

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

THURSDAY, 4 AUGUST 1966

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

COMMISSION TO ADMINISTER OATH

Mr. SPEAKER: I have to inform the House that His Excellency the Governor has been pleased to issue a Commission under the public seal of the State empowering me to administer the oath or affirmation of allegiance to such members as may hereafter present themselves to be sworn, which I now ask the Clerk to read to the House.

Commission thereupon read by the Clerk.

ADDRESS OF APPRECIATION OF
SERVICES AS GOVERNOR

REPLY OF COLONEL SIR HENRY ABEL SMITH

Mr. SPEAKER: I have to inform the House, for the purposes of record, that I presented to the then Governor, His Excellency Colonel Sir Henry Abel Smith, K.C.M.G., K.C.V.O., D.S.O., the Address agreed to by the House on 9 December last and that Sir Henry was pleased to make the following reply:—

“Government House,
“Brisbane, 16th December, 1965.

“Mr. Speaker and Gentlemen.

“I thank you from the bottom of my heart for the address which has just been presented to me, expressing such generous and kind sentiments about my dear wife and myself.

"As the Representative of The Throne in Queensland, it has been my endeavour, in a humble and dutiful manner, to try to follow the magnificent example of unselfish service which Our Queen sets each one of us.

"It has been my aim, by meeting people in all walks of life, to lead them to realize what an important role they are playing—both material and spiritual—not only in the growth of this great State, but of Australia.

"I wish to express the gratitude of my wife and myself to each member of the House for the great kindness, courtesy and assistance which we have invariably received at your hands wherever we have been.

"I have been deeply impressed by the manner in which all Members of Parliament work devotedly and wholeheartedly for the welfare, freedom and happiness of the people.

"It is with great sadness and deep regret that I relinquish my high office. My wife and I have been very happy amongst you.

"However, I believe that it is not in the interest of The Throne for the position of Governor to be held too long by one individual.

"I ask you, Mr. Speaker, to convey to the Members of Parliament my deep sense of gratitude for their address, which I shall always greatly value.

"I know that a great and glorious future lies ahead of Queensland and her courageous people.

"I bid you, Mr. Speaker, and all Members of the Queensland Parliament, on behalf of my wife and myself, a most regretful farewell.

"Henry Abel Smith,
Governor."

ELECTIONS TRIBUNAL

JUDGE FOR 1966

Mr. SPEAKER announced the receipt of a letter from the Honourable the Chief Justice intimating that the Honourable Mr. Justice Douglas would be the judge to preside at the sittings of the Elections Tribunal for 1966.

PANEL OF TEMPORARY CHAIRMEN

Mr. SPEAKER: Pursuant to the requirements of Standing Order No. 13, I nominate the following members to form the panel of Temporary Chairmen for the present Parliament—

Frederick Alexander Campbell, Esquire, member for the electoral district of Aspley;

Harold Dean, Esquire, member for the electoral district of Sandgate;

Frederick Dickson Graham, Esquire, member for the electoral district of Mackay;

Allen Maxwell Hodges, Esquire, member for the electoral district of Gympie; and

Wallace Alexander Ramsay Rae, Esquire, member for the electoral district of Gregory.

MINISTERIAL STATEMENT

APPOINTMENT OF MINISTRY

Hon. G. F. R. NICKLIN (Landsborough—Premier) (11.7 a.m.): I desire to inform the House that, on Friday, 10 June, 1966, His Excellency the Governor—

(a) appointed—

The Honourable George Francis Reuben Nicklin,

The Honourable Gordon William Wesley Chalk,

The Honourable Jack Charles Allan Pizzey,

The Honourable Alexander Tattenhall Dewar,

The Honourable Alan Roy Fletcher,

The Honourable Harold Richter,

The Honourable John Alfred Row,

The Honourable Johannes Bjelke-Petersen,

The Honourable Peter Roylance Delamothe,

The Honourable Seymour Douglas Tooth,

The Honourable John Desmond Herbert,

The Honourable Ronald Ernest Camm,

The Honourable William Edward Knox, to be Members of the Executive Council of Queensland;

(b) appointed—

The Honourable George Francis Reuben Nicklin, to be Premier and Minister for State Development of Queensland;

The Honourable Gordon William Wesley Chalk, to be Treasurer of Queensland;

The Honourable Jack Charles Allan Pizzey, to be Minister for Education of Queensland;

The Honourable Alexander Tattenhall Dewar, to be Minister for Industrial Development of Queensland;

The Honourable Alan Roy Fletcher, to be Minister for Lands of Queensland;

The Honourable Harold Richter, to be Minister for Local Government and Conservation of Queensland;

The Honourable John Alfred Row, to be Minister for Primary Industries of Queensland;

The Honourable Johannes Bjelke-Petersen, to be Minister for Works and Housing of Queensland;

The Honourable Peter Roylance Delamothe, to be Minister for Justice and Attorney-General of Queensland;

The Honourable Seymour Douglas Tooth, to be Minister for Health of Queensland;

The Honourable John Desmond Herbert, to be Minister for Labour and Tourism of Queensland;

The Honourable Ronald Ernest Camm, to be Minister for Mines and Main Roads of Queensland;

The Honourable William Edward Knox, to be Minister for Transport of Queensland.

I lay upon the table of the House a copy of the "Government Gazette Extraordinary" of 10 June, 1966, containing these notifications.

Whereupon the hon. gentleman laid the "Government Gazette Extraordinary" upon the table.

LEADERSHIP OF OPPOSITION

Mr. DUGGAN (Toowoomba West—Leader of the Opposition) (11.9 a.m.): I desire to inform the House that I have been elected Leader of the Australian Labour Party, the hon. member for Bulimba (Mr. J. W. Houston), Deputy Leader, the hon. member for Maryborough (Mr. H. J. Davies), Whip, and the hon. member for Ipswich East (Mr. J. Donald), Secretary.

PAPERS

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

Reports—

Committee of Inquiry into Matters Concerning the Valuation of Lands in Queensland.

Public Accountant's Registration Board of Queensland for the period 1st July, 1965, to 30th June, 1966.

The following papers were laid on the table:—

Proclamations and Orders in Council under The Public Works Land Resumption Acts, 1906 to 1955 and The State Development and Public Works Organisation Acts, 1938 to 1964.

Proclamations under—

The Farmers' Assistance (Debts Adjustment) Acts, 1935 to 1945.

The University of Queensland Act of 1965.

The Aborigines' and Torres Strait Islanders' Affairs Act of 1965.

The Electric Light and Power Acts, 1896 to 1965.

The Forestry Acts, 1959 to 1964.

The Thiess Peabody Mitsui Coal Pty. Ltd. Agreements Acts, 1962 to 1965.

The Mining Acts, 1898 to 1965.

The Children's Services Act of 1965.

The Fish Supply Management Act of 1965.

Orders in Council under—

The Public Service Superannuation Acts, 1958 to 1965.

The Commissions of Inquiry Acts, 1950 to 1954.

The State Development and Public Works Organisation Acts, 1938 to 1964, The Barron River Hydro-Electric Extension Project Act of 1958 and The Northern Electric Authority of Queensland Acts, 1963 to 1964.

The Fisheries Acts, 1957 to 1962.

The Harbours Acts, 1955 to 1964.

The Racing and Betting Acts, 1954 to 1964.

The Racing and Betting Acts, 1954 to 1965.

The Workers' Compensation Acts, 1916 to 1965.

The Grammar Schools Acts, 1860 to 1962.

The Rural Training Schools Act of 1965.

The University of Queensland Act of 1965.

The Industrial Development Acts, 1963 to 1964.

The State Electricity Commission Acts, 1937 to 1965.

The Northern Electric Authority of Queensland Acts, 1963 to 1964.

The Regional Electric Authorities Acts, 1945 to 1964.

The Southern Electric Authority of Queensland Acts, 1952 to 1964.

The State Housing Acts, 1945 to 1965.

The State Housing Acts, 1945 to 1965 and The Local Bodies' Loans Guarantee Acts, 1923 to 1957.

The Water Acts, 1926 to 1964.

The Forestry Acts, 1959 to 1964.

The Criminal Law Amendment Act of 1945.

The Companies Acts, 1961 to 1964.

The Co-operative Societies Acts, 1946 to 1962.

The Decentralization of Magistrates Courts Act of 1965.

The District Courts Acts, 1958 to 1965.

The Jury Acts, 1929 to 1964.

The Liquor Acts, 1912 to 1965.

The Magistrates Courts Acts, 1921 to 1964.

The Petroleum Acts, 1923 to 1962.

The Coal and Oil Shale Mine Workers (Pensions) Acts, 1941 to 1962.

The Medical Acts, 1939 to 1963.

The Explosives Acts, 1952 to 1963.

The Children's Services Act of 1965.

The Fish Supply Management Act of 1965.

- The Industrial Conciliation and Arbitration Acts, 1961 to 1964.
- The Inspection of Machinery Acts, 1951 to 1963.
- The State Children's Acts, 1911 to 1955.
- The Aborigines' and Torres Strait Islanders' Regulations of 1966.
- Regulations under—
- The Parliamentary Contributory Superannuation Fund Acts, 1948 to 1965.
- The Public Service Acts, 1922 to 1965.
- The Drought Relief to Primary Producers Acts, 1940 to 1961.
- The Gift Duty Acts, 1926 to 1963.
- The Harbours Acts, 1955 to 1964.
- The Motor Vehicles Insurance Acts, 1936 to 1963.
- The Racing and Betting Acts, 1954 to 1965.
- The Stamp Acts, 1894 to 1965.
- The Workers' Compensation Acts, 1916 to 1965.
- The Regional Electric Authorities Acts, 1945 to 1964.
- The State Transport Acts, 1960 to 1965.
- The Motor Spirits Vendors Acts, 1933 to 1934.
- The State Housing Acts, 1945 to 1965.
- The River Improvement Trust Acts, 1940 to 1965.
- The Main Roads Acts, 1920 to 1965.
- The Traffic Acts, 1949 to 1965.
- The Gas Act of 1965.
- The Prisons Acts, 1958 to 1964.
- The Hospitals Acts, 1936 to 1962.
- The Health Acts, 1937 to 1964 (Poisons Regulations and Cafe Regulations).
- The Radio-active Substances Act of 1958.
- The Apprenticeship Act of 1964.
- The Children's Services Act of 1965.
- The Factories and Shops Acts, 1960 to 1964.
- The Fish Supply Management Act of 1965.
- The Friendly Societies Acts, 1913 to 1963.
- The Industrial Conciliation and Arbitration Acts, 1961 to 1964.
- The Inspection of Machinery Acts, 1951 to 1963.
- The Statistical Returns Acts, 1896 to 1935.
- The Weights and Measures Acts, 1951 to 1965.
- The Workers' Accommodation Act of 1952.
- Rule and Regulations under The Local Government Acts, 1936 to 1965.
- Rules of the Local Government Court under The City of Brisbane Town Planning Act of 1964.
- Statute under The University of Queensland Act of 1965.
- Notifications under The Legal Assistance Act of 1965.
- By-laws under—
- The Harbours Acts, 1955 to 1964.
- The Northern Electric Authority of Queensland Acts, 1963 to 1964.
- The Railways Acts, 1914 to 1965 (Nos. 946 to 955 inclusive).
- The Dental Acts, 1902 to 1961.
- Ordinances under—
- The City of Brisbane Town Planning Act of 1964 and The City of Brisbane Acts, 1924 to 1960.
- The City of Brisbane Acts, 1924 to 1960.
- Report of the Dumaesq-Barwon Border Rivers Commission for the year ended 30th June, 1965.
- Report and Balance Sheet as at 28th February, 1966, of The Union-Fidelity Trustee Company of Australia Limited.
- PRIVATE MEMBERS' MOTIONS
- Hon. members having given notices of motions—
- Mr. AIKENS:** I rise to a point of order on the matter of private members' motions. It was ruled by a previous Speaker that the subject matter of any private member's motion, while it remained on the Business Paper, could not be debated or discussed by that member or any other member on any other motion coming before the House during the session. Do you, Mr. Speaker, propose to rule along those lines and so prevent any hon. member from talking about the subject matter of any notice of motion given this morning or at any other time for private members' day?
- Mr. SPEAKER:** I propose to cross that bridge when I come to it.
- DEATH OF MR. R. L. HARRISON
- Mr. SPEAKER:** I have to inform the House that I have received from the Registrar-General a certified copy of the registration of the death, on 15 April, 1966, of Robert Leslie Harrison, Esquire, lately serving in the Legislative Assembly of Queensland as the member for the electoral district of Logan, and that no by-election was held.
- DEATHS OF MR. R. L. HARRISON, MR. W. T. KING, MR. M. T. BROSNAN AND MR. G. P. FARRELL
- MOTION OF CONDOLENCE
- Hon. G. F. R. NICKLIN** (Landsborough—Premier) (11.56 a.m.), by leave, without notice: I move—
- “(1) That this House desires to place on record its sense of the loss this State has sustained by the death of Robert Leslie Harrison, Esquire, lately serving as member for the electoral district of Logan; and expresses its appreciation of

the services rendered to this State by the late William Thomas King, Esquire, Michael Timothy Brosnan, Esquire, and George Pritchard Farrell, Esquire, former members of the Parliament of Queensland.

"(2) That Mr. Speaker be requested to convey to the relatives of the deceased gentlemen the above resolution, together with an expression of the sympathy and sorrow of the members of the Parliament of Queensland in the loss they have sustained."

The four late hon. members of this Chamber whose names are mentioned in the motion I have placed before the House this morning gave great service to this State and the people whom they represented while they were members of Parliament.

I refer first to the late William King, who died on 2 April, 1966. He entered the 35th Parliament as member for the electorate of Maree at the general election of 11 June, 1932, and served in successive Parliaments until his defeat at the general election of 28 March, 1941. During the period that he was a member of this House he gave valuable service as Chairman of Committees, to which office he was elected on 24 August, 1940. Because of his thorough knowledge of parliamentary procedures and his unruffled manner, he kept a tight rein on debates and conducted the business of committees in an exemplary fashion.

Mr. King was a contemporary of mine, as we both entered Parliament following the election of 1932. I remember him as an amiable and popular representative who took a very active part in the debates of this House. He was recognised by all hon. members at that time as a hard-hitting, aggressive debater.

The late hon. member had a distinguished scholastic career at Cooktown, Ipswich and Brisbane. He qualified for the Civil Service, securing the highest pass in his year. He was a solicitor by profession and practised in both Brisbane and Ipswich, being admitted to the Bar in June, 1930. Prior to entering this Chamber Mr. King took an active part in local authority affairs, being elected as an alderman of the Brisbane City Council for the Brisbane ward in 1928. He retained that office until he resigned upon his election to this House. He was a member of the select committee dealing with the finances of the council, and of the water and sewerage committees. During his time he gave excellent service to the Brisbane City Council.

The late Michael Timothy Brosnan, affectionately called "Mick" by those who had the privilege of knowing him, died on 20 July this year. He was elected to this House as member for the Fortitude Valley electorate at a by-election on 18 November, 1950, and served in the 32nd, 33rd and 34th Parliaments until 2 August, 1957, when he was defeated in that year's elections.

Prior to Mr. Brosnan's entering this House he was a former president and organiser of the Electrical Trades Union and had a very wide experience in industrial matters. He was a very able member of this House and the contributions that he made in this Chamber, on industrial matters particularly, were listened to with great respect by hon. members. He was a very outspoken debater, and on many occasions demonstrated his sincerity to the principles that he advocated.

In September, 1952 he was the Queensland delegate to the General Conference of the Commonwealth Parliamentary Association held at Ottawa, Canada, and on that occasion he had the unique honour of representing all Australian Parliaments.

Before he assumed the leadership of the Electrical Trades Union, Mr. Brosnan was a qualified electrician and served the Brisbane City Council in its electricity and transport departments. He later became well-known to the community as the licensee of various city hotels.

The late Mick Brosnan was a keen sportsman; he was a member of Tattersall's Bowling Club, and in his younger days was a very ardent yachtsman and sailed with very many leading Queensland yachtsmen, particularly the late Vic Lucas.

The late George Pritchard Farrell was elected member for the electorate of Rockhampton at a by-election on 17 February, 1923, but the House was in recess at that time and the 22nd Parliament was dissolved before he was able to take his seat. However, he successfully contested the general election on 12 May in the same year and served through the 23rd and 24th Parliaments until his defeat in the general election on 11 May, 1929.

He was a brother of the late Mr. David Farrell, who was well-known to quite a number of members of this Chamber as the hon. member for Maryborough, Government Whip and Chairman of Committees of this House. There are no members in the present Parliament who would be contemporaries of the late George Farrell, but I am informed that he was a very capable member of this House. He was an impressive speaker and spoke frequently on education matters. That could well be appreciated, because before entering Parliament he was a State school teacher who was highly esteemed both by his pupils and by their parents. He was a very successful teacher of Scholarship classes at the Rockhampton Central Boys' School.

The late Hon. James Larcombe, a former Treasurer, in a tribute to Mr. George Farrell some time ago, said he had never known any member of Parliament to show greater promise than George Farrell. His speeches were intently listened to by members on both sides of the House, and Mr. Larcombe prophesied a brilliant career for him if he remained in political life. Mr. Farrell's principal outside interest was trotting, with which he was closely associated in the city of Brisbane.

I come to the last hon. member mentioned in the motion, the late Robert Leslie Harrison, who was known to virtually every member in this House and who died on 15 April this year.

The late Les Harrison entered the 35th Parliament at the general election on 31 August, 1957, as member for the Darlington electorate, and represented that constituency until 27 May, 1960. Following a redistribution of electorates Mr. Harrison contested the Logan electorate, which he won at the general election of 28 May, 1960, and then served in the 36th and 37th Parliaments.

Because of ill-health, Les Harrison announced his retirement in March this year. We all remember him as a quiet and kindly man who was esteemed by all hon. members of the House. He was indeed a very able and conscientious representative of the people of his electorate.

No man worked harder for his electorate than the late Les Harrison. He was a staunch supporter of the town of his birth, Beaudesert, in which he lived until he passed away. During the whole of his public life connected with this Parliament, and before entering Parliament, he was closely associated with Beaudesert, its community activities, and its sporting bodies. He was educated at the Beaudesert State School and the Brisbane Boys' Grammar School.

As a dairy-farmer Les Harrison had an extensive knowledge of the primary industries and gave valued service to various primary-producer organisations. Looking back over his association with primary industry in this State, I think I can say without fear of contradiction that no man gave better service to our primary industries than did Les Harrison.

Among the many organisations on which he held prominent positions were the State Council of the Queensland Dairymen's Organisation, the Brisbane Milk Board, the Queensland Council of Agriculture, the Logan and Albert Co-operative Dairy Association, and the Queensland State Committee of the Commonwealth Scientific and Industrial Research Organisation.

He was indeed a very sincere and genuine advocate of the primary producers, particularly those in the dairying industry, which he served very competently as a member of this House. He was an ardent advocate for pasture improvement, and he practised on his own farm what he preached. I know that he loved to get back at the week-end to see the progress being made in the various experimental plots of new pastures which he established on his own property.

He was a member of the Co-ordinating Board on two occasions, representing the Council of Agriculture from November, 1949, to March, 1959, and the Queensland Dairymen's Organisation from August, 1961, to August, 1964. He gave great service not only to this House but also, as I mentioned previously, to the primary producers of Queensland.

All four deceased gentlemen were good Queenslanders who gave of their best for the welfare of the State and its people. We mourn their passing, and I am sure all hon. members will join with me in expressing to their respective widows and families our sincere sympathy in the loss they have sustained.

Mr. DUGGAN (Toowoomba West—Leader of the Opposition) (12.8 p.m.): Many hon. members who have had a reasonably long association with this House will perhaps pause and reflect on an occasion such as this, and cast their minds back to the fairly long list of members who have served this State over the years and have gone to their eternal reward. And the list is a formidable one. The Premier, who has had the longest association with this House, would be the first to acknowledge the varying personalities and the contributions that have been made, and also that inevitably our names will be added to the list of those who were honoured to serve in this Parliament.

It is customary on occasions such as this to refer to the finer points of deceased gentlemen. That is not an act of charity. There is an obligation on us, when death comes, to remember the very fine attributes that people possessed, and to overlook any small imperfections they may have had and which undoubtedly many of us have. And it is very consoling for the relatives of those to whom tributes are being paid today to be able to read in "Hansard" a reference by the Premier of the day to the contributions they made in the times in which they lived. I knew all the honourable gentlemen referred to in this motion of condolence with the single exception of George Farrell. However, although I did not know him as a Parliamentarian, I knew him in his other activities. We have had an opportunity to observe and assess the contributions that those gentlemen made. I have been informed by sources other than that quoted by the Premier, namely, the late Mr. Larcombe, that Mr. Farrell entered this Parliament with greater prospects of advancement than those possessed by the great majority of members who are elected to this Assembly. He was regarded as an eloquent and outstanding public speaker. He had the gift of compelling people to wait on his words, and he was capable on appropriate occasions of moving people very deeply. It was one of those vagaries of politics that he went out in the great political landslide of 1929, and no doubt a promising political career was thus nipped in the bud.

I did not have a great deal to do with him in his post-parliamentary days. He was, however, a well-known figure in the city of Brisbane. He was a genial man who had a wide circle of friends. As the Premier also pointed out, he had the distinction of being one of two brothers who served in this Parliament.

On behalf of the Opposition, I should like to extend to the relatives of the late Mr. George Farrell our sincere sympathy in the loss they have sustained, and to acknowledge the very great service that he gave to the State during the relatively brief period in which he was a member of this Assembly.

The late Mr. King, who occupied, amongst other positions, the office of Chairman of Committees in this Parliament, was indeed a very happy soul. He was friendly to all, and not easily ruffled. I cannot recall any occasion on which he made a caustic comment. He was a very forgiving man, and after his defeat he demonstrated his capacity to be a great success in private life in the professional sphere in which he worked; he built up a very extensive legal practice. He was the repository of many confidences by people living on the land. He made visits to the Lockyer area, in particular. I met him there on several occasions, and no doubt the Deputy Premier knows that the late Mr. King visited the area that he represents and there enjoyed the confidence of the people because of the soundness of his views and the fact that he could be relied on to do jobs quickly, efficiently and well. He was a man who made his mark in this Parliament, and I am quite certain that, had he retained his seat, he would ultimately have been elevated to Cabinet.

The late Mr. Brosnan was, as he has been described by the Premier, a very forceful character. What I liked particularly about him was that he was never afraid to tell a person to his face his opinion of that person's attitude or point of view on any matter. He was not one to seek the privacy of a dark corner to launch an attack on the views of another. He was even likely to confront you with an allegation that he did not agree with what you were doing or an argument you were advancing, and for that he enjoyed my personal respect to a high degree. He was a man with the courage of his convictions, and was able to state them forthrightly.

He was active in the community in sport and many other fields. To me it was a matter for regret that he was one of my former colleagues from whom the great events of 1957 brought severance. Without making a play on this point, all I can say is that, although I did not see him during the last few months of his life, mainly because of his illness, he would come along and indeed would almost charge into my office in this building and wish to engage in conversation about earlier times. He did express to me a wish that he could renew some measure of association with the Australian Labour Party, of which he had been a member. He also was a contributor in a minor way to many of our small fund-raising activities.

I do not know what qualifications are required of a successful publican, but I should imagine that among them would be

a genial disposition and the capacity to be alert, observant and friendly and to participate in all forms of social activities. In these fields and many others, Mr. Brosnan was indeed very prominent.

I regret that I was away from Brisbane when his death occurred and that I have not yet been able to get Mrs. Brosnan's private address—I am in the course of making inquiries now—because, despite the vagaries of political life, I wish to convey to her my condolences in the sad loss she has sustained by the premature death of a very colourful citizen of this State and to let her know that although the Opposition disagreed with some of his political beliefs, we had a high respect for the way in which he carried out his various public duties.

I also join with the Premier in expressing, on behalf of the Opposition, sincere regret at the death of Mr. Leslie Harrison. It was distressing for us to see his progressive physical decline—I do not think there is anything more sad than witnessing personally a person's progressive deterioration in health—and to notice his inadequacy in coping successfully with physical problems and those associated with his obligations to speak in this Chamber. He was never a forceful character who would be remembered for his eloquent contributions in this Assembly: he was a mild-mannered man, a very courteous man. He would always acknowledge an interjection. As an Opposition, we are as apt as former Oppositions to interject, but I do not think any of us remember an off-the-cuff remark that was in any way hurtful being directed to Mr. Harrison by way of interjection. He enjoyed the respect of us all because he was a gentleman, both inside and outside the House.

He was an acknowledged authority on dairying matters, and he invariably confined his contributions in debates to matters in the field of agriculture and primary industry generally. We all listened with very great respect to his opinions because they were based on practical experience. He held responsible positions in the dairying industry and, because of his access to responsible persons who could give him advice on highly specialised subjects, his views always had a message for us.

I join with the Premier in expressing regret at the passing of these four former members of this Assembly, and I assure their relatives that we are all very appreciative of the contributions they made to this State. It may be some solace to them to know that the leaders of the respective parties have acknowledged their respect for them and have paid tributes, though perhaps inadequate ones, to their qualities. We have tried to show in some way that they were men who deserved the tributes that have been paid to them in this Chamber.

Mr. WHARTON (Burnett) (12.19 p.m.): I wish to speak briefly in support of the motion of condolence moved by the Premier.

I did not know the late Mr. King, the late Mr. Brosnan, or the late Mr. Farrell, but I was very closely associated with the late Mr. Harrison before he entered Parliament, particularly in his work on the State Council of the Queensland Dairymen's Organisation. I pay tribute to the work he did for that organisation and to the dedicated way in which he endeavoured to improve the industry that he served so faithfully and well. In the House he was known, to me and to everyone else here, as a very loyal friend. Perhaps his outstanding characteristic was his loyalty to his party, his colleagues, and those he represented. He brought that sense of loyalty into this House in all the work he undertook.

Perhaps the most outstanding characteristic of the late Leslie Harrison was his humility and the dedicated way in which he sought to achieve something for the people he represented. He had a sincere approach to their problems, and even though it has been said that he was not particularly vocal or dominating, he still achieved something—on many occasions quite a lot—for those he represented by his kind and unassuming actions.

I commend this motion to the House. I wanted to be associated with it and to say that I believe that with the passing of the late Leslie Harrison we lost a real friend and a model member of this House.

Mr. MULLER (Fassifern) (12.21 p.m.): Without any desire to prolong unnecessarily a motion such as this, I feel it my duty, as one of the older members of this Parliament, to join with the Premier and the Leader of the Opposition in speaking to this important motion.

When I came here in 1935, the late Bill King was a member of the Government and I well remember his very kindly manner to the few of us on the Opposition benches at that time. He was one man whom I learned to admire, not so much as a Parliamentarian but as a man. Until recently, whenever I met him in the street, he always had time to say "Hello" and to recall the days that we spent together in Parliament.

I did not know Mr. Farrell; he served before my time. I knew "Mick" Brosnan, as he was affectionately known. He was a man whom one could not help but like. He had a wonderful sense of humour and never allowed his political beliefs to make the slightest difference in his attitude towards members of the Opposition or members of his own party.

However, my main desire today is to endorse the beautiful tribute the Premier paid to the late Leslie Harrison. I have heard tributes of this kind expressed in various ways but I have never heard anything more apt or more beautiful than the tribute which the Premier paid today to the late Leslie Harrison.

During his years in this Parliament the late Leslie Harrison either lived in my electorate or represented an adjoining one. I knew much of his life and I should say that no-one has been more affectionately thought of in the Beaudesert district than was Leslie Harrison, not only as a member of Parliament, but long before he entered Parliament. Every public body in the district that required assistance always had the support of Leslie Harrison and his wife.

Hon. members who were here with him will remember his deeply conscientious approach to every question that came before the House. I firmly believe that had he not been so conscientious he might have lived a great deal longer. He devoted his whole life to his work and I believe that the strain of public duty was largely responsible for his death.

I can assure you, Mr. Speaker, that the late Leslie Harrison will be very greatly missed by the people of Beaudesert and district.

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

CHAIRMAN OF COMMITTEES

APPOINTMENT OF MR. K. W. HOOPER

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

"That Keith William Hooper be appointed Chairman of Committees of the Whole House."

Motion agreed to.

GOVERNOR'S OPENING SPEECH

Mr. SPEAKER: I have to report that His Excellency the Governor, on Wednesday, 3 August, delivered to Parliament an Opening Speech of which, for greater accuracy, I have obtained a copy. I presume hon. members will take the Speech as read?

Honourable Members: Hear, hear!

ADDRESS IN REPLY

Mr. E. G. W. WOOD (Logan) (12.26 p.m.), who was received with Government "Hear, hears!", said: I move—

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

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

We desire to offer Your Excellency our sincere congratulations on your appointment by Her Majesty, and to express our hope that Your Excellency's administration of affairs will be a source of happiness to yourself and benefit to the State.

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

We take pride in the fact that His Excellency is a Queenslander, and consider ourselves fortunate that so eminent a jurist and scholar has been appointed to this high office. His Excellency, of course, has served our State and Commonwealth in many exalted positions, and when his term of office is over—I sincerely pray it will be a long one—I know that he will have given the Government and people of this State every reason for linking his name with the most illustrious of his predecessors.

As the representative of the electorate of Logan in succession to the late R. L. Harrison, I take this opportunity to thank the electors for the trust they have reposed in me, and if I am able to emulate the work of my predecessor with the same honesty of purpose I shall count myself very well satisfied.

As the Nicklin Government enters its fourth term of office, I realise that there are many matters of national importance to receive attention. In this connection there are certain basic principles which I think should colour all our thinking. On the subject of rural industries there are certain basic principles that I should like to put forward, particularly their effect on the Logan electorate. It is an area with a great variety of development, ranging from the undeveloped tourist areas of Stradbroke Island, with the finest beaches in Australia, through some of the beautiful Bay islands, the urban areas of Cleveland and Capalaba, the Woodridge-Kingston area and, of course, Beenleigh.

We also have the fast developing area of Slack's Creek, with its light industry, and the large rural areas south and west of Beenleigh, which specialise in dairying. There are also the sugar areas to the south and, last but not least, there is the famous Salad Bowl of Redlands, the small-crops area about which I will speak later.

While dealing with rural industries I reiterate that we must make a very realistic approach to them, and at this stage I should like to enunciate three basic principles which I think should be followed. My first concept is that as rural industries earn over 80 per cent. of all export earnings for the Commonwealth, in the interests of the nation they should receive every protection and assistance to ensure their continued prosperity.

My second concept is that water conservation should receive priority of effort in all agricultural development. To my way of thinking it is most important that development should be confined to the present developed areas, where the maximum economic use may be made of it.

My third concept is that ways and means will have to be found to ensure that established rural industries, which are in transient difficulties, are not abandoned in favour of new and comparatively untried industries and markets. I again reiterate that the rural industries must be protected in the interests of the whole of the State and that, having regard to their overwhelming proportion of export earning in relation to all other sources their protection is of national importance.

I revert now to the small-crops industry in the Redlands area, which, with an ideal climate and the advantage of excellent soil types, proximity to the main markets of Brisbane, Sydney and Melbourne, is one of the premier fruit and vegetable growing areas of the Commonwealth. It is famous as the "Salad Bowl". However, it should be realised that this industry operates on the open market of supply and demand, without the assistance of Government subsidies or protection. It has to compete against the constant importation of all types of commodities, such as citrus fruit, pineapple and passion-fruit pulp, tomato pulp, peas and beans. It depends therefore on industrial know-how and the scientific application of the latest methods evolved on the regional experimental farms.

I have read that the Commonwealth Government proposes to make an additional grant of \$1,500,000 to the States for extension services to rural industries, and over the next five years this sum is to be increased to \$4,000,000. I am quite unaware what allocation this State is to get but I trust that, as the extension services are so interwoven with the regional experimental farms, some of the State's allocation may be allotted to industry grants to these experimental farms. For instance, the Committee of Direction proposes to allocate \$80,000 over a five-year period to the Redlands Experimental Farm, and \$40,000 has already been allocated. This is the premier regional experimental farm of Queensland—the whole of the small-crops industry depends on it—yet the buildings of the establishment are completely inadequate. It deserves much better treatment. I hope this matter will be kept in mind in the light of the special Commonwealth grant and the subsidy that the C.O.D. has provided.

The Government showed wonderful foresight and courage in removing the markets to Rocklea—probably they are the finest markets in the Southern Hemisphere—and I hope this will not be neutralised from the producers' point of view by unrealistic administration so far as operating hours and approved commission charges are concerned. At long

last, after a good deal of negotiation with the Brisbane Market Trust, somewhat satisfactory hours for intake have been arrived at. I sincerely hope that they are not curtailed at the end of the experimental period.

From time to time there have been moves to increase the commission charge of 10 per cent. under all headings. When the markets were transferred to Rocklea, there was in the legislation a provision that there would be no more new agents for 10 years, and, as a quid pro quo, the farmers were given an assurance that the total charges under all headings would be adhered to. Unfortunately one side of the bargain is contained in legislation and the other is controlled by regulation. I hope the department sees fit to ensure that that bargain is honoured.

I apologise if I move quickly from place to place. As I pointed out, Logan is a very varied electorate and I should like to cover every aspect of it.

The incidence of drought has emphasised the urgent need for water conservation in this State, and this matter must rank high in our consideration for the maintenance of the Queensland economy. The distribution of our summer rainfall is such that Queensland is at a disadvantage when compared with the Far South. The wide variations in stream flow and depth to adequate soil moisture make it difficult for primary industry to carry on without water storage. When it is considered, as His Excellency pointed out, that the current annual value of production of a little over a quarter of a million acres of irrigated land in the State represents only 10 per cent of the total value of all rural production of the State, it is quite obvious that the water conservation schemes must be escalated as rapidly as possible, having regard to our finances, and at the same time the best possible use must be made of existing development and organised markets, two very important assets.

Having this in mind, full advantage should be taken of readily available facilities, combined with established industries with assured markets with all their industrial know-how, instead of attempting to provide irrigation to undeveloped localities where the provision of housing, road and rail transport, and other essential modern amenities, entails long delays before such a scheme can be brought into operation. Above all else, it must be established beyond a reasonable doubt that the products of such a scheme are to be readily absorbed by either local or overseas markets. Let us look after our existing rural industries by establishing water conservation schemes, which is the most economic use of our available finances, before we branch out into new ventures.

I now refer to the Logan electorate, and in particular to its dairying and sugar areas, in relation to water conservation, and draw attention to the fact that 10,000 gallons of whole milk alone are supplied from the Albert and Logan catchment areas to Brisbane, representing one-sixth of its requirements.

There are over 12,000 acres of alluvial land on the Albert and 20,000 acres of arable land on the Logan—it consists of highly fertile flats—and of this area 17,000 acres are within one mile of the streams. Of all this potential, to date only 5,378 acres are irrigated.

This is a highly-developed area, with good road systems and in close proximity to the metropolis, and must rank high in consideration for immediate water conservation schemes in an effort to assist these two important industries in one of the premier agricultural areas of the State. I point out again that it is very close to the metropolitan market.

Some \$5,000,000 would provide water at the head of these two rivers and ensure a constant flow down their length. Furthermore, it would assist in keeping the tidal waters back, although some special provision may be required to effect this in conjunction with flood run-off. When one considers the potential of this area, its proximity to the metropolitan area, and the fact that it has been developed for over 100 years, it is difficult to understand why water conservation has not been undertaken on the Albert and Logan Rivers.

Those remarks return me to a consideration of the dairying industry. It is the policy of the Government to provide subsidies to dairy farmers for pasture improvement, particularly by means of artificial fertilisers, and adequate rainfall or irrigation must be part of a successful application of this policy. Every farmer knows that. To some extent this artificial watering has been facilitated by the Farm Water Supplies Assistance Act, but it is on a multiplicity of smaller dams in developed areas that the implementation of successful pasture improvement largely depends. There must be water, by either assured rainfall or conservation schemes, if attempts are to be made to fertilise and improve pastures.

As most of the dairying industry in this State is in the tropical and subtropical zones, it is at a disadvantage compared with the industry in southern States. However, about one-third of the farming land of Queensland is used for dairying, and, although there has been a rapid decline in this industry it is so much a part of the rural economy of the State that no disadvantage of adverse climatic conditions can be allowed to liquidate an industry that is part of our way of life, with generations of experience and know-how behind it, in favour of other new and comparatively untried industries with uncertain markets.

If tropical and subtropical Australia is to be fully developed, all the difficulties brought about by climatic conditions will have to be solved. It is merely a question of the impossible taking a little longer. We just cannot keep walking away from one industry in favour of another in a policy of despair. To deal with dairying in particular, the low

percentage of arable land on most farms would preclude predominance being placed on crop-raising. We are therefore stuck with the dairying industry, so let us put it in order.

The whole difficulty is that production costs have escalated to such an extent that the returns are too low on prices that are more or less satisfactory in southern States. There is therefore no alternative to seeing that the dairying industry itself is placed on an economic footing in this State, and assistance can be confined to this State only by subsidising permanent improvements that will promote more efficient production rather than by attempting to subsidise Commonwealth-wide at a production level. We must look to improving our own State. It is therefore pleasing indeed to realise that the Government, with its dairy pasture improvement subsidy scheme combined with farm water supply legislation, has made the first important step in improvement subsidies, which are the key to the whole situation.

This is the system that operates in the United Kingdom, where there is a subsidy on all permanent effort that increases farm production, and I hope that in this State the present pasture improvement scheme is but the forerunner of a continuing series of subsidies from year to year that will assist in the provision of urgently needed dairy farm improvements. I realise that all this cannot be effected immediately, but there should be, as I said earlier, a constant enlargement of this subsidy scheme over the years to encourage the necessary improvement in pastures.

To the south of the Logan is a small sugar area at Woongoolba. The sugar industry, of course, is now in some difficulty throughout the State, but the difficulties in this area are even greater. I should like to remind the House of the general set-up in the sugar industry so that hon. members can consider the situation at Woongoolba against that background.

The raw sugar industry is very important because it contributes more than any other industry—primary, secondary, or tertiary—to the economy of the State. Following the collapse of the International Sugar Agreement in 1961 and after the situation was carefully examined in 1963, a programme of expansion was approved to achieve 2,500,000 tons of raw sugar by 1970. In the process, about 160,000 acres of new assignments were granted, over 1,200 new farmers were brought into the industry, and mill-owners largely rebuilt their factories. In three years some \$2,000,000 was invested. In view of the sudden and severe reduction in the returns being received for sugar sold on the world free market, the hopes of the industry have now received an extremely serious set-back and those in it look to the Government to find some remedy for this situation.

Against the general background of the sugar industry, I now set out the difficulties that face the industry at Woongoolba. As

the Rocky Point mill is too small to allow the plant to be operated economically on the State-wide sugar price, the local growers are paid 8 per cent. below this, or 60c a ton less. The soil is excellent, but if the production supplying this mill is to be increased to an economical level the question of draining the low-lying areas, of which the locality is largely composed, will have to be solved. This is realised by the Albert Shire Council, which, in an effort to solve the problem, instituted a reclamation and drainage scheme in two phases. In the first section, about \$150,000 has been spent on planning and flood-gates. However, until the second phase of the scheme has been completed no benefit will ensue, and the growers will have difficulty in meeting even the repayments on the first phase apart from coping with the \$500,000 second phase of the scheme.

The farmers in this area have had three major set-backs in 1965—from frost, drought, and low international sugar prices—and one-third of the farmers—50 out of 156—are working away from their farms at present. They have converted their farms to sugar and it would not now be practical for them to turn back. Levy loans and drought-relief loans are the only things that are assisting them to carry on.

This essential drainage and reclamation scheme was commenced when sugar was £120 a ton and at the present £20 a ton it is well beyond the capacity of the farming community to service the scheme. This problem is of vital importance to the area, and it must be solved. In my opinion, the question of Commonwealth special assistance for this area should be investigated. Such a scheme operates in New South Wales in similar country in the Northern Rivers sugar areas, and I suggest that the matter should be investigated here; otherwise, this industry cannot continue.

Getting away from rural industries, I feel I can speak with some small authority on the question of local government, a type of government that is very close to the people, that plays a very important part in community life, and that is dependent, to a considerable extent, on its own resources.

It is quite true that the Government makes available, through the various departments, special grants and subsidies, and Main Roads expenditure plays a big part. However, it is on the shire's rating potential that the development of a district depends—the actual landholders—and the position has now been reached in some cases of fast-developing shires where well over 40 per cent. of their rate intake is being absorbed in servicing loans and meeting Main Roads commitments; so it is obvious that the shires cannot be expected to carry further burdens. It seems to me that the basis should depend on the number of persons in a shire, not only on the number of landholders.

I realise that Government subsidies and Main Roads expenditure make some contribution for the non-ratepayers in a district, but it is very questionable whether they meet the demand. If these shires are to improve their services in accordance with their development some thought will have to be given to further subsidies; the Government will just have to open its mind on the matter of subsidy. If a shire is paying over 40 per cent. of its rate intake towards servicing loans and meeting Main Roads commitments, it is obvious that the Government is not going to solve its difficulties without making some provision for subsidies related to non-ratepayers within the area. There is so much that these shires have to do.

I refer, for instance, to coastal shires, where a serious erosion problem has arisen. I realise that on the open surf beaches this is an extremely difficult problem, but I refer in particular to bayside frontages in comparatively sheltered waters, where sea walls are an economic proposition but are, as I pointed out previously mostly beyond the financial capacity of the councils, and valuable land is being lost. This will have to be dealt with by special grants or generous subsidies.

A further aspect of these matters is the marginal Crown lands which front many bayside shires and which, if development warranted it and the shire was in a position to reclaim the land for subdivisional purposes under a scheme divorced from Lands Department participation, would provide another source of income for the shire and be another weapon in the fight against tidal water.

I come now to the question of town planning. It is extremely difficult to gauge the extent or location of likely development, and on occasions this takes place so rapidly that unless a plan is fluid progress is retarded. My experience of town planning indicates that if the rights of individual owners are to be safeguarded the present machinery is adequate in most respects, although it is cumbersome and unwieldy, and I would say that most plans are obsolete by the time they come into effect. The five-year period for amending is not satisfactory, and I think some provision should be made to allow a plan to be constantly amended to meet altering circumstances and public needs.

I turn now to the subject of main roads. I do not intend to deal with the Main Roads Department in general, but rather with a particular phase of it relative to the main approaches from the closely developed areas of Logan to the metropolis. I realise that within the limits of its finances the Main Roads Department does what it can to meet this situation. However, take, for instance, the fast-growing township of Woodridge, which is cut off from the important industrial complex at Acacia Ridge. Because of the employment situation alone it is necessary

to have an adequate road link between the two places. With the state of Brisbane City Council and local authority finances, such a connection can be provided only by the declaration of Compton Road under the Main Roads Act, or with suitable provision being made under section 19 of that Act. The construction of an adequate road between the Woodridge area and the industrial complex at Acacia Ridge is essential.

Since the closure of the railway line, the main road out of the Redlands has been so inadequate that its speed limits have been drastically curtailed. Urgent consideration must be given to improving this route, which is fast becoming a traffic hazard. There is scarcely a place where one vehicle can overtake another in safety. This road carries 6,000 vehicles a day, which is comparable with the traffic on the South Coast road, apart from its peak periods.

Other outlets to the Redlands should also be provided. I refer particularly to the proposed bridge across Tingalpa Creek at Thornside. The Brisbane City Council and the Redlands Shire Council are anxious that this work be undertaken but it will be necessary for the Government to "weigh in". This road links up with the Eastern Freeway proposed in the Brisbane Transportation Study. It is a necessary adjunct to the development of the Redlands and I commend it to the Government's consideration.

Finally, I make an appeal to all hon. members on behalf of the aged. Just as we provide the best facilities for the young in our kindergartens, schools, and universities, let us provide similarly for our senior citizens. I should like to see a policy of providing modern institutions in elite surroundings, with all the necessary therapy and treatment readily available, for these people in the evening of their lives. If we can spend so much on the young, let us spend a small fraction of this on the aged. At one end of the rainbow we are prepared to spend a huge amount on the education of the young, with which I wholeheartedly agree, but let us spend a small portion of this amount at the other end of the rainbow on people in the evening of their lives.

The Senior Citizens have some 40 clubs at present, and I agree that it is much better to keep these people occupied in their own homes rather than have them placed in institutions. I appeal for a dollar-for-dollar subsidy on money raised by these clubs for the establishment of buildings and other facilities, just as that subsidy is payable to parents and citizens' associations in State schools. The Senior Citizens are in difficulty trying to raise money, and on their behalf I appeal for a dollar-for-dollar subsidy on the money raised by these clubs. In other words, let us have a complete new deal for the aged.

In closing, I wish to thank hon. members on both sides for the consideration they have shown me in this, my first appearance in the House. I realise that this is traditional and consequently, in deference to their attitude, I have kept my remarks as far removed as possible from controversial matters.

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

Mr. KAUS (Hawthorne) (2.15 p.m.), who was received with Government "Hear, hears!", said:

It is with pleasure that I second the motion for the adoption of the Address in Reply so ably moved by the hon. member for Logan, Mr. Wood. I am very thankful for the honour conferred on me as one of the new members of this Assembly so early in my parliamentary life.

I want to support fully and join with the hon. member for Logan in expressing my personal loyalty to the Throne through Her Most Gracious Majesty, Sovereign Queen Elizabeth II, and to associate the people of the Hawthorne electorate in this expression of loyalty. I also wish to support the hon. member for his message of thanks to His Excellency for the speech he delivered in the opening of the present session. We desire to offer His Excellency our sincere congratulations on his appointment by Her Majesty and to express our hope that His Excellency's administration of affairs will be a source of happiness to him and benefit to the State.

We are indeed very fortunate in having as our representative of our Most Gracious Sovereign such a distinguished and capable son of Queensland as our Governor. Might I compliment His Excellency on the manner in which he has accepted and carried out the duties of his vice-regal office. Sir Alan has left an indelible mark on the history of Queensland and a record of achievement, particularly since the termination of World War II, in the many important offices he has held.

At this juncture I congratulate you, Mr. Speaker, on having been re-elected to your high and honourable office and also extend congratulations to the new members on both sides of the House. We certainly look to you, Mr. Speaker, to guide us in the ways of traditional parliamentary procedure. We trust that you will not be too hard on us for our transgressions, at least early in our parliamentary career. You may rest assured that they will be through ignorance and not by design. I should also like to congratulate the Chairman of Committees on his appointment and I look to him also for guidance.

I wish to convey my sincere thanks to the Premier and his Government for the manner in which they have honoured me and the electorate of Hawthorne in choosing me to second the motion for the adoption of the Address in Reply to the speech of His Excellency.

My thanks are extended to the people of the Hawthorne electorate for showing their confidence in me at the recent State election by returning me as their representative. I am deeply conscious of the responsibility which my position entails. I believe that a member of Parliament should at all times speak and act as his conscience dictates in the interests of the people he represents and the people of the State generally. I look upon myself as a representative, not only of the people who supported me, but of all the people in my electorate and indeed all the people in the State of Queensland. I shall at all times endeavour to maintain the prestige and dignity of Parliament.

Mr. Speaker, for many years as a private citizen I have been concerned with the disastrous road toll throughout Australia. I have several ideas that I should like to submit to the Government, in this debate today, in an endeavour to assist it with the job it is doing to bring under control the terrible carnage of our Queensland roads. In particular, I congratulate the Minister in charge of police, Hon. J. C. A. Pizzey, for instituting so many measures through police action since he has held this important post. My congratulations are also extended to the members of the Police Force, who are carrying out many acts of law enforcement on our roads. These police officers include the men of the Q-cars, Traffic Police, and a great number of our uniformed police not normally associated with traffic.

My own driving activities in and around Brisbane prior to my entering this House, and up to the present time, have been numerous. I have covered a great deal of territory and observed many hundreds of traffic breaches that have or could have resulted in a disastrous road accident.

Much has been said in recent years of the growing toll of the road in Queensland, but I feel the position has become so serious that if any additional contribution to the subject can do anything at all to improve it, it will be worth while. The astonishing thing to me is that although there is general public and official concern at the increasing number of people being killed on the roads, it does not seem possible to get the message over to certain individual drivers.

Mr. Speaker, I know you will appreciate it when I say that our real problem is a mental one—the mental approach of a driver to other drivers and other people. I think you will also agree that the problem drivers are the ones who have no tolerance or thought for others.

A second problem, to my mind, is the inability—mentally—of the better drivers to think about their driving, to be able to appreciate the conditions around them as they drive, to look far enough ahead, physically and mentally, or to anticipate things that may or could happen ahead of them which could be avoided by preventive thought and action.

The problem, therefore, seems to be the repression of the first type of driver, and the education in "How to Drive", both physically and mentally, of both types.

If a young man is killed in the defence of his country there is a great outcry, but if the same young man loses his life on our roads he joins the growing toll that people take as a necessary evil of our times.

The question arises: is the basic training in car driving of a sufficiently high standard? There is no doubt that most licences are issued in the cities, so we must find drivers basically aware of where they can park, what to do in heavy traffic, and what road signs mean. But how many of these people are killed on the open road?

Driving around city streets is a totally different proposition to highway driving at speeds of up to 60 miles an hour, where we find a great lack of appreciation by the immature driver that he has a lethal weapon in his hands. What judgment has the city-trained driver got on the open road unless he has had a great deal of experience?

The roads to holiday resorts are becoming death traps every week-end with head-on collisions and cars running off the road. Head-on collisions are certainly the result of at least one driver being on the wrong side of the road; cars run off the road generally because the driver has lacked the judgment to adjust his speed to the circumstances.

Judgment of speed is the greatest trap to the inexperienced and unwary, and it affects the risk to the individual driver and everyone in his vicinity at all times. How many accidents are caused by a car moving out of a line of traffic without sufficient time to get back in before it reaches a blind spot or a hill-top?

One has only to drive along the roads outside Brisbane any week-end to see cars "just making it" as they pass lines of traffic. Some "make" the blind spot safely through sheer good fortune, but too many pay the penalty for either carelessness or recklessness. One does not have to be a learned man to know that responsibility for most accidents is with the person concerned. How can we make the motorist a good citizen on the roads?

As I said earlier, I have noticed that the average motorist has many bad driving habits. It is quite likely that he does not know any better. Many people who drive have never been tested to a correct standard. Many of them have never been instructed in a method that will make them first-class drivers. Two factors could therefore be weak testing and poor instruction. How can these faults be overcome?

One point that could be subject to some review is the qualification of driving instructors and whether many bad driving habits are the result of the issuing of licences to people who have not been instructed and tested to a high enough standard.

I believe that the Government should consider the registration of all driving instructors and establishing certain standards for anyone who has the responsibility of teaching people, particularly young people, to drive. Driving tests should be supervised by highly-trained people, and it is no denigration of the Police Force generally to say that many police officers responsible for the granting of licences have no real qualifications for this important task. Any person who drives a car can teach another to drive, but the important thing surely is that he be educated not only in the mechanical operation of a vehicle but also in the many hazards and pitfalls that he will encounter almost every time he takes the car out of the garage.

The basic problem of road safety lies in a full appreciation of what can happen, and the ability to anticipate danger at all times. Cars are becoming almost a necessity for everyday life, and education in the growing problems connected with their use is a "must". I believe that urgent consideration should be given to the inclusion of adequate driving instruction in our secondary-school curriculum. This has been proved successful overseas in improving driving skill and producing saner conduct on the roads by teenage and younger-age-group drivers.

As I have already stated, all driving instructors should be registered. A school of instruction should be set up under Government guidance. In addition to including driving in secondary-school courses, instructors should be trained in the Hendan method. I might mention that the book detailing this method is hard to obtain, and the one that I now have in my hand is, I think, only the second in Queensland. It is a good textbook on driving. To give an indication of its contents, they include the physical and mental requirements of a driver; the system of car control; drivers' signals; road observation; acceleration, braking, and steering; and cornering, skidding, and gear changes. I table that copy for hon. members to peruse at any time. This method has proved successful in Britain, and it has been adopted by the Police Force of Western Australia. In that State all police and instructors are trained in this method. Driving instructors must take either a two-week-course or a six-hour simulation test. This would at least be a start in the right direction.

All testing officers should be trained in advanced driving methods on the same lines as those used at the Institute of Advanced Drivers of London. They should be taught to lecture on road safety and traffic regulations. A corps of testing officers should be formed, with its headquarters in Brisbane, and only these highly trained people should be allowed to test in the State. This would eliminate the popular test with the local policeman; with all due respect, what does the local policeman usually know about driving? He could be the world's worst driver. The selection of testing officers

should be made from men with a long experience in driving and a strong sense of public duty.

I would like to recommend that the following be included in the driving test—

1. Proper equipment to test people's eyes (the present method is inadequate);
2. All candidates should do a written test on the traffic regulations (then we would be sure that this examination was standard);
3. Where possible, at times the speeds on test should exceed 35 m.p.h., because the ballistics of the motor-car change greatly at speed and people who do not understand them are often involved in accidents.

A special test should be devised for bus and truck drivers.

I could say many words on the correct methods, but all these have been said and written before and the methods are the same no matter what language they are written in. The person who is behind the wheel must know how to apply the correct method. Many experts are called to the conference table, but how many of them are masters of safe driving? Let us put it this way: if a man rode a horse with the same skill as he drives a car, he would break his neck!

There is a further suggestion I should like to make. After having been associated with children in the age group 12-15 years, I find that they are only too willing to take part in any kind of training that demands an amount of competitive skill. In order that they may have early training in road safety, a national safe-cycling award should be founded under the guidance of the Queensland Road Safety Council. This would mean that children could be trained in road safety with cycles. To begin with, a limited number of schools could enter. The children could be trained on a Saturday morning for one or two hours, and the period of training could be for four or five Saturdays. At the end of the course they could be tested by a police officer on their cycling ability and by a road safety officer on their knowledge of the traffic regulations. Those who passed would receive a certificate of merit similar to the one that I have here. It is a certificate issued in Great Britain and is called the National Cycling Proficiency Certificate. It is awarded to children who pass the test, and is usually presented by the Minister for Transport or an officer of the Road Safety Council.

Mr. Hooper: Is that in London?

Mr. KAUS: Yes, in London.

In addition, there is a badge for boys and a brooch for girls. Headmasters of schools could encourage the scheme by allowing children who had taken training to use their cycles in travelling to and from school, and a shield or cup could be presented to the school with the greatest number of passes in one year.

The Army could be asked to take part in the scheme. It would mean the use of three "other ranks", one of them a mechanic. The equipment is very simple. First it would require a portable set of traffic lights worked by a 6-volt battery. The training area could be painted on the recreation area at the school; where this is not possible lengths of old fire-hose could be used. In all probability condemned hose could be obtained from the Metropolitan Fire Brigade. The only other equipment needed would be 15 blocks of wood each 5 inches square. In this connection, I have another book which is available for the perusal of hon. members. It is titled, "Are you a Good Cyclist?" and sets out a national cycling efficiency scheme. It, too, is printed in London.

Before the course all cycles will be inspected and those that are not safe put off the road until they are repaired. I feel that all cycles should meet a standard set by law and this standard should be enforced. I have noticed that many cycles ridden by children are unsafe.

I suggest that the following items should be provided on all cycles before they are allowed on the road: If a cycle has a back-pedal brake, a second system should be installed because if the chain comes off the rider has no means of stopping. It would be folly to use the front brake. All cycles should have mudguards with a reflector and a white flap at the rear; a red light should be fitted; handle-bars should not be wider than the shoulders of the rider; bells should be fitted and all decorations that could be a danger to the rider should be removed. By "decorations", I mean decorations that consist of plastic streamers and spring wire.

In my travels around the suburbs I have seen many children travelling to and from school, most of them a danger to themselves and all other road-users. They ride on either side of the road; they give no signals; they often ride three abreast on roads that are only wide enough for two cars to pass. Surely children who have no discipline on the road will show the same disregard for road safety when they start to drive cars and motor-cycles.

Another added safety factor for school-children and students attending night college could be to encourage parents to obtain bright yellow rainproof coats for children to wear to and from school, because on a wet, dark night yellow stands out far more than the dull grey coats that seem to be the general type of clothing used. This may not be a popular colour, but if every child wore it no-one would feel out of place.

Too many of our young people look forward to the time when they are old enough to hold a licence to drive, and to experience all the pleasure connected with it, without having any appreciation of the risks involved. I do not believe it is right to issue a full licence to a 17-year-old, because

the modern-day car, with its almost unlimited power, presents problems to the mature driver. The age for the issue of a licence should be raised to at least 18 years and then it should be provisional only so as to ensure a period of care and to encourage this as a habit in later years.

It appears that the majority of major accidents involve the younger age-groups, but the pedestrian toll occurs in all age-groups. This is becoming a very serious problem and brings me to the question of pedestrian crossings. It seems to me that completely new thinking must be brought to bear on this subject before much more time has passed. Pedestrian crossings have, to a certain extent, become hazards for the unwary, and some thought must be given to building them beneath the roads. We all realise that the construction of subways under our roads would be a very costly matter in dollars and cents, but it would effect a tremendous saving in human life. Is there any yardstick by which the value of human life can be measured? Subways would give certainty of protection to the pedestrian, and their construction would also greatly improve traffic flow.

The problems of traffic flow are now concentrated mainly in the major cities, but with the growing car usage it is certain that it will also be the concern of areas along all the highways in the State. We are continually improving the road system for faster travel but little thought is being given to the problems of the pedestrian. The risk to life and limb grows in reverse ratio to road construction. At city intersections it should surely be profitable, and possible, to construct underground crossings with certain shopping facilities. If arcades can be built at ground level it must be possible to have them beneath street level.

My candid opinion of an alarmingly large percentage of drivers is that they simply cannot handle the power contained in the modern vehicle, nor can they mentally handle the density of traffic.

Today we have police in mufti patrolling in "Q" cars, but why not use some of the large number of competent citizens who are capable of driving, and also of assessing dangerous driving, as selected observers? I know that every citizen now has the right to report anything he considers a wrongdoing, but because, for a number of reasons, the ordinary citizen is reticent to go to court, he takes no positive action, although he may really curse the wrongdoer at the time of the happening. My idea does not envisage court appearances by the "observers", as I shall call these citizens for the time being. As a matter of fact, complete anonymity is far more desirable as this rejects the idea of retaliation by the wrongdoer.

In the case of dangerous driving the observer notes the registration number of the car involved, the time, and his idea of the offence. I am assuming

that the observer is also driving at the time. This information is passed on to the relevant authority, who then, through the registration number, writes to the car-owner and asks that the driver of the vehicle—owner or otherwise—report to the authorities at certain times for lessons in correct driving.

If any driver has a number of calls of this nature—remember that he is unlikely to be breached by the same man more than once—the number of calls will show the pattern of his driving. If his driving pattern is bad, then police in mufti, if necessary, could take it from there and make it a court action for serious offenders.

Here I draw a parallel with a J.P., whose character is thoroughly investigated before appointment. When a man is selected as an observer his driving ability is noted, and his mental attitude thoroughly investigated. He is asked to act for a limited period—say, three months—during which time he can be further observed to determine if he is of the type required. If not, he is thanked, and let go. If he is found to be what is required he may be asked to serve for a further term.

As to payment—again a parallel with a J.P.—only men who want to do this because they feel they are doing something worth while are any good. I think most men would agree that there should be no payment connected with it. A small commendation from "high up" to show appreciation should be all that is desired.

To keep these selected drivers completely anonymous is also desirable because they would all be subject to observation, even observers, and undoubtedly some would be breached. No-one can be exempt if we want safety. Complete supervision of all observers and their selection would be carried out by the Police Department. Highly trained police officers would have to be constantly watching for good drivers so that there could be hundreds of observers. The possibilities are limitless.

May I suggest that along with selected every-day drivers, some taxi-drivers—and I emphasise "some"—would make competent observers. These are mostly skilled drivers, and undoubtedly a good number are mentally capable of doing this job. They are on the road at all hours, and if they were specially observant they would at some time be very helpful to police in other types of cases, such as the theft of cars. They are also in constant radio communication with their bases, and this could be a very useful factor.

Carnage on our Queensland roads presents a tragic problem which can affect the lives and happiness of all of us. In the past we have made traffic laws to control this problem but still the accident rate continues to grow out of all proportion to the increase in motor vehicles. Our percentage of traffic accidents is, in fact, one of the worst in the world.

I have made certain suggestions here today. For the future, we are making plans and passing still more traffic laws in the hope that we can reduce the accident rate. Surely we must realise that the techniques we have used in the past must be unsuccessful and costly in the future, no matter how elaborate they may become. Let us face it! What we need is not more laws but effective control; control so that we can enforce the laws already made and to implement the excellent plans we make, and control to enforce the laws we will draw up in the future as the need arises. In support of my argument, let me point out that there are very few accidents at controlled intersections; rather, the accidents take place on the open road, which is impossible to police. When an accident takes place, a thorough investigation is invariably held to determine the cause. Such questions as "What speed were you doing?", "Where did you first apply your brakes?", etc., are asked. The often dazed and generally worried parties involved do their best to supply correct information, but this is impossible. If a motorist foresees an impending accident he naturally uses all his faculties, including his eyes, to avoid a collision. He cannot look at the speedometer to see what speed he is doing. Neither is there any visual meter which will advise him accurately of the distance he travelled after he applied his brakes.

If the police receive faulty information—even though it is given sincerely—the task becomes more difficult and costly. In the event of the parties concerned in an accident being killed, evidence of what actually happened is sometimes impossible to obtain.

In certain countries of the world—Germany, Japan and parts of America to name a few—the authorities have made it compulsory to fit certain types of motor vehicles, namely, heavy transport and passenger coaches, with vehicle recorders, and we could well profit by their actions. After all, they have bigger cities and bigger problems than we have.

These vehicle recorders print on a chart a complete log of the vehicle's performance. This log is mechanically recorded and cannot be tampered with. The chart shows at a glance the vehicle's speed at all times and its starting and stopping times. The police should be empowered to inspect these charts at any time and use the information thus made available to them. For instance, if a vehicle-recorder chart was inspected by the police at, say, 2 p.m. and on examination it was seen that between 11.20 a.m. and 1.15 p.m. the driver had been travelling at 73 m.p.h., the police would immediately have a case against the driver. The chart would be sufficient evidence. No police trap or witnesses would be required. Surely this would be a major deterrent and would keep speeds to a safe limit.

In the event of an accident the vehicle-recorder chart can be analysed by experts

who will furnish an authenticated report, supported by enlarged photographs, etc., showing exactly what happened from, say, 200 yards prior to the accident to the point of impact, and fixing the location to within a few yards of the commencement of the trip and to within a few seconds of the time of the accident. Surely such information would contribute greatly to the avoidance of similar accidents in the future.

The knowledge that a driver's every action is recorded and subject to scrutiny makes him more cautious and enables him to correct his faults and become a better driver. Isn't that what we want—better and more careful drivers?

Conversely, the vehicle-recorder chart will support the driver if he is in the right. I feel sure this knowledge will give him greater confidence on the road.

Mr. Speaker, I hope that this, my first contribution to this Assembly, will be of assistance to my Government, the Queensland Road Safety Council, the Queensland Police Force, and all who are concerned with this terrible carnage on our roads in Australia.

Debate, on motion of Mr. Duggan, adjourned.

SPECIAL ADJOURNMENT

Hon. G. F. R. NICKLIN (Landsborough—Premier): I move—

"That the House, at its rising, do adjourn until 11 a.m. on Tuesday next."

Motion agreed to.

The House adjourned at 2.54 p.m.