

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 12 AUGUST 1959

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“(2) What is the total amount paid back to the Golden Casket office to satisfy those who have subsequently established their claims to prize money?”

“(3) Has any unclaimed prize money been transferred to Consolidated Revenue? If so, what amount?”

“(4) In view of the fact that a 72-inch Government advertisement appeared in ‘The Courier-Mail’ of September 11, 1958, setting out amounts varying from twopence to £2,392, held from 1870 onwards under the Supreme Court Funds Acts and credited to various accounts, thus providing an opportunity for creditors to make claims, will he investigate the practicability of advertising the names of the winners of unclaimed prizes and the amounts or, alternatively, publishing them as an annexure to the annual report of the Golden Casket management?”

WEDNESDAY, 12 AUGUST, 1959

Mr. SPEAKER (Hon. A. R. Fletcher, Cunningham) took the chair at 11 a.m.

QUESTIONS

GOLDEN CASKET, UNCLAIMED PRIZE MONEY

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) asked the Treasurer and Minister for Housing—

“(1) What is the total amount of Golden Casket unclaimed prize money paid into the Audit Act Trust Fund since the inception of the Golden Casket?”

Hon. T. A. HILEY (Coorparoo) replied—

“Because the Golden Casket Art Unions have been successfully conducted over a period of some forty years the Honourable Gentleman will appreciate that the extraction, at a reasonable cost of the information sought by him, if fully available, could not be made at short notice. For the guidance of the Honourable Gentleman answers to (1, 2 and 3) of his question can be readily supplied for a period of the last ten years and are set out hereunder:—

—	Paid to Treasury		Refunded by Treasury				Total Refunded	
			Audit Act Trust Fund		Other Miscellaneous Receipts			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1949-50	15,746	14 0	1,754	4 10	47	4 2	1,801	9 0
1950-51	14,353	12 8	7,684	1 5	46	9 4	7,730	10 9
1951-52	23,901	17 9	9,161	0 10	87	19 2	9,249	0 0
1952-53	26,739	19 7	3,709	1 6	148	8 3	3,857	9 9
1953-54	15,866	2 11	15,001	9 11	276	6 8	15,277	16 7
1954-55	37,924	4 11	21,025	11 8	157	9 2	21,183	0 10
1955-56	20,946	14 2	5,940	13 4	211	5 0	6,151	18 4
1956-57	18,097	2 2	4,634	15 0	137	12 6	4,772	7 6
1957-58	18,208	0 5	4,061	4 0	246	13 4	4,307	17 4
1958-59	19,649	2 11	6,532	18 3	302	13 4	6,835	11 7

If earlier periods are desired, an endeavour will be made to supply such information at a later date, if he so requests. Regarding No. (4) of the Honourable Gentleman's question, I would advise that the advertising of the names of the winners of unclaimed prizes and the amounts in the manners suggested by him is unlikely to serve any better purpose than the existing practice. At present, if a prize is unclaimed at the expiration of one month, a letter is sent to the person whose name and address appears on the butt. Over the past twelve years 433,235 such notices have been sent

out by the Golden Casket Office as a result of which £2,254,980 has been paid to people who had not claimed their prizes. Therefore, the suggested advertising of unclaimed prizes would only contain the information supplied by the letters now being sent out. It might be pertinent to mention that the fact that any unclaimed prize has been paid to the Consolidated Revenue Fund does not mean that the prize-winner does not finally collect. There have been many instances of people presenting their claim for payment and being paid years after the prize has been won.”

DYING AND THIRSTY SHEEP, CANNON HILL

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) asked the Minister for Agriculture and Stock—

“(1) Is he aware of a report in the Brisbane ‘Telegraph’ of August 7, stating that dying and thirsty sheep were left in wagons at Cannon Hill for eight hours before being removed?”

“(2) In view of the reported refusal to accept responsibility by all officers contacted by the newspaper, will he undertake to inquire into this matter and, where appropriate, issue instructions which will prevent a recurrence of such inhuman neglect?”

Hon. O. O. MADSEN (Warwick) replied—

“(1 and 2) The press report of August 7, was brought to my notice and investigated. This Department’s permanent Stock Inspector at Cannon Hill examined some crippled sheep in five sheep vans shortly after taking up duty at 9 a.m. on the 6th instant. These animals were removed a short time later for slaughter. Two other vans were moved to the unloading bank in the early afternoon and found to contain five crippled sheep. These were then removed for slaughter. In addition to the permanent Inspector, a member of the staff of the Cannon Hill Salesyards has been appointed an Acting Inspector to prevent or minimise cruelty to travelling and salesyards stock. He is available for duty when necessary seven days a week. Instructions have been issued that crippled or injured stock receive special attention and that all stock be humanely treated.”

STATE TENANTS AND TV SETS

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) asked the Treasurer and Minister for Housing—

“(1) Have any tenants of the Housing Commission in receipt of economic rent-rebate lost the rebate following the installation of a TV set? If not, is it intended that this shall be the future policy of the Commission?”

“(2) Has the Commission refused any tenants permission to instal TV because their rent was in arrears? If not, does it propose to adopt this practice?”

“(3) If the answers to any of the foregoing questions are in the affirmative, will he explain why, apart from the conceded right and duty of the Commission to protect its own property against faulty TV installation, the Commission can justify such discrimination in respect of the purchase of a TV set when no such conditions apply to the acquisition by Commission tenants of motor cars, pianos, refrigerators, washing machines and other amenities?”

Hon. T. A. HILEY (Coorparoo) replied—

“(1) No. It is not intended that any person entitled to a rebate should lose this rebate.”

“(2) Yes. But permission has subsequently been granted when arrears were overtaken.”

“(3) When the advent of T.V. was imminent, enquiry was made into its effects on State tenants in other States. We were advised that it had a very adverse effect on arrears. Rental arrears have been fairly level at approximately £80,000. Even at that level, the Commission finds it necessary to eject a few tenants for unpaid rent. Should the level of arrears be allowed to rise, it would have two equally unfortunate effects. There would be less money available for new homes; some existing tenants, who are already struggling, would have to be evicted. Accordingly the Commission has sought, in the interests of tenants as well as of the State, to restrain people who cannot meet the present rent obligation (which is by far the most favourable scale of rents in the community) from burdening themselves with new obligations. We cannot afford to allow arrears of rent to finance television. Obviously the Honourable Gentleman is quite right when he refers to motor cars, pianos, etc. Such items have already led to a long trail of families who drift into an impossible financial position through excessive Hire Purchase commitments. But the impact of T.V. is likely to be great and, to the extent that it involves structural fitting to Commission houses, differs from the other items.”

CHARGE FOR ADMISSION TO ROYAL BALLS

Hon. V. C. GAIR (South Brisbane) asked the Premier—

“(1) Will he inform the House whether the letter forwarded by the Royal Tour Director, Mr. C. J. McPherson, to the Mayors of Toowoomba, Townsville and Rockhampton on the controversial matter of a charge being made for admission to the Royal Balls being held in those cities, was directed on his instructions and/or with his knowledge and approval?”

“(2) If so, will he give the reason why this delicate matter was not handled on the highest level, Premier-Mayor basis, and why he personally did not sign the letters instead of throwing the responsibility on to a member of the Public Service?”

“(3) Does he not consider the matter sufficiently important to have justified a direct personal approach by himself to the Mayors of the cities concerned?”

Hon. G. F. R. NICKLIN (Landsborough) replied—

“(1, 2 and 3) With the imminent arrival of Her Royal Highness Princess Alexandra

of Kent in this State, I think it most undesirable for any public controversy to be entered into which might in any way prejudice the success of the Visit and the personal pleasure of Her Royal Highness."

PUBLIC RELATIONS BUREAU, COST AND PERSONNEL

Hon. V. C. GAIR (South Brisbane) asked the Premier—

"In view of the frequent condemnations by him when Leader of the Opposition and several of his colleagues of the existence and functions of the State Public Relations Bureau,—

(1) What were the costs of maintaining the Public Relations Bureau for each of the years ended June 30, 1957, 1958 and 1959?

(2) What was the total number of officials employed in the Bureau as at the end of each of the above periods?"

Hon. G. F. R. NICKLIN (Landsborough) replied—

"(1) The figures for the cost of salaries of officers of the State Public Relations Bureau for the financial years ending June 30, 1957 and June 30, 1958, appear in the printed Estimates for the years 1957-1958 and 1958-1959. As the Honourable Member should well recall it was his Government's practice to show merely salary costs and cloak Bureau Contingencies expenditure under the cover of the Chief Office Incidentals Vote. As soon, however, as my Government had an opportunity of recasting the Estimates, we immediately showed the Public Relations Contingencies expenditure as a special vote, and if the Honourable Member consults the Estimates for the financial year just ended he will find that an amount of £5,300 was provided in this Contingencies Vote. I am pleased to inform the Honourable Member that this provision has not been exceeded"

"(2) The figures for the three years concerned are 9, 12 and 13. I might add that each and every one of these thirteen officers (including inquiry officers and typists) is now wholly engaged in the work of promoting the interests of this State within the Nation and abroad, as was decidedly not the case when the Honourable Member was in charge of the State Public Relations Bureau."

JUVENILE DELINQUENCY AND NEW NERVE HOSPITAL

Hon. V. C. GAIR (South Brisbane) asked the Minister for Health and Home Affairs—

"In view of the constantly mounting need to combat the growing menace of juvenile delinquency and the fact that the Government announced more than nine months ago its intention of building a new

nerve hospital for special corrective treatment,—

(1) Does the Government propose to proceed with the plan to build the hospital?

(2) If so, and bearing in mind his confident expectation of having the constructional work commenced before June, 1959, what further delay is now anticipated?

(3) What site has been chosen for the hospital?

(4) What is the estimated cost of the proposed building?

(5) How many beds are likely to be set aside for the treatment of juvenile patients?"

Hon. H. W. NOBLE (Yeronga) replied—

"(1, 2, 3, 4, and 5) The Government is more determined than ever to tackle expeditiously the problem of the whole series of maladjustment in juveniles for it is recognised that the basis of a sound mental health is laid in childhood and tackling the problem in the younger years will mean prevention of more serious trouble in later life. As far as delinquency is concerned before the correct treatment can be determined for a delinquent it is necessary for a careful investigation of the patient to be carried out. For this reason it was decided that the first step in the control of delinquency would be the establishment of guidance clinics and these should commence to function within the next two to three weeks. The appointments of the Senior Medical Director and two psychologists have already been made and the appointment of social workers should be announced within the next two weeks. Most of the patients presenting for guidance can be treated as outpatients and these will receive this at the guidance clinics. Only a small percentage require inpatient treatment. Plans for the new Neuro-Psychiatric Hospital have reached the stage where working drawings have been prepared and provision is being made for 42 juvenile patients in a total bed strength, in the first stage, in the vicinity of 150. The estimated cost of the project with facilities attached could be approximately £450,000 and the site proposed is adjacent to the Chest Hospital at Chermiside in order that facilities such as kitchen and laundry can be utilised."

RENTAL ACCOMMODATION WITHOUT CHILDREN

Mr. AIKENS (Mundingburra) asked the Minister for Justice—

"(1) Is it an offence under Section 33 of the Landlord and Tenant Act for a person to advertise that accommodation is available for rental provided the tenant has no children?"

"(2) If so, is he aware that advertisements of this nature regularly appear in the "Townsville Daily Bulletin"?"

Hon. A. W. MUNRO (Toowong) replied—

"(1) Yes."

"(2) No."

"(1 and 2) If the Honourable Member is of the opinion that an offence has been committed against Section 33 of 'The Landlord and Tenant Acts' and he brings the particular case under my notice I will have the matter looked into to ensure compliance with the law."

NEW PETROL STATION, FLINDERS STREET,
TOWNSVILLE

Mr. AIKENS (Mundingburra) asked the Minister for Transport—

"(1) Has the Railway Department leased a parcel of land in Flinders Street, Townsville, to an oil company which proposes to erect a petrol service station on the site?"

"(2) If so, (a) what is the area of land leased, (b) what is the Oil Company and the annual rental, (c) what is the maximum and minimum width of the land from the footpath to safe clearance of the Townsville-Cairns railway line, (d) what provision will be made for railway employees' motor and pedal bicycles which are now stabled on the site, (e) is he aware that the leasing of this site for the purpose stated will mean that there will be three service stations alongside each other on this very busy section of Townsville's main street, and (f) in view of the fact that oil companies are indulging in questionable tactics to divert trade from the railways to road hauliers, how can he justify the granting of this lease?"

Hon. T. A. HILEY (Coorparoo—Treasurer and Minister for Housing), for **Hon. G. W. W. CHALK** (Lockyer), replied—

"(1) No."

"(2) See answer to (1)."

INDUSTRIAL SITES, WACOL AND TOWNSVILLE

Mr. AIKENS (Mundingburra) asked the Minister for Labour and Industry—

"In view of his disclosure in the House that the Government is at present establishing an industrial site at Wacol, will he inform the House if any industrial sites have been or are to be established in Townsville and, if so, where and of what areas?"

Hon. K. J. MORRIS (Mount Coot-tha) replied—

"The Government fully recognises the necessity for facilitating to the greatest possible extent, the establishment of new industries and the extension of existing industries, throughout the whole State, and being aware of the existing shortage of factory space in Brisbane is promoting, as a test, the establishment of the Industrial Estate at Wacol. Dependent on the results of the Wacol test, the requirements of other

centres will be investigated and determined. If the Honourable Member has any facts which could help in the above investigation, I will appreciate his giving them to me."

RIGHT OF TORRES STRAIT ISLANDERS IN ARMED FORCES TO VOTE AT STATE ELECTIONS

Mr. WALLACE (Cairns) asked the Minister for Justice—

"In view of the fact that provision is made under the Commonwealth Electoral Laws for Torres Strait Islanders who have served in the Armed Services of Australia to vote at Commonwealth Elections and that there are approximately four hundred and fifty Torres Strait Islanders who served in the Torres Strait Light Infantry and A.I.F. who are affected, will he agree to an amendment of the Elections Act for the purpose of allowing all Torres Strait Islanders, Aborigines and half-castes, who have served or are serving in the Armed Forces of Australia, the same privilege at State Elections?"

Hon. A. W. MUNRO (Toowong) replied—

"This matter is at present under consideration in connection with a proposed Bill which, it is expected, will be introduced during the present Session."

NEGOTIATIONS REGARDING REHABILITATION OF MT. ISA RAILWAY AND EXPANSION OF MINE OUTPUT

Mr. COBURN (Burdekin) asked the Minister for Transport—

"In reference to his reply to my question on August 20, 1958, does he consider that now is the appropriate time to place full details of all negotiations with all concerned, including the report furnished by engineering representatives of Messrs. Ford, Bacon and Davis of New York, who visited Queensland for the purpose of studying the economic feasibility of rehabilitating the Mount Isa railway in conjunction with a plan being considered by Mount Isa Mines Limited for an expansion of the output of ore at that Company's mines at Mount Isa, before this Chamber?"

Hon. T. A. HILEY (Coorparoo—Treasurer and Minister for Housing), for **Hon. G. W. W. CHALK** (Lockyer), replied—

"It is the intention of the Honourable the Premier to make a full statement on matters relating to the Mt. Isa Railway project later this morning."

BREACHES IN THE SALE OF PREPACKED MEATS

Hon. W. POWER (Baroona) asked the Minister for Labour and Industry—

"In view of his reply to my question directed to him on August 6 that the Chief Inspector of Weights and Measures reports that no recent breaches have been found

in short weight which would warrant the Department taking action against the offenders,—

(1) Will he state the number of breaches discovered by the Weights and Measures Inspectors in the case of pre-packed meats during the period commencing October 1, 1957, and ending on July 31, 1959?

(2) Will he also state the number of weights and scales tested during that period which were found to be defective?"

Hon. K. J. MORRIS (Mount Coot-tha) replied—

"(1) I am advised by the Chief Inspector that, for the period from July 1, 1957, to June 30, 1959, 105,312 packages of food of all descriptions were checked, and the work involved in scrutinising these returns to take out the information asked for by the Honourable Member is not warranted. I am advised by the Chief Inspector that snap check weighing of pre-packed meat was again carried out in the Greater Brisbane Area recently, when the weights and markings were all found to be satisfactory."

"(2) For the period, July 1, 1957, to June 30, 1959, 59,383 scales were tested, of which 12,522 were incorrect, many in very minor details. Of these 8,773 were corrected by Inspectors at the time, and the balance rejected for overhaul. Weights tested over this period were 110,813, of which 32,597 were incorrect. 30,872 were adjusted, and the balance were condemned. This illustrates and is an example of the consistent work being done in this field by the Weights and Measures Inspectors."

TRANSPORT OF MINISTERS AND STAFF TO ROMA FOR CABINET MEETING

Mr. CLARK (Fitzroy) asked the Premier—

"(1) How many Ministerial and other official cars were used to convey Ministers and their staffs to Roma for the Cabinet meeting in July?"

"(2) Did any Ministers or staff-personnel travel by rail?"

"(3) Did some members of the Cabinet and staff use air transport to and from Roma. If so, how many on the forward journey and how many on the return journey?"

"(4) Did they travel by a regular air service or by a specially chartered plane and what was the cost?"

Hon. G. F. R. NICKLIN (Landsborough) replied—

"(1) Five (5)."

"(2) No, as there was no suitable rail service available."

"(3) Yes. Three Cabinet Ministers travelled by air to Roma and two on the return trip."

"(4) They travelled by a specially chartered light aircraft as no suitable regular air service was available which, in the circumstances, was essential to ensure their early return to Brisbane on urgent business of State. The cost for this service was £60 1s. I might add that whilst the Ministers were in Roma they received deputations from approximately 120 persons and when travelling costs are considered in relation to the cost to their local community in sending deputations to Brisbane on the multitude of subjects and the extensive variety of representation involved, it will be found that the cost of the Cabinet visit to Roma, which constituted a wonderful service to the people, was relatively insignificant. As the Honourable Member is aware he receives 16 free air trips to and from his Electorate each year (as against 12 under his Government), the total cost of which would be more than the expenditure involved in holding the Cabinet meeting in Roma."

COMMENT BY MRS. PHYLLIS INNES CONCERNING THE BUNDABERG HOSPITAL

Mr. HANLON (Ithaca) asked the Premier—

"(1) Is it a fact, as reported in the May, 1959, issue of 'The Countryman,' official newspaper of the Country Party in Queensland, that at the Queensland State Conference of the Country Party this year Mrs. Phyllis Innes, who is a member of the Bundaberg Hospital Board, stated in relation to Bundaberg Hospital, 'Every single thing we want today has to be approved by the Department. We were so seriously reduced in our budget that we had to cut down on morning and afternoon tea to the staff?'"

"(2) As this report from sources within his own party confirms the claims of Australian Labour Party Members last Session that his Government have brought about a deterioration in the standard of accommodation in Public Hospitals, particularly with regard to provisions, by failing to increase the budget allocation sufficiently to meet the heavy increase in costs over the past two years and as the report is also a serious reflection on his Government's claim to be a good employer, can he now assure the House that action has been taken to correct this most unfortunate position?"

Hon. G. F. R. NICKLIN (Landsborough) replied—

"(1 and 2) This question is obviously one which should have been asked of my colleague the Honourable the Minister for Health and Home Affairs. However, I would state that any suggestion from any source that the present Government has not made sufficient funds available to the Public Hospitals of the State is proved incorrect by the fact that the total funds

allocated for the year 1958-1959 were not used, the total Vote being underspent by £70,000. As regards the claim that everything required by Boards must be approved by the Department, it is pointed out that for the year 1958-1959 Hospital Boards were for the first time requested to allocate themselves the amount available to each Board. In previous years this allocation to various Budget headings was made by the Department. Experience shows that some hospitals fall out of line with comparable hospitals in the State as regards their operational costs. Bundaberg Hospital is a case in point, as is shown by the comparison of the daily average cost per patient of Bundaberg with similar hospitals as follows:—Bundaberg, £3 8s.; Maryborough, £2 16s. 8d.; Gympie, £2 14s. 6d.; Mackay, £2 6s. 9d.; Cairns, £2 16s. 11d.; Ipswich, £2 12s. 7d. From the point of view of good management and efficiency such a state of affairs could not be allowed to continue, and the Board was requested to take corrective action, as has been successfully done by other hospitals boards in the past. The unfavourable cost position of Bundaberg Hospital is further indicated by the following figures which show the amount of money made available to Bundaberg as compared with similar hospitals in the year 1957-1958:—

Hospital	Daily Average In-Patients	Amount £
Bundaberg	128	186,384
Mackay	126	131,707
Gympie	116	132,659

It is interesting to observe that the hospitals with which Bundaberg compares so unfavourably have not found it necessary to discontinue the provision of morning and afternoon tea. This fact will be brought to the notice of the Board for any necessary action on their behalf. I would point out in general that all hospitals boards are required to provide efficient attention to patients, and to observe their obligations as employers, and, in the event of it being necessary to exceed their budget, there is machinery whereby necessary emergent expenditure for this purpose is approved, and it is interesting to note that the Bundaberg Board did claim, in fact, under these provisions."

**TAX ON GOODS TO BE CARRIED OVER
ROCKHAMPTON-PORT ALMA ROAD**

Mr. THACKERAY (Keppel) asked the Minister for Transport—

"In view of the Committee which investigated the Rockhampton Ports stating, *inter alia*, in their report, 'It is strongly recommended therefore that the Government give sympathetic consideration to the granting of permits for the road transport of goods should the road be constructed, and that payment of tax

should be either waived or imposed at a nominal rate,' will he inform the House if he intends to waive the tax under the State Transport Facilities Acts or what nominal rate he intends to impose on road transport?"

Hon. T. A. HILEY (Coo-paroo—Treasurer and Minister for Housing), for **Hon. G. W. W. CHALK** (Lockyer), replied—

"At the appropriate time, permits will be granted for the road transport of goods between Rockhampton and Port Alma and shortly before the completion of the work, involving demolishing and replacing the northern end of the existing Wharf at Port Alma and the completion of an all-weather road to the Port to a standard which will allow the use of vehicles of at least 10 ton capacity, the waiver or the quantum of Permit Fees payable under 'The State Transport Facilities Acts' will be determined in the light of the circumstances then prevailing."

**SUGGESTED ADVISORY COMMITTEE IN MACKAY
TO DEAL WITH UNEMPLOYMENT IN 1960**

Mr. GRAHAM (Mackay) asked the Minister for Labour and Industry—

"In view of the large increase in the unemployment figure in Mackay at the termination of the cane-crushing season, will he give consideration to the setting up of an Advisory Committee in Mackay at the earliest possible date in order that some plan can be arranged for the absorption of the unemployed at the commencement of the 1960 year?"

Hon. K. J. MORRIS (Mount Coot-tha) replied—

"I thank the Honourable Member for his question, and also for his recognition of the desirability to form an Advisory Committee in Mackay. I most certainly will do so, and invite the Honourable Member to confer with me regarding the personnel which such Committee should comprise."

**TREASURER'S ADDRESS TO REPRESENTATIVES
OF ORGANISATIONS INTERESTED IN FISHING
INDUSTRY**

Mr. DAVIES (Maryborough) asked the Treasurer and Minister for Housing—

"Does he consider the leading article in the Maryborough 'Chronicle,' dated Monday, August 10, 1959, a satisfactory interpretation of the statements he made to the representatives of the organisations interested in the welfare of the fishing industry in Maryborough whom he met in conference in that City on Friday, August 7, 1959? If not, will he give an outline of the statements he made?"

Hon. T. A. HILEY (Coorparoo) replied—

“The article is lengthy and if, on reading it all carefully, its coverage of the facts is fairly complete, its emphasis on some of the intermediate aspects does give a wholly wrong impression. I did outline the works programme for this year but immediately followed with an on the spot inspection of the existing market when I left every fisherman present in no doubt that I doubted the wisdom of spending any money ‘patching up’ on the present site and that I inclined to the view that it would be wiser to spend any available money on a new market on a new site. Pointing out that I had no power of direction over the Fish Board, I promised to present my views to that body for its consideration. I don’t propose to allow the tone of the article to deter me from presenting to the Fish Board my views on what I feel is in the best interests of the fishermen and of Maryborough.”

BURNING OF DERAILED CARRIAGE CLV 487

Mr. DAVIES (Maryborough) asked the Minister for Transport—

“(1) Will he state why on Wednesday, July 15, 1959, the carriage CLV 485 on ‘No. 49 Down’, which was derailed at 100 Miles 68 chains on the Central Western Line, was pushed over the side of a bridge and burned instead of being pulled off the bridge and rerailed?”

“(2) If the carriage was pushed over the side of the bridge and burned, who was responsible for this action?”

“(3) Is it correct that the carriage was prior to the derailment in perfect order?”

“(4) Why was no attempt made to salvage equipment, etc.?”

“(5) What would be the value of such a carriage?”

Hon. T. A. HILEY (Coorparoo—Treasurer and Minister for Housing), for **Hon. G. W. W. CHALK** (Lockyer), replied—

“(1) The van referred to was CLV. 487. It was standing with its bogies between the girders of the bridge, the transoms and rails of which had been swept off by preceding derailed vehicles. It would have been impossible to pull van 487 back on to the track as this would have completely wrecked what remained of the bridge. To have lifted the vehicle with jacks and put a track under it would have entailed at least six hours extra delay and would have meant considerable risk to men working under those conditions on the bridge.”

“(2) The Commissioner and Officers on the spot conferred and agreed to tip the carriage over the bridge as being the safest and quickest means of effecting resumption of traffic.”

“(3) The last workshops attention given to the van was in Rockhampton in December, 1957. The carriage was 51 years old, having been built in 1908.”

“(4) The electric lighting equipment, Westinghouse equipment, bogies, under-frame, plumbing and other carriage fittings, have since been salvaged and taken to Rockhampton. They will be re-used in other vehicles.”

“(5) £1,082.”

ALLOTMENT OF COMMISSION HOUSES WITHOUT WATER OR ELECTRICITY, TROUT ROAD

Mr. LLOYD (Kedron) asked the Treasurer and Minister for Housing—

“(1) Is he aware that the Queensland Housing Commission is allocating houses built at the Trout Road Housing Project in streets where water and electricity have not been reticulated by the Brisbane City Council?”

“(2) Will he take action to overcome this apparent lack of co-operation between the Council and the Housing Commission?”

Hon. T. A. HILEY (Coorparoo) replied—

“(1) The houses referred to are being purchased—they have not been allocated for rental. Of them two have just been completed including the provision of temporary water supply and five are in various stages of construction to which temporary water service can and will be provided if found necessary.”

“(2) When a contract is let or in the case of day labour when executive approval is obtained a requisition is submitted to the council for the supply of water to these houses and such request is closely followed up with council officials as the work of erection of houses progresses. In regard to electricity, as required by the council, the purchasers of the houses lodge applications for service. From advice received from the council it is anticipated that electricity will be made available to the houses within three (3) weeks.”

RAIL DERAILMENTS AND STRENGTH OF FETTLING GANGS

Mr. BURROWS (Port Curtis) asked the Minister for Transport—

“(1) In view of the alarming increase in the number of derailments, will he call for a report on the general safety of the permanent way throughout the State, in particular, those sections which are now being asked to carry the heavy diesel traffic?”

“(2) In view of the extra demands on the strength of the permanent way with the consequent heavier demands on the fettling gangs responsible for its maintenance, has any move been made to increase the manpower of such gangs

and/or to maintain them at full strength by temporary replacements in cases of sickness, holidays, etc.?"

Hon. T. A. HILEY (Coorparoo—Treasurer and Minister for Housing), for **Hon. G. W. W. CHALK** (Lockyer), replied—

"(1) It is not agreed that there has been an alarming increase in the number of derailments as claimed by the Honourable Member."

"(2) The Commissioner considers that the manpower strength of the fettling gangs is adequate for the maintenance of the permanent way in a safe condition and states that in those gangs where the permanent establishment does not cover time lost because of sickness and holidays, such lost time is made up."

HOUSING COMMISSION HOUSES, REDBANK

Mr. JESSON (Hinchinbrook), for **Mr. DONALD** (Bremer), asked the Treasurer and Minister for Housing—

"When is the Housing Commission likely to commence building operations on the land purchased by the Commission at Redbank?"

Hon. T. A. HILEY (Coorparoo) replied—

"No operations are proposed in this year's programme."

PRISONERS MAKING BREAD AT BOGGO ROAD

Mr. JESSON (Hinchinbrook): Before asking this question of the Minister for Justice I intimate that I misunderstood the number of prisoners mentioned by the Minister yesterday in reply to my question, therefore the number appearing in my question today should be six instead of eight. I now ask the question standing in my name.

"(1) Will he please advise the House how long each of the present eight prisoners have been employed making bread at Boggo Road under the qualified Instructor?"

"(2) How many prisoners have been rehabilitated through learning this trade over the past ten years?"

Hon. A. W. MUNRO (Toowong) replied—

"I accept the Honourable Member's explanation but the discrepancy is mentioned in my reply which is as follows:—

'(1) My answer to the Honourable Member's question of August 11, 1959, stated that six prisoners are employed on bread making at Her Majesty's Prison, Brisbane, not eight as stated in this question. These six prisoners have been employed in the prison on bread making as follows:—One prisoner for 16 months, one for 12 months, one for 10 months, two for 5 months, and one for 2 months.'

'(2) The prison baker trade instructor has been employed at H.M. Prison, Brisbane, for the last nine years and he advises that approximately 100 men have passed through his hands in the bakery section, and so far as he is aware not any of these 100 have returned to the prison.'

PAPERS

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

Report of the Public Accountants Registration Board of Queensland for the year 1958-1959.

The following papers were laid on the table:—

Audit Inspector's Report on the Books and Accounts of the Queensland Coal Board for period from August 21, 1958, to July 24, 1959.

Order in Council under the Public Curator Acts, 1915 to 1957.

Regulations under the Liquor Acts, 1912 to 1959.

Regulations under the Primary Producers' Organisation and Marketing Acts, 1926 to 1957.

MINISTERIAL STATEMENT

WORLD BANK LOAN FOR THE REHABILITATION OF THE COLLINSVILLE-MT. ISA RAILWAY LINE

Hon. G. F. R. NICKLIN (Landsborough—Premier) (11.34 a.m.), by leave: The statement I wish to make is on the proposal to approach the World Bank for £22,000,000 towards the cost of rehabilitating the railway line between Mt. Isa and Collinsville.

Consideration of this matter commenced more than three years ago, when Mt. Isa Mines Limited indicated that it was considering an expansion programme and asked that the Queensland Government provide an improved rail facility to enable this expansion to be serviced. The expansion programme envisaged a daily mill throughput of 14,400 tons.

The railway in question covers 773 miles in all and can best be described in this way. The existing line from Townsville to Richmond is laid with 60-lb. rails and is capable of carrying medium weight diesel locomotives of approximately 60 tons deadweight. In parts of the existing line in this section, grades are severe, thus limiting the weight of train which can be hauled over these steep sections.

From Richmond to Duchess, a light 42-lb. track is in use and portion of the track is laid across a section of flooded country.

From Duchess to Mt. Isa the track is of much newer construction and is laid with 60-lb. rails.

From Townsville to Bowen the track is part of the main North Coast Railway. It is of 60-lb. standard and suitable for the use of medium weight diesels.

From Bowen to Collinsville the track is of 60-lb. standard and discloses some steep grades and sharp curves.

The great limiting factor on the capacity of the railway is the section between Richmond and Duchess. On this section, only light locomotives can be employed, small train loads have to be built up and even then the condition of the track necessitates a strict limitation of speed to a maximum of 20 miles per hour.

The original proposal considered by the Queensland Government involved the treatment of the weak links of the railway and as has been stated, it was estimated to require no more than £10 million.

The then Premier, Mr. Gair, sought Commonwealth assistance to carry out this project and it was examined by Commonwealth officers. It was the conviction of the Commonwealth that a much more substantial approach was desirable. Their view was that the rehabilitation should be directed towards much more than a correction of the weakest links. The Commonwealth urged that the whole line should be brought up to 82 pound standard, capable of permitting the use of large diesels of 90-ton weight, with the reduction and equalising of grades to allow the building up of very large trains.

A quick summary of the effects of this major concept was that it would lead to a substantial reduction in operating expenses of all the traffic on the line; it would provide a considerable reserve capacity for still further development in the area; but it would lift the cost from approximately £10 million to approximately £30 million.

The matter was examined exhaustively by American Railway Consultants, Messrs. Ford, Bacon & Davis, Inc., New York, who reported in detail on all the engineering requirements and on its economics. Their report showed that, at the existing rates of freight, the projected increased level of traffic from the mine would, in itself, be sufficient to fully service the debt of £30 million amortised over 20 years, and allow a small margin of profit to the State; it further showed that the State would derive a very considerable profit from the handling of the existing volume of other traffic on the line, a profit which they estimated in the order of approximately £1½ million per annum.

Considerable discussions then took place between the Commonwealth and State Governments and Mount Isa Mines Limited. The Company undertook to commit itself to proceeding with its expansion programme and to pay the freight rates adopted by Ford, Bacon & Davis, Inc., in their calculations of the annual operating results: the State undertook to contribute from its own resources, first

£7 million, later raised to £8 million, towards the cost of the project; whilst the Commonwealth undertook to sponsor an application to the World Bank for the projected loan of the dollar equivalent of £A22 million.

A Bank Mission was sent out to inspect the project and there have been numerous discussions to endeavour to work out an agreement which would be satisfactory to all parties concerned.

Without going through all the detailed steps of these negotiations, it is sufficient to say that the critical point of difference has revolved round the persistence by the World Bank that Mount Isa Mines Limited should not merely contract to pay rates of freight which will be calculated to fully service the debt, but that they should bind themselves with some form of tonnage guarantee or short fall equivalent, the effect of which would be that the full debt service requirement would be covered by them in each of the twenty years.

The Company has at all times shown its unwillingness to enter into such a guarantee. It points out that its requirements can be met by an expenditure of approximately £10 million and that, to meet its requirements, an expenditure of £30 million is not required. It further contends that, after the expansion takes place, the revenue flowing from the carriage of its requirements is estimated to provide only 49 per cent. of the gross revenue of the line and that 51 per cent. of the total freight product will still flow from other users of the line; against this background, it has always stated that it regarded this proposal that it should be called upon to guarantee 100 per cent. of the debt service was manifestly unfair. It was prepared to accept a rate of freight which should mean that with no interruption with its production, its freight product would service 100 per cent. of the debt; but it was not prepared to guarantee such a performance in each of the twenty years.

The question of guarantee was still unresolved when the mission, consisting of the State Treasurer, Hon. T. A. Hiley, M.L.A., and the Chairman of the Mount Isa Mines Limited, Mr. G. Fisher, in company with a Commonwealth Treasury official, conferred with the World Bank in Washington. On the way to Washington, opportunity was taken to confer with Messrs. Ford, Bacon & Davis and discuss with them a fair allocation of capital responsibility, having regard to the share of traffic and also to the fact that some of the proposed construction was of a standard heavier than normal railway standard, in order to cope with the peculiarly heavier requirements of some of the Mt. Isa loadings. Their certificate showed that 58 per cent. of the capital cost could fairly be allocated to Mt. Isa Mines and 42 per cent. to other traffic.

In the course of discussions with the World Bank, the Chairman of Mount Isa Mines Limited, Mr. Fisher, indicated the Company's

preparedness to guarantee, subject to insurance cover against certain "escape" clauses under the heading of what might be termed "force majeure", that freight payments by his Company would be sufficient, after allowing for relevant operating expenses, to meet 60 per cent. of the debt service charges. During the discussion, this 60 per cent. was extended to 70 per cent., and in addition Mount Isa Mines Limited expressed their preparedness to pay a surcharge of 10 per cent. on freights until a cash fund of £5 million was built up and held by the State Government as a buffer against insufficient freight being available to cover the 70 per cent. portion of the debt service charges. With this latter proposal, the prepayment fund replaced the guarantee and insurance aspects, 70 per cent. being the accepted point at which recourse would be made to the prepayment fund.

It is sufficient to say that, whilst the Bank indicated its preparedness to admit the principle of shared responsibility, the figure of required guarantee which they set was so much higher than 70 per cent. that it was impossible to achieve agreement.

Further difficulty was experienced over the "force majeure" considerations. The Company sought that its guarantee should not apply—

(a) should its production be restricted by order of a Government;

(b) should production be stopped by a major and protracted strike outside the Company's own participation, e.g., a rail strike, a coal strike, or a shipping strike;

(c) should production be substantially affected by some major geological collapse in mine workings; and

(d) should metal prices fall to a level which made the whole project uneconomic for a sustained period.

Here again, it can be shortly stated that the Bank's attitude was that it would accept item (b) as good grounds for relief; it was not convinced that ground (a) was wholly sustainable and it summarily rejected grounds (c) and (d), contending that these came under the heading of commercial mining risks.

It further indicated that any guarantee which might be agreed to should be the subject of a strict annual performance and that no credit would be allowed for performance over the level of the guarantee in earlier or subsequent years.

Finding what appeared to be an unbridgeable gulf between the level of World Bank requirement and Company preparedness, Mr. Hiley, whilst in New York, conferred with Messrs. Ford, Bacon & Davis on the capacity of the Railway if the weak section, from Richmond to Duchess, were brought up to first-class standard.

The advice tendered to him was that the capacity of the railway would be sufficient to handle the existing volume of other traffic

and meet Mount Isa's needs, based on 14,400 tons a day; but would provide little or no reserve capacity for new customers.

The Government considered that decision was imperative and further delay inexcusable. Accordingly, it announced its decision to proceed with the Richmond to Duchess section and steps have already been taken towards this part of the work, from the State's own financial resources.

But, whilst it regards the correction of the weak link as the top priority need, my Government does not waver in its view that the future development of North Queensland demands that the full project should proceed. Accordingly, it has—

(a) directed that all work to be carried out on the Richmond-Duchess section should be of the full standard, capable of integration into the £30 million project without any loss.

(b) commenced further discussions with the Commonwealth Government towards securing finance for the larger project.

In the meantime, I should report that the World Bank has shown some disposition to modify its attitude. In a letter sent to Mr. Hiley under date 16th July, 1959, and written by Michael L. Lejeune, Assistant Director of Operations, Europe, Africa and Australasia, the following appears:—

"During the conversations we were again impressed with the benefits which could accrue to all parties if the mine's capacity were raised to 14,400 tons per day and the railway's capacity were increased commensurately. Your clear exposition of the various aspects of the project and the facts and figures you gave us greatly helped our understanding of the problems involved and the various parties' attitude toward them. As a consequence, we were able to agree generally with the two principles put forth during the discussions; namely, the principle of allocating to the mining company responsibility for something less than the full service on the debt resulting from the railway rehabilitation and the principle that there could be situations in which the mining company could be relieved of its obligations in connection with this debt service. In other words, on these two aspects of the project it was only the details as to how these principles should be applied that separated us in our thinking at the conclusion of our conversations."

and later in the letter—

"In our view, the differences among the various parties on the above questions are not great and could be worked out. Accordingly, it seems to us that if Mt. Isa were willing to accept the responsibility for meeting an agreed proportion of the debt service in those situations where they are not relieved of this obligation and at a time when revenues from their freight are inadequate, there would be good chances that we could work out a satisfactory

agreement on all counts. Should Mt. Isa Mines become willing to assume this contingent liability, the Bank would be ready and willing to reopen the discussions on the project at any time."

Now it will be observed that the Bank referred to "an agreed proportion of the debt service". While Mr. Hiley was in Washington, during the three full days of discussion, the Bank gave no indication that it would assent to a figure below 85 per cent. and, indeed, conveyed warnings that even that figure might not be acceptable. Immediately after the conclusion of the Washington mission, there have been a series of indications of preparedness to accept a lower figure. In a letter to Mr. Hiley, dated 17th June, he was given an indication "that the Bank would be satisfied if the Company were to guarantee 80 per cent. (possibly 75 per cent.) of the debt burden". Quite recently, in a letter from the Prime Minister, he expressed confidence that fruitful negotiations could have resulted at the level of 70 per cent.

However, the Company has now withdrawn all its earlier offers and it is no longer prepared to enter into any form of guarantee. Because of this, it is the conclusion of both my Government and of the Commonwealth Government, that there is no prospect of proceeding with an application to the World Bank.

It is necessary that on this all-important question of guarantee, I should state the views of my Government. We have never felt that there was any logical reason why the Mt. Isa Company should be asked to guarantee the full cost of improving the railway line for which they would provide only half the usage; and as a result of which new capacity would be opened up for prospective new users who would reap the entire benefit of the development without cost and entirely at the risk of the Mt. Isa Company. Indeed, having regard to the very real argument of creating additional traffic potential, my Government regarded the original offer by the Company to guarantee 60 per cent. of the debt service with insurance protection against four stated "force majeure" exceptions, as generous, rather than merely fair. In turn, it regarded the proposal to establish a prepayment fund to be drawn against when the freight payments in a year failed to cover 70 per cent. of the debt service charges, as extremely generous.

Still further, as was pointed out repeatedly, both at Canberra and in Washington, my Government regarded the building up of a prepayment fund as a much more desirable and effective security to the State than any form of guarantee. Naturally, it is with regret that we learn of the Company's decision to withdraw any preparedness for any guarantee. But we observe that if this does appear to shut the door on further discussions with the World Bank, at which the Bank is now

obviously disposed to be more helpful, it does not necessarily complicate the other means of financing the full project.

When it became clear that there was no point in further consideration of the World Bank as a possible lender, I submitted, on behalf of my Government, a three-point programme to the Commonwealth Government as follows:—

The first was to notify the Prime Minister of our proposal to proceed immediately with the section from Richmond to Duchess.

The second raised the possibility of obtaining the necessary funds from an external source other than the World Bank on lower interest rates and without any requirements for guarantee by the Company.

The third proposal envisaged the possibility that Loan Council approval might not be forthcoming for a separate external loan. In that case my Government asked the Commonwealth for a direct contribution from its revenue on a basis similar to that upon which the Commonwealth has carried out, or assisted in the carrying out of developmental projects in other parts of Australia.

The Prime Minister has been kind enough to make it clear that our proposal to do the Richmond-Duchess section out of our own resources over the next few years is naturally quite unobjectionable from their point of view. He makes it clear that he regards it, however, as a relatively temporary expedient and it is the hope of the Commonwealth Government that the full project will be able to proceed, and discussions to this end are proceeding. The attitude of my Government can therefore be summarised in this way:—

(1) Work on the Richmond-Duchess section will proceed immediately to the full standard of construction. This should avoid any failure to meet the expanded traffic needs of the Mt. Isa Company.

(2) If Commonwealth approval is forthcoming and Loan Council authority subsequently obtained, my Government will be prepared to borrow externally the sum of £22 million from a source other than the World Bank.

The first problem to be solved in this matter is whether the Commonwealth would insist upon any guarantee from the Company. The first indication from the Prime Minister was that the Commonwealth would, no doubt, insist on such a guarantee. The Prime Minister has been asked definitely to state the attitude of the Commonwealth on this point since it is critical to any proposal to borrow from another source. If a guarantee is insisted upon, there can be no external borrowing from another source, since the Company has made it clear that it is no longer prepared to extend any guarantee.

(3) If no separate external loan can be available, then the Government will press its claim to the Commonwealth Government for the full project to proceed with the assistance of a grant from Commonwealth sources.

For the convenience of hon. members I have arranged for the distribution of copies of this report.

ADDRESS-IN-REPLY MOTION

RULING BY MR. SPEAKER

Mr. A. J. SMITH (Carpentaria) (11.52 a.m.): Mr. Speaker, before the Address in Reply debate continues, I wish to ask a question. Following the defeat yesterday of the amendment to the Address in Reply and the statement by the Premier this morning, will you please, for the guidance of hon. members, give your ruling as to whether hon. members will be permitted to discuss the Mt. Isa railway project on the Address in Reply, or in the course of any other debate this session?

Mr. SPEAKER: Certainly not on the Address in Reply because the subject was discussed on the amendment, but hon. members may discuss it again on the Financial Statement.

Mr. Aikens interjected.

Mr. SPEAKER: I warn the hon. member for Mundingburra that if he consistently interrupts after being called to order he will be dealt with under Standing Order 123. This is my last warning to him.

ADDRESS IN REPLY

RESUMPTION OF DEBATE

Debate resumed from 11 August (see p. 140) on Mr. Wordsworth's motion for the adoption of the Address in Reply.

Mr. FOLEY (Belyando) (11.56 a.m.): When the House adjourned yesterday I was dealing with housing in the Central West, the Far West, and the North, and I again emphasise how necessary it is for the Treasurer to give young men contemplating marriage greater opportunities than exist at present to get homes on low deposits in those parts of the State. It may be contended that the present deposits are quite small, but the average young man in the western and northern portions of the State finds that the wages he is receiving do not permit of his saving enough money to pay a big deposit on a home.

The Treasurer should also use whatever funds are available to adjust building costs in the western and northern parts of the State to bring them into line with those on the coast. Frequently the Housing Commission calls tenders for homes in small towns like Aramac, Tambo and Augathella, but

they are too high to be accepted. Further tenders are then called, and again they are too high; the average working man could not meet the rent that would have to be charged.

The Government claim that it is part of their policy to give a fair deal to the people of the West, but under present conditions they are not getting a fair deal with housing. The Government should meet part of the cost of building homes in the western and northern parts of the State, so that the rents charged in those areas will be comparable with those charged for homes on the coast.

Mr. Windsor: Could you get building supplies out there?

Mr. FOLEY: The timber has to be carried great distances and all equipment for a home has to be brought from Brisbane, Townsville or Rockhampton. Such transport costs are not incurred in the building of homes on the coast. Unless something like that is done there will be no inducement for people to stay in the West and maintain production. The womenfolk in particular will insist on moving to places with better amenities if they cannot get a suitable home at a reasonable rental. I offer the suggestion for what it is worth. I sincerely hope the Minister will consider inaugurating a policy of carrying some of the extra costs.

The Labour Government, in the days of the late Hon. E. M. Hanlon, gave a definite promise to the people of the North of a project to bring much of the land in the Mareeba-Dimbulah area under irrigation to improve production. The charge was made that it was simply another red herring or a bunch of carrots dangled in front of the electors, but after the election a start was made on the project by the Department of Irrigation and Water Supply and it is now nearing completion. However, the present Government appear to be repudiating Labour's promise. The Mareeba-Dimbulah project is almost being scrapped. The number of new farmers being settled on the land and supplied with water from the Tinaroo Falls Dam is far short of the planned 1,400 and the production that will be achieved in the Tablelands area will fall far short of the expected £5,000,000 to £6,000,000. The areas that were to be allotted to farmers are being doubled so the capacity for production will be reduced. According to the statement of the Minister for Public Lands and Irrigation last session, share-farmers will be placed on the larger areas instead of owner-farmers. The few owner-farmers who will be allotted land will have an opportunity to exploit share-farmers in the growing of tobacco and other crops. It almost amounts to a policy of restriction of production. In other words, irrigation in the North is being ditched and the people of the North are being denied the results of Labour's planning. That is mainly

because a Fassifern farmer, or a Boonah farmer, with a knowledge of his own area and no other, in the person of the present Minister for Public Lands and Irrigation, Mr. Muller, cannot visualise the possibilities of the Tinaroo district based on actual production results. From what the Minister said last session it is apparent that he has little faith in this area compared with lands in other parts of the State. Farmers who have worked land in the Mareeba-Dimbulah area for a number of years have proved the possibilities of the soil. They consider that the scheme should continue as it was planned by the previous Labour Government. Instead of encouraging a few owner-farmers who engage share-farmers—it might be described as exploiting them—the Government should adopt the policy of giving the share-farmer who is now growing tobacco in other parts of the State, a man with a knowledge of how it should be grown under irrigation, an opportunity to settle on land in this area so that he can prove that the land is capable of very high production. The policy of the late Hon. E. M. Hanlon was to speed up irrigation in Queensland, particularly in North Queensland by medium of this scheme. Under his direction the Department of Irrigation and Water Supply was built up from a mere eight or nine technicians to the many hundreds it has today, with enormous plant and equipment. The knowledge that has been gained by these technicians in actually working on several projects throughout the State naturally is of great advantage and will be of further advantage to the State in the future.

(Time expired.)

Mr. HERBERT (Sherwood) (12.8 p.m.): I should like to associate myself with the sentiments so ably expressed by the mover and seconder of the motion for the adoption of the Address in Reply.

Let me take this opportunity to make a review of the present situation in the satellite town of Inala. When we occupied the Opposition benches I made several speeches about the deficiencies of Inala. Now that we have been in office for two years I think I should make a few comments about the benefits that have accrued to the citizens of that area, benefits that have stemmed from actions taken by this Government. As an indication of the size of Inala, as at 30 June this year there were 2,094 homes in the area, 243 brick homes, 1,232 concrete homes and 619 timber homes. Over 2,000 homes is a large enough settlement in anyone's language. As at the same date there were 94 additional homes under construction and 99 contracts let under which work had not been commenced. Those figures give an indication of the growth of the area. In the first year of our office, 1957-1958, 186 additional homes were built and in 1958-1959, 335 more went on the list. Since July, 1957, there have been nine

leases for shopping sites. Again these figures give an indication of the size of the area I am talking about. The satellite town of Inala started as an experiment in socialist housing. It failed lamentably but from the wreck the present Government are building a very attractive part of outer Brisbane.

Mr. Davies: Do you believe that the Government should not go in for rental homes?

Mr. HERBERT: I think they should not have gone to Inala in the first place, but now it is our job to solve the difficulty.

Up to date 1,127 acres were cleared and 28.7 miles of road and 43 miles of kerbing and channelling were completed. Last July a contract was let to develop another 70 acres. That gives some indication of the area dealt with and the number of people involved. One of the many problems which I referred to when I sat in Opposition was that of drainage. Apparently the idea of the previous Government was to place people in houses and do nothing further. No drainage scheme was envisaged in that area. The houses were built, they put the people there and they had to run water into backyards or, in some places, a sump which was a small hole in the clay and the people were advised when the sump got full to take the water out in a bucket and throw it round the yard. The sump water thrown out in this way could cause health problems. Those geniuses who had control of housing some years ago provided the designs for homes which were intended for sewerage connections. However, there was no sewerage and now there are earth closets under the main roof next to the kitchen in some of the houses. That is something that the Council would not tolerate in privately constructed houses but because it is a Government instrumentality the Commission can get away with it. When the present Government were returned the Minister for Housing took action to alleviate this problem. He introduced a sewerage system at Inala. Normally it is a local authority problem, but Inala is a complete township and the Minister has undertaken to sewer it so that the people will have a modern facility that most cities take for granted. During the last financial year 4,800 feet of main sewer line has been built and a sewerage treatment plant has been built. This is not like the promises of the previous Government. The main line and treatment plant have been built to take sewerage and the sullage which at present runs round the backyards or works its way by gravitation into the gullies and gutters, forming dangerous pools in which children may drown. It finally seeps through to Oxley Creek and there causes a nuisance to residents in that vicinity. The Minister has undertaken to sewer all Inala. Before commencing that operation he had to cease the development of the

civic centre project. The civic centre is to provide a central area of departmental stores and other services, for the town radiating out from it. The civic centre will be started next year after the sewerage has been completed. The sewerage lines have to be put down. If it is left until after the centre is built the subsequent cost of sewerage would be prohibitive. The sewerage will be completed next year for the civic centre, and this will enable several big stores to be built. There will be the cost of putting sewerage under many concrete homes, something that could have been obviated if the Government of the day had had enough sense to provide first for a sewerage system. All they did was to get the homes built and turn the place into a dormitory suburb. One of the facilities they overlooked was schools. No consideration was given to the fact that with hundreds of young families there would be great numbers of young children who had to get their schooling somewhere. From 2,000 homes at the moment the Inala State School has an attendance of 1,318 children. The figure went from none to 1,000 in the first year. Richlands State School was a one-teacher State School. The attendance there is now 558. The Serviceton School is a new State School that was started by this Government this year. The attendance there is 332, making a total of 2,208 children attending State schools within the area. In addition, there is a Convent school for lower grades. Many children leave Inala to go to State schools outside the area because their parents are not satisfied with the facilities at Inala.

The Minister for Education is well aware of the problem, and his department has made an effort to rectify the position. The Minister has already initiated moves this year to acquire two additional school sites. The Government have already built one school, and when these two new schools are built, we may be getting nearer a solution of the trouble.

Mr. Pizzev: And a High School.

Mr. HERBERT: There is a High School site at Inala. It will not be needed for some little time. At the moment 70 children are going out from scholarship grade at the Inala State School, 250 are in the first five grades, and next year it is expected that the Inala school alone will have an intake of 300 children into the first grade. Predominance at the moment is among the very young. I have said it before, and it is becoming more obvious every day, that there are more babies to the acre in Inala than in any other part of Australia.

The Maternal and Child Welfare Service operates at Inala, on three days a week, two days a week at Inala and a day a week at Inala Heights. A toddlers' clinic opens fortnightly. I hope the Minister for Housing will make accommodation available in the new Civic Centre for the Maternal and Child Welfare Service. The school problem will be solved, I hope, with the construction of

two additional schools. In addition, the Minister for Education has approved for next year the construction of a High School at Corinda. Youngsters who at present travel to the High School at Indooroopilly will then be able to attend the High School at Inala for secondary education. There will be a consequent saving in travelling time and incidentally it will give relief to the Indooroopilly High School which is now hard pressed for accommodation. The people of the area know that the site for this High School, which has been idle land for many years, will now be used. The suburb has a high birthrate, and the Minister for Health and Home Affairs has come to the assistance of the residents by providing a maternity hospital at Corinda. The previous Government would have nothing to do with suburban maternity hospitals, or any sort of suburban hospital. A man working in town and living at Inala did not have time to travel to his home after work, pick up his youngsters and get back to the Intermediate Maternity Hospital to visit his wife, that is, if he used public transport, so that a mother while in hospital did not see her family. Babies will still be born at the Intermediate Hospital, but they and their mothers will then be transferred to the Corinda Maternity Hospital for a convalescent period. They will there be able to see their families. The fathers and young children will be able to visit the hospital in comfort. There is plenty of room for parking, and the hospital is within easy walking distance of the station. The Maternity Hospital will be of great benefit to the people of Inala.

One of the main problems was the lack of employment in the area. Every hon. member has been approached by people with housing troubles who, when offered a house at Inala, invariably replied, "I cannot take it, as it is too far from my work." It was one of the biggest blunders the previous Government made when they attempted to build a satellite township in the scrub away from all avenues of employment. Scores of workmen travel to Whinstanes, Wynnum and Sandgate every day spending hours in the train. They have to travel to such places because there are few avenues of employment in or about Inala. The Darra Cement Company is the only major concern operating anywhere near the Inala area. It costs approximately £1 a week in fares for a man to travel to and from his work. The Minister for Labour and Industry is also coming into the picture with the establishment of an industrial site at Wacol. This project is going to be one of the biggest to be established in Queensland. The industrial site will be within walking distance of the majority of the homes in the Inala area and with its development people will not only be saved £1 a week in fares, but will also save the time now spent in travelling. When the industrial site is developed at Wacol it will only be a matter of time before people working there will want to move

into Inala. Workers will be happier if they can spend more time at their homes and be able to save in fares. The establishment of the Wacol industrial site is of particular benefit to the citizens of Inala. There is much industrial development taking place along Ipswich Road from Rocklea out, and the work that the Minister for Labour and Industry has done in developing the industrial potentials of this State will help to solve the Inala employment problem.

Mr. Davies: Can you tell us in what way it will help to decentralise industry in this State?

Mr. HERBERT: The establishment of the industrial site will be the means of new industries coming here.

I have already mentioned the problem of transport but Inala has other problems. I repeat that I do not know why Inala was ever built out in the scrub. Why the previous Government did not build it nearer a railway line is beyond my comprehension. The people use a co-ordinated service and go to the Darra railway station. I hope that despite all his railway problems the Minister for Transport will be able to see his way clear to run a rail link into Inala. It would certainly pay for itself because the majority of the people use rail transportation now. A rail link through Inala say to the South Brisbane railway line would give another direct link which would benefit other suburbs and so help the development of the area tremendously.

The Government have taken a further step towards helping the Inala people in the inauguration of a scheme for the purchase of homes on a £25 deposit. The scheme will appeal to many people in Inala because many of them have spent the qualifying period to enable them to accept the £25 deposit scheme. It appeals particularly to young family men who without much financial backing would like to own their own homes.

One of the major problems facing the earlier residents of Inala and which concerned the previous Government not one iota is that of the spare time of the people. There was no Council park or sports ground in the area in which people might occupy their leisure hours. Inala was purely a dormitory suburb, without any attention ever having been given to the recreation of the people. Fortunately the Playground and Recreation Association has taken an interest in the matter and intends moving in with a substantial programme. A private contractor is building an Olympic swimming pool, a gymnasium and other facilities so that the residents will have something to do in their spare time. However, there is still no suitable hall at Inala, and when the people want to hold a public meeting they have to go to Darra and thus incur transport costs. It is hoped that plans for a public hall will be included in the proposed

civic centre at Inala so that local organisations will be able to conduct public meetings there.

I have already spoken about a hospital service in the Inala area. An endeavour is being made to help the Queensland Ambulance Transport Brigade overcome the problem of transporting people to the city. It is a wonder that more babies are not born to Inala mothers in ambulance vehicles. An appeal has been launched by the Q.A.T.B. for funds to erect a sub-centre on Ipswich Road near Inala, and half the amount required is already in hand.

I have given some indication of the tremendous improvements in living conditions that have been enjoyed by Inala residents during the last two years. Those improvements are deeply appreciated by the people of the area, and on their behalf I thank Cabinet for what they have done to improve conditions in an area where the majority of the people receive low wages and are not blessed with very many of the amenities of life. As I say, their lot is being made much easier by the actions of this Government.

Mr. Graham: Tell us how.

Mr. HERBERT: If the hon. member had been in the Chamber, he would have heard what I said.

I should like now to say something of the National Industrial Safety Convention and Exhibition that was held in this city on 29 and 30 July. There has been a considerable amount of discussion about it, and Opposition members have shown a regrettable ignorance on the whole subject of industrial safety. Their ignorance was shown to have reached an all-time low in yesterday's "Telegraph". In the article "Political Viewpoint" this is what the Leader of the Opposition had to say—

"It is manifestly unreasonable to ask any man to pay 30s. to take part in what was virtually a new spate of departmental exhibitionism by the Minister for Labour and Industry."

Mr. Graham: Couldn't that be true?

Mr. HERBERT: The Leader of the Opposition concluded the article in this way—

"Could that convention attendance fee have been a device purposely designed to antagonise A.L.P. members and cause them to blackball the Minister's publicity show?"

The hon. member for Mackay says, "Couldn't that be true?" The Leader of the Opposition makes comments like that and is supported by his back-benchers, who obviously have no knowledge of what the convention was about. It was attended by many Government members, including me, and I hope to attend similar conventions in the other States.

These were the bodies who sponsored the convention: Australian Institute of Management, Brisbane Chamber of Commerce, Education Department, Department of Labour and Industry, Federal Department of Labour and National Service, Fire and Accident Underwriters' Association, Institute of Personnel Management, Institution of Engineers, Metal Trades Employers' Association, National Safety Council of Australia, Postmaster-General's Department, Queensland Chamber of Manufacturers, Queensland Coal Owners' Association, Queensland Electrical Education Council, Queensland Health Education Council, Queensland Master Builders' Association, Queensland Road Safety Council, Queensland Trades and Labour Council, Standards Association of Australia, State Electricity Commission, and the State Government Insurance Office.

Yet the Leader of the Opposition has the temerity to say that it is departmental exhibitionism on the part of the Minister for Labour and Industry! If he had had any knowledge at all of what the convention was about, he would not have stuck his neck out as he did. I shall mention the unions who sent accredited representatives to the convention. I ask hon. members to bear with me, because it is an extremely long list.

They are—

- Sheetmetal Workers' Industrial Union.
- Operative Painters' and Decorators' Union.
- United Operative Bricklayers' Union.
- Australasian Meat Industry Employees' Union.
- Queensland Plasterers' Union.
- Liquor Trades Employees' Union.
- Electrical Trades Union.
- Amalgamated Foodstuffs Union.
- Australian Builders' Labourers Federation.
- Plumbers' Union.
- Federated Ship Painters' and Dockers' Union.
- Queensland Shop Assistants' Union.
- Building Workers' Industrial Union.
- Vehicle Builders' Union.
- Boilermakers' Society (Brisbane Branch and Ipswich Branch).
- Printing Industry Employees' Union.
- Federated Ironworkers' Association.
- Waterside Workers' Federation.
- Federated Engine-drivers and Firemen's Association.
- Amalgamated Postal Workers' Union.
- Søamen's Union of Australia.
- Amalgamated Engineering Union.
- Tramways Union.
- Queensland Colliery Employees' Union.
- Australian Railways Union.
- Road Transport Workers' Union.

- Federated Clerks' Union.
- Miscellaneous Workers' Union.
- Rockhampton Railway Workshops.

Not one of those was too tight to pay the 30s. that the Leader of the Opposition objected to. Every one paid the fee and paid it gladly.

There were interstate representatives from—

- A.C.T.U.
- Sheetmetal Workers' Industrial Union.
- Operative Painters' and Decorators' Union.
- Builder's Labourers' Union.
- Building Workers Industrial Union.
- Waterside Workers Federation.

So there were seven interstate representatives, whose organisations not only paid the 30s. but also paid their fares to and from Brisbane and gave them the time off to attend this very valuable convention. In all there were 56 trade union representatives.

The normal opening function held the first morning was attended by every Minister of Labour and Industry in Australia, including those from the Labour States, and they said some very nice things about it. The Convention was opened by His Excellency the Governor—and very effectively—and addresses followed. One was on "Managerial Responsibility for Safety," by Mr. Norgard, the general manager of B.H.P. Question time followed and then the next address was to have been "The Role of the Trade Unions in Industrial Safety," by Albert Monk, but unfortunately Mr. Monk fell ill at the last moment and his place was taken by Mr. Gibbs. All hon. members will know his affiliation with the A.C.T.U. Again question time followed.

Then we had a series of discussion groups that afternoon and next morning. The first discussion group I attended with Mr. Alex Dewar, the hon. member for Chermide, was one on "How to get Employer-employee Co-operation in a Safety Programme." In the same group was Mr. Egerton from the Trades and Labour Council. Do hon. members opposite suggest he would fall for any exhibitionism by the Minister? He was there in his capacity with the Trades and Labour Council and another in the same small group was Mr. Macdonald, the friend of all A.L.P. members in the House. Those men spoke at the Convention purely and simply as representatives of the employee sections in industry and they were interested only in industrial safety. Hon. members opposite should have been interested in it, too, but quite obviously they were not.

For the next morning's session I selected a discussion group on the transport industry. At that we had Comrade Roach, friend of the A.L.P. members of this House. He came up from Sydney specifically for the purpose. Then we had Mr. Grayson from the Painters' and Dockers' Union. The

place was full of representatives of people associated with transport in some way and they were there purely and simply because they realised that the National Industrial Safety Convention would be of extreme benefit to their members; but all the Leader of the Opposition could do was call it exhibitionism by the Minister for Labour and Industry.

Mr. Knox: He knew nothing about it.

Mr. HERBERT: He knew absolutely nothing about it. If he had known, he would have realised that the last Industrial Safety Conference was held in 1958 in Melbourne and there the delegates paid £3 3s. and were happy to do it. In 1957 at the convention arranged by the New South Wales Labour Government they paid £1 10s., exactly the same amount that the Leader of the Opposition is objecting to. I wonder if he wrote to Mr. Cahill and told him that he could not go because he was charging 30s. and he could not afford it! The plain fact of the matter is that the Opposition were not interested. They knew nothing about it. They were not even concerned about it until they realised that it was attracting Press attention because it was a conference in the interests of all workers in the State. They said to themselves, "It is too late to get on the bandwagon but we will do all we can to blacken the name of an organisation that will save the lives of many workers in Queensland."

Mr. HANLON: I rise to a point of order. The hon. member is telling an untruth. At no stage did members of the Opposition attempt to blacken the name of the National Safety Convention or any other organisation. The only complaint that was made was about the exhibitionism of the Minister. We had no complaint about the convention.

Mr. HERBERT: I have no doubt that the hon. member for Ithaca would have accepted the invitation if it had been extended to him by Mr. Macdonald or someone of that calibre. If he thinks that a National Safety Convention should not have been sponsored by the Minister or if any hon. member opposite looks upon such sponsorship as being merely political it shows how little he realises the responsibilities of government. There was no industrial safety in Queensland before the present Minister for Labour and Industry took office, none whatever. He has built up the department from nothing, a department that will make itself felt in industry throughout the State, a department that will be appreciated very much by the workers of the State. The present Opposition should have done the same thing 10 years ago. They neglected to take action. Now that we are doing something about industrial safety all they can do is their usual "knocking". All they can say is, "Thirty shillings!" They complain about the charge. I read that long list of trade unions whose members were quite happy to pay 30s. each to attend the convention. I might mention that the

30s. also covered the cost of two excellent luncheons. I suppose that hon. members opposite would say that 15s. was too much to pay for a meal. Every Government member who attended came away much the wiser from the group discussion around the conference tables. I am happy to be able to point out that the Labour Government of New South Wales not only sent a Minister to the convention, not only sponsored a similar function in the South in 1957 for which they charged 30s., but also sent many Government employees up here to advise Queensland officers on industrial safety in New South Wales. As a matter of fact, the group discussion I attended on the transport industry was chaired by Mr. Holdsworth, safety officer in the New South Wales Government Railways. He was glad to speak at the convention, but according to the Leader of the Opposition it was only exhibitionism by the Minister for Labour and Industry.

After the conference was over Mr. Gibbs, who deputised for Mr. Monk, wrote to the Minister in these words—

"No doubt you and the officers of your department are pleased with the success of the convention on occupational safety. Congratulations are due to all who were concerned with the organisation of the convention."

That is an official letter from the A.C.T.U. Had the Leader of the Opposition gone outside and got his instructions before he blurted out his comments he would have made a slightly different speech on this matter. I congratulate the Minister for Labour and Industry on his attitude towards industrial safety. I also congratulate his officers on the way the convention and exhibition was organised. Every man there, safety officers from all over Australia, said that it was the finest convention he had ever attended, that it set an all-time high for future conventions. We hope that in future industrial safety conventions—or occupational safety conventions as I prefer to call them—will have similar exhibitions in other States. I hope to attend future ones. I mentioned some of the union representatives who were there. As this is only exhibitionism by the Minister, according to hon. members opposite, I should like to give the names of those who fell for his guile. They are as follows:—

A. Amos, Sheet Metal Workers Union, Sydney.

F. Butler, Operative Painters Union, Sydney.

C. J. Bushell, Bricklayers Union, Brisbane.

J. Brody, A.M.I.E.U., Brisbane.

R. W. Burns, Operative Painters & Decorators Union, Brisbane.

A. J. Carruthers, Queensland Plasterers Union.

F. W. Cannon, Liquor Trades Union, Brisbane.

S. W. Denham, Electrical Trades Union, Brisbane.

R. Frazer, Amal. Foodstuffs Union, Brisbane.

H. Farrell, Builders Labourers Union, Brisbane.

L. Grundy, Plumbers & Gasfitters Union, Brisbane.

J. Grayson, Ship Painters & Dockers Union, Brisbane.

S. Gollan, Ship Painters & Dockers Union, Brisbane.

E. J. Hanson, Painters & Decorators Union, Brisbane.

W. T. Heffernan, Shop Assistants Union, Brisbane.

W. J. Harris, Building Workers Industrial Union, Brisbane.

H. R. Hamilton, Building Workers Industrial Union, Brisbane.

L. G. Johnson, Sheetmetal Workers Union

A. D. Johns, Vehicle Builders Union.

J. Keogh, Boilermakers Society, Booval.

B. R. Milliner, Printing Industry Employees Union.

R. McCart, Shop Assistants Union.

N. Mackay, Fed. Ironworkers Assn.

J. McIvor, A.M.I.E.U.

S. Macpherson, A.M.I.E.U.

A. T. Nicol, Building Workers Industrial Union.

J. O'Neill, Sheet Metal Workers Union, Brisbane.

W. Patterson, Electrical Trades Union.

H. Peebles, Fed. Ironworkers Union.

E. Roach, Waterside Workers Fedn., Sydney.

J. Stewart, Plumbers & Gasfitters.

A. Sully, Printing Industry Employees Union.

J. Tracy, Rockhampton Railway Workshop.

R. Tiler, Plumbers & Gasfitters Union, Sydney.

R. J. Williams, Builders Labourers Union, Sydney.

G. Whiteside, F.E.D. & F.A.

A. Arnell, Waterside Workers Union.

E. T. Ashmore, Amal. Postal Workers Union.

J. Connor, Seamen's Union.

E. Crisp, Boilermakers Society (Shipyard).

J. Devereux, Amalgamated Engineering Union.

J. Egerton, Queensland Trades & Labour Council.

D. Foran, Australian Tramways Union.

R. Hawkins, Amalgamated Engineering Union.

A. Macdonald, Queensland Trades & Labour Council.

B. Molloy, Amalgamated Engineering Union.

C. Murphy, Queensland Colliery Employees Union, Booval.

R. Murphy, Queensland Colliery Employees Union, Booval.

T. O'Sullivan, Building Workers Industrial Union, Sydney.

E. Parcell, Fed. Clerks Union.

K. Taylor, Fed. Clerks Union.

W. Ward, Fed. Miscellaneous Workers Union.

There was also a delegate from the Australian Railways Union.

E. Brady, Transport Workers Union.

N. Gibbs, A.C.T.U.

There were several other delegates whose names are not listed. That gives an indication of the response from the Trades Union Movement regarding this very important subject; yet hon. members on the other side who have the hide to claim they represent the unions say that 30s. was too much, and that it was only exhibitionism by the Minister. Thirty shillings was for a conference lasting three days and addressed by the most informed people on the subject. I am sure the workers realise that for years they have been duped by hon. members opposite whose only interest is their own political safety.

(Time expired.)

Mr. DAVIES (Maryborough) (12.44 p.m.): I wish to endorse the expressions of loyalty voiced by the Leader of the Opposition, and also his eulogistic remarks concerning the Governors of this State, and their interest in the welfare of Queensland. I wish to say how thrilled the people of Maryborough and district are at the coming visit of Princess Alexandra to Maryborough. I regret that the Government saw fit to gag Opposition members, thereby limiting the field of discussion, because one of the major matters that called for a full debate was the very matter that is now not subject to debate, the Mt. Isa railway.

The Government evidently are not interested in the unemployed persons in the State who now number approximately 12,000. Not one Government member has dealt with that problem. The Minister and various Government members have evaded the point,

by referring to the number of persons now working in the State and comparing it with the figure in previous years. The figure quoted may be correct, but it calls for examination. No attempt has been made to explain the Government's failure to provide more jobs than the number of men available for employment. The Deputy Premier made that statement in an effort to deceive not the majority of the electors, but also the minority of electors who elected the Government. He stated that if the Country and Liberal Parties were returned to office there would be an inflow of capital, a vista of full employment, an increase in the number of industries, and so on. He said that they would be able to provide employment for all who wanted it, but to date we have not heard of any attempt by the Minister to excuse his failure to provide that promised employment. If we refer to it, we are accused of being "knockers".

Mr. Morris: You are.

Mr. DAVIES: If we reveal any situation that is wrong, or any maladministration on the part of the Government, the Government accuse us of being "knockers." The Leader of the Opposition tore aside the veil of hypocrisy and humbug with which the Government cloak their administration.

Unemployment in Maryborough would be less than in any other community along the coast.

Mr. A. J. SMITH: I rise to a point of order. You ruled this morning, Mr. Speaker, that the Mt. Isa railway project could not be discussed any further in this debate. The amendment to the motion also covered the subject of unemployment. I ask if you are prepared to give a further ruling that the hon. member for Maryborough is not in order in discussing unemployment, as that was covered by the amendment?

Mr. SPEAKER: I am allowing the hon. member for Maryborough to develop his argument until I am in a position to make an intelligent ruling.

Mr. DAVIES: I intend to refer to the matter very briefly. Despite the fact that the sugar season is now in full swing along the coast, there would be over 250 men out of work in the city of Maryborough, and a far greater number in other cities. More than 80 people under the age of 21 have been unable to find employment, but the Government are not interested in them. Whenever Opposition members mention unemployment, their statements are met with jeers, ridicule and laughter from the Government benches. There is no reason why any man should be unemployed in Queensland. The Government have adopted a policy of cutting down departmental expenditure, when it will not be noticeable to the

public, so that they will then be in a position to splash money round in other directions and so get a certain amount of kudos.

As an illustration I shall mention the position in the timber industry. The Government have adopted the policy of the Moore Government. I have here a statement by a man who is very concerned about forestry, Mr. V. Grenning, State Forestry Director. He has stated—

"Queensland's demand for timber would double by the year 2000. Not enough was being done to ensure that the demand could be met."

Mr. Grenning is an authority on forestry matters, and he is certainly entitled to express an opinion on them. We know what happened in 1929-1932, but the same thing is happening today. The Tuan forestry area constitutes a decentralised industry in the Maryborough district. For obvious reasons Governments could not establish forestry areas in Brisbane. In 1955 there were 102 men employed in the industry at the Tuan forest area. Those workers lived in the city of Maryborough with their families. All that the Minister for Labour and Industry is concerned with is the establishment of a further industrial area between here and Ipswich.

Mr. AIKENS: I rise to a point of order. I feel that some members of the House, like I, have become the meat in the political sandwich. When the Leader of the Opposition moved his amendment to the Address in Reply which debate extends over seven days only, you informed hon. members that they could speak only on the specific clauses of the amendment. The gag was moved yesterday which gave hon. members the right now to talk on general matters in the Address in Reply debate. Although I opposed the gag on principle I am glad that it was moved because we can now speak on all general matters covered by the Address in Reply. We find now that the hon. member for Maryborough is playing with a double-headed penny. He had an opportunity of speaking to his leader's amendment which restricted us all to the close terms of the amendment. Now that we have the opportunity to fill in the rest of the time allowed for the Address in Reply debate with general comment the hon. member for Maryborough is going back to the terms of the amendment.

Mr. SPEAKER: I suggest to the hon. member—

Mr. AIKENS interjected.

Mr. SPEAKER: The hon. member for Mundingburra has again offended by disregarding an order of the Chair. I promised

that the next time it happened he would have to leave the Chamber. I have now decided that he should do that immediately.

Mr. AIKENS: Who, me?

Mr. SPEAKER: Yes.

Mr. AIKENS: I will be happy to go after what has happened. I am not going to be browbeaten.

Mr. SPEAKER: The hon. member for Maryborough.

Mr. DAVIES: My remarks on employment in the Tuan forestry area is typical of what is happening in every forestry centre throughout the State. The following figures indicate the employment in the industry at Maryborough between 1955 and 1958—

Year	No. of employees
1955	102
1956	105
1957	73
1958	75
1959	64

The tree plantings in the same forestry area were—

Year	No. of trees planted
1954	503,000
1955	775,000
1956	616,000
1957	663,000
1958	409,000
1959	390,000

We cannot afford to allow our forestry areas be depleted of trees. The Government are already in debt to the extent of over £1,000,000 and are on the road towards achieving the same level in deficits as the Moore Government. Why cannot the Government go a few hundred thousand more pounds into debt with the planting of trees in the State, something that would please Mr. Grenning and every sensible forestry man in Queensland. A further expenditure on tree planting would be the means of giving men work. Everybody knows that a depression is with us when large numbers of men are unemployed, but when only a few men are out of work hon. members opposite show very little concern. We on this side regard it as serious if only one able-bodied man is unemployed. Ample opportunities are available in forestry, railway, and road-making work to provide employment for all who want it, and if the Government are as concerned about the welfare of the State as they profess to be, they should do something about widening the avenues of employment. If the Minister for Labour and Industry is desirous of keeping his election promise, he should endeavour

to persuade Cabinet to incur greater expenditure in those directions and thus maintain full employment.

Mr. Dewar: Why didn't your own Government do it?

Mr. DAVIES: Past Governments may have done this or that, but that does not excuse this Government. They should be prepared to accept full responsibility for what is happening. The planting of trees by the Forestry Department has been reduced by 50 per cent. That is the sort of thing that was done by the Moore Government.

On the subject of unemployment, the President of the Queensland Chamber of Manufacturers, Mr. J. R. Gibson, has said—

"The slight rise in unemployment is a straw in the economic wind that should not be ignored; on the other hand, it amounts to only 2 per cent. of our total work force and is low by comparison with overseas countries."

Mr. SPEAKER: Order! The hon. member is now getting onto the general subject of unemployment. I ask him to refrain from mentioning the matter.

Mr. DAVIES: I shall respect your wishes, Mr. Speaker. On behalf of the 12,000 unemployed in the State, I regret that I am unable to ventilate their grievances.

It is evident that the hon. member for Nundah was deliberately chosen to open the debate so that he could make excuses for the Government's failure to establish in Queensland industries comparable with the paper mill at Petrie and the hardboard factory at Ipswich. The hon. member evaded the real issues, and so did the hon. member for Sherwood, who spent 20 minutes of his time in reproaching members of the Opposition for their failure to attend the National Industrial Safety Convention and Exhibition. I point out, however, that during the time of the previous Government, safety committees were set up in various centres throughout the State, and a good deal of interest was taken in them by various parliamentary representatives. The hon. member for Sherwood, and other hon. members opposite, failed to refer to many of the problems that I intend to deal with at length.

A reference to the annual report of the Department of Forestry for 1958 shows an alarming drop in the planting of trees in Queensland over the years. During the period 1956-1958, an area of 10,338 acres was planted compared with 25,460 acres for the year 1955 and 18,291 acres in 1950.

(Leave to continue speech tomorrow granted.)

The House adjourned at 1.1 p.m.