has happened! But there are circulating on the Gold Coast a considerable number of rumours to the effect that there was in fact in this year’s Budget provision for the construction of a new Coolangatta airport facility and that this provision was dropped from the Budget at the instigation of the Prime Minister. If it is true that the Prime Minister has blackballed the improvements to Coolangatta airport, it is a disgraceful situation and serves only to amplify the statement, made this morning by the Premier in answer to a question, that this State is yet again receiving the short end of the financial cake, particularly regarding the Coolangatta airport, at the expense of gains by Victoria and New South Wales.

Mr. Davis: What are Robinson and Anthony doing? They represent both sides of the border.

Mr. BISHOP: Mr. Anthony’s electorate adjoins the airport. No doubt he flies out of it continually. He should take an interest in it. But in all my years of public life I have not seen any statement made by the Deputy Prime Minister about the Coolangatta airport. He is certainly not making any at the moment. I hope he will be able to influence the Prime Minister to reconsider and have the funds necessary for improvements to the Coolangatta airport reinserted in the Federal Budget.

It is often said that Queensland is the nation’s leading tourist State and that tourism is our fourth largest revenue earner. Thousands upon thousands of people are employed in the tourist industry. There is no shadow of doubt that the major part of tourist development is taking place on the Gold Coast, which is the fastest-growing area in Queensland, and it is an indictment of the Federal Government that it has allowed the shocking situation at the Coolangatta Airport to continue. If funds for new facilities at the airport were removed from the Federal Budget by the Prime Minister, that also is an indictment of him.

STRAWBERRY IMPORTS

Mr. CASEY (Mackay) (12.56 p.m.): The way in which a great number of strawberry growers in the Redland Bay area are being treated by both the State and Federal Governments is a matter of concern. Earlier today this matter was raised by the Acting Leader of the Opposition by way of question in the House, and honourable members are aware of the nonchalant way in which it was treated by the Minister for Primary Industries. It is another example of the way in which a Queensland industry—certainly it is only small, but it is very important to the people of the area—can be crushed by southern importers, and it shows how Queensland primary products are treated by them.

In my opinion, the present situation is a grave reflection on the import policies of the Federal Government. It is fortunate that the sugar industry has a Commonwealth-State agreement preventing the importation of sugar from countries overseas, otherwise, for their own personal profit, southern importers would try to crush the Queensland sugar industry in exactly the same manner as they are trying to crush the strawberry industry and other industries in this State. It is high time that we took a very close look at some of the southern manufacturing corporations and ascertained exactly who owns them. In this instance, only strawberry jam may be involved, but the ramifications of the activities of southern manufacturers are very wide and have very serious effects on the strawberry growers of the Redland Bay area.

The present situation is also a grave reflection on the marketing policies of the Queensland Government. The bigger growers in

the Redland Bay area have signed up with southern manufacturers and canneries, and even with canneries in this State, to supply strawberries on contract rates, but the smaller growers are at the mercy of the major importers. Unfortunately, this seems to be the farm-gate philosophy of the present Queensland Government, which seems to care only about getting produce out through the farm gate for bigger growers. It does not care about the others.

The member for the area has displayed a similar attitude. When he was approached by the smaller strawberry growers, he made the remark, "The bigger growers are all right. They have already signed up and they are O.K. The little fellows can push for themselves." Unfortunately, they are being pushed out by southern importers who, instead of buying semi-processed strawberries from Queensland, have brought in vast quantities from New Zealand and also, earlier in the year, from Mexico. They are bringing strawberries in on a dumping basis and at a rate just below that which gives the strawberry growers of the Redland Bay area a reasonable return.

What seems to be happening is that southern manufacturers are buying from the importers and using imported strawberries in their jams instead of using Queensland strawberries, as they were doing for some time. Of course, that is partly the result of worldwide changes in marketing. Frozen goods can now be imported willy-nilly and at will by some people, whereas in earlier years strawberries were considered to be a perishable commodity that could not be imported or exported over great distances. Because strawberries are a seasonal crop, manufacturers had to store them for a much longer period in order to maintain production of their products.

It is time that the Queensland Department of Primary Industries took a strong stand on marketing, particularly of perishable products. A proper system of orderly marketing must be introduced so that Queensland farmers can no longer be manipulated by southern importers as they are in this instance. When I see the way in which people in the South are getting control of this small industry, I say it will be a case of "God help us" if ever they are allowed, through the current inquiry into the sugar industry by the Industries Assistance Commission, to control and dictate the imports of sugar into Australia, because they will not care if they bring that great agricultural industry to its knees in order to line their own pockets.

Mr. DEPUTY SPEAKER (Mr. Miller): Order! Under the Sessional Order previously agreed to by the House, the time allotted for the Matters of Public Interest debate has now expired.

The House adjourned at 1.1 p.m.