

Part 10

TRADE, TRANSPORT, AND COMMUNICATIONS

Retail Trade

Census of Retail Establishments

General

Statistics of retail sales have been compiled for the years 1947-48, 1948-49, 1952-53, and 1956-57 from returns supplied by all retail establishments in Australia.

In general terms, these Censuses have covered the trading activities of establishments which normally sell goods at retail to the general public from shops, rooms, kiosks, and yards. They have been designed principally to cover sales which are for household or personal use. For this reason, sales of farm and industrial machinery and equipment, &c., have been excluded. However, sales of motor vehicles, both new and used, are included.

The latest Census of Retail Establishments referred to the year ended 30th June, 1957. Its scope and coverage were practically identical with those of the previous Census for the year ended 30th June, 1953. For this reason, it is possible to make a comparison of the results obtained from these Censuses. The first three tables below show this information.

The first table shows the number of establishments selling goods in each of 34 broad commodity groups, the total value of these sales, and the value of sales per head of population. The commodity groups shown are comparable between the two years with two exceptions. These are :—

- (1) The value of sales of all electrical goods was collected as one item in 1952-53, but in 1956-57 particulars were obtained for five separate items. Thus a comparison of the sales figures can be made only by an amalgamation of these items in 1956-57. However, no direct comparison can be made of the number of establishments selling these items.
- (2) In 1956-57, special queries were sent to all establishments which would normally be expected to sell tobacco, cigars, and cigarettes, but which did not report any sales of these items in their returns. As a result of these queries, 652 additional establishments reported sales of these items amounting to £860,000, or 2·9 per cent. of the total sales of tobacco. Most of these sales had originally been reported as sales of groceries or other foodstuff items. As no special queries were made in 1952-53, it is likely that a similar proportion of sales

of tobacco, cigars, and cigarettes was incorrectly reported in that year and consequently would be included in sales of groceries or other items instead of in sales of tobacco, cigars, and cigarettes.

VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS : ESTABLISHMENTS AND SALES BY COMMODITY GROUPS*

Commodity Group†	Number of Establishments‡		Value of Retail Sales			
			Total		Per Head of Population	
	1952-53	1956-57	1952-53	1956-57	1952-53	1956-57
			£'000		£	
Foodstuffs—						
Groceries	7,181	8,134	64,727	90,034	27.3	34.1
Butchers' Meat .. .	2,120	2,589	36,663	50,264	15.5	19.0
Fresh Fruit and Vegetables .. .	3,113	3,683	15,854	22,863	6.7	8.7
Bread, Cakes, and Pastry .. .	4,665	6,127	16,940	21,826	7.1	8.3
Confectionery and Ice Cream .. .	7,246	8,634	20,289	27,903	8.5	10.6
Other Types of Food .. .	2,689	3,952	8,912	13,425	3.8	5.1
Beer, Tobacco—						
Beer, Wine, and Spirits .. .	2,191	2,119	45,612	63,496	19.2	24.0
Tobacco and Cigarettes .. .	10,080	13,450	19,967	29,230	8.4	11.1
Clothing, Drapery, Footwear—						
Clothing—Men's and Boys' .. .	2,188	2,303	25,964	33,436	10.9	12.7
Clothing—Women's, Girls', and Infants' .. .	3,484	3,589	42,914	55,293	18.1	20.9
Drapery, Piece Goods .. .	1,699	1,796	17,501	20,989	7.4	8.0
Footwear—Men's and Boys' .. .	1,399	1,509	4,779	6,259	2.0	2.4
Footwear—Women's, Girls', and Infants' .. .	1,258	1,306	9,058	11,176	3.8	4.2
Hardware, Electrical Goods, Furniture—						
Builders' Hardware and Supplies§	1,472	1,655	16,154	22,079	6.8	8.4
Domestic Hardware and Kitchenware .. .	2,428	2,714	14,172	18,217	6.0	6.9
Musical Instruments and Records .. .		539		2,768		1.0
Radios and Radiograms .. .		1,262		5,023		1.9
Television Receivers, &c. .. .	1,929	777	20,837	9,848	8.8	3.7
Domestic Refrigerators .. .		1,160		7,121		2.6
Other Electrical Goods .. .		2,142		10,488		4.0
Furniture (Incl. Mattresses) .. .	962	1,002	15,078	18,891	6.4	7.2
Floor Coverings .. .	666	738	7,734	9,453	3.3	3.6
Business Machines and Equipment .. .	80	92	3,751	5,988	1.6	2.3
Other Goods—						
Newspapers, Books, and Stationery .. .	2,667	3,026	16,497	21,501	6.9	8.1
Chemists' Goods (Incl. Cosmetics) .. .	2,394	2,871	14,374	21,281	6.1	8.1
Sporting Requisites and Travel Goods .. .	1,062	1,197	3,049	4,292	1.3	1.6
Jewellery, Clocks, &c. .. .	1,130	1,254	6,292	7,943	2.6	3.0
Grain, Feed, and Fertilizers .. .	1,066	1,197	11,413	13,682	4.8	5.2
Other Goods .. .	2,876	2,997	17,402	19,277	7.3	7.3
Total (Excluding Motor Vehicles) .. .	||	||	475,933¶	644,046¶	200.6	244.0
Motor Vehicles—**						
Tractors .. .	389	395	6,340	7,268	2.7	2.8
Motor Vehicles (Incl. Motor Cycles)—						
New .. .	848	847	44,635	68,245	18.8	25.8
Used .. .	824	1,068	18,112	37,099	7.6	14.1
Motor Parts and Accessories .. .	2,252	2,763	15,731	19,728	6.6	7.4
Petrol and Oils .. .	2,891	3,536	23,920	35,134	10.1	13.3
TOTAL MOTOR VEHICLES .. .	||	||	108,738	167,474	45.8	63.4
GRAND TOTAL .. .	||	||	584,671	811,520	246.4	307.4

* Table refers to retail establishments with total retail sales of £500 or more.

† Only main commodities descriptive of the particular groupings are shown. For further details see Retail Census Bulletins.

‡ Number of establishments selling goods in each commodity group.

§ Excludes basic building materials, e.g., timber, tiles, joinery, cement.

¶ Establishments showing sales in more than one commodity group have been included more than once. The totals of these columns cannot therefore be taken as the number of retail establishments in Victoria. (See table on page 695.)

¶ See footnote || to table on page 695.

** Excludes farm machinery and implements, earthmoving equipment, &c.

The second table shows the number of establishments, the value of retail sales and the value of stocks on hand at 30th June each year. In classifying establishments to type of business, the description given by the proprietor was used as a guide, but the classification was based mainly on the commodity group in which the largest item of turnover was recorded on the census form.

**VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
ESTABLISHMENTS, SALES, AND STOCKS ACCORDING TO
TYPE OF BUSINESS***

Main Type of Business	Number of Establishments		Value of Retail Sales†		Value of Retail Stocks at 30th June—‡	
	1952-53	1956-57	1952-53	1956-57	1953	1957
					£'000	
Food Stores—						
Grocers	5,284	5,202	79,717	109,119	9,863	12,406
Butchers	1,938	2,242	36,728	50,126	201	523
Fruiters	1,845	2,036	16,266	23,203	161	446
Bakers	1,503	1,371	14,444	17,029	210	384
Confectioners and Milk Bars	2,802	3,128	20,065	31,768	962	1,712
Cafes	345	693	1,222	3,542	67	211
Fishmongers and Poulterers	421	504	2,537	3,998	13	36
Other Food Stores	521	467	5,023	6,104	148	273
Hotels, Tobacconists—						
Hotels and Wine Saloons	1,855	1,844	46,050	65,878	1,560	2,042
Tobacconists	490	373	4,490	3,738	390	360
Tobacconist and Hairdressers	1,126	1,133	5,368	5,244	255	509
Clothiers, Drapers—						
Clothiers and Drapers	3,967	4,187	114,216	146,707	24,548	32,180
Footwear Stores	621	710	9,679	12,302	2,636	4,272
Hardware, Electrical Goods,						
Furniture Stores—						
Domestic and Builders' Hardware	1,209	1,447	24,758	32,871	5,925	8,060
Electrical Goods, &c.	854	1,000	16,273	27,326	3,149	4,816
Furniture and Floor Coverings	681	691	19,625	25,147	4,344	6,206
Business Machines	47	47	3,646	5,731	923	1,168
Other Goods Stores—						
Newsagents and Booksellers	877	925	14,421	19,196	1,846	2,327
Chemists	1,025	1,174	11,911	17,790	2,291	3,343
Sports Goods	140	178	1,883	3,012	673	754
Watchmakers and Jewellers	509	560	5,130	6,538	2,392	3,199
Grain and Produce Merchants	267	251	11,693	14,272	1,172	1,406
Cycle Stores	232	208	946	1,319	209	282
Florists and Nurserymen	371	384	1,979	2,295	110	153
Other Types of Business	1,218	1,145	8,586	10,612	1,450	2,325
Total (Excluding Motor Vehicle Dealers)	30,148§	31,900§	476,656||	644,867||	65,498	89,393
Motor Vehicle Dealers—						
Tractor Dealers	57	39	3,397	3,081	915	1,038
New Motor and Motor Cycle Dealers	2,268	2,827	88,025	136,476	10,137	14,216
Garages and Service Stations	219	245	5,675	7,319	1,138	1,693
Motor Parts and Tyre Dealers	172	257	10,918	19,777	787	2,190
Used Motor Vehicle Dealers						
GRAND TOTAL	32,864§	35,268§	584,671	811,520	78,475	108,530

* Table refers to establishments with total retail sales of £500 or more.

† Total value of all commodities sold by retail.

‡ Total value of all goods held for retail sale (including stocks of materials for use in repairs to customers' goods and foodstuffs for the provision of meals and refreshments).

§ Figures represent total number of retail establishments (as defined) in Victoria. See also footnote || on page 694.

|| Figures differ from those contained in the table on page 694 in that they include retail sales of motor vehicles, etc., made by establishments whose main type of business is other than motor vehicles, and exclude retail sales of goods, other than motor vehicles, made by establishments whose main type of business is motor vehicles.

The third table shows a comparison of the number of retail establishments and the value of retail sales in Statistical Divisions in Victoria for the years 1952-53 and 1956-57 :—

**VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
RETAIL SALES IN STATISTICAL DIVISIONS**

Statistical Division	No. of Establishments		Value of Retail Sales	
	1952-53	1956-57	1952-53	1956-57
			£'000	
Metropolitan	20,620	22,189	383,214	541,362
Central	2,572	2,854	38,796	54,938
North-Central	984	1,021	12,013	15,166
Western	2,528	2,599	43,764	58,561
Wimmera	942	962	14,883	17,599
Mallee	810	852	15,947	19,477
Northern	2,093	2,204	32,779	43,780
North-Eastern	945	994	14,785	20,320
Gippsland	1,370	1,593	28,490	40,317
Total	32,864	35,268	584,671	811,520

NOTE.—For boundaries of Statistical Divisions, see map opposite page 120.

The table which follows shows, for the year 1956-57, the number of retail establishments and the value of retail sales classified according to total retail sales size, in the Metropolitan Area and the remainder of the State :—

**VICTORIA—NUMBER OF RETAIL ESTABLISHMENTS AND
VALUE OF RETAIL SALES CLASSIFIED ACCORDING TO
TOTAL RETAIL SALES SIZE, 1956-57***

Total Retail Sales Size	Number of Retail Establishments			Value of Retail Sales		
	Metropolitan Area	Remainder of State	Total State	Metropolitan Area	Remainder of State	Total State
					£'000	
Under £1,000	556	369	925	402	265	667
£1,000 and under £3,000	2,350	1,440	3,790	4,648	2,812	7,460
£3,000 and under £5,000	2,466	1,392	3,858	9,785	5,524	15,309
Under £5,000	5,372	3,201	8,573	14,835	8,601	23,436
£5,000 and under £10,000	5,447	2,843	8,290	39,873	20,867	60,740
Under £10,000	10,819	6,044	16,863	54,708	29,468	84,176
£10,000 and under £20,000	5,844	3,538	9,382	82,562	50,190	132,752
Under £20,000	16,663	9,582	26,245	137,270	79,658	216,928
£20,000 and under £50,000	3,892	2,521	6,413	117,213	75,096	192,309
Under £50,000	20,555	12,103	32,658	254,483	154,754	409,237
£50,000 and under £100,000	984	607	1,591	67,471	41,461	108,932
Under £100,000	21,539	12,710	34,249	321,954	196,215	518,169
£100,000 and under £250,000	478	294	772	71,574	42,021	113,595
Under £250,000	22,017	13,004	35,021	393,528	238,236	631,764
£250,000 and over	172	75	247	147,834	31,922	179,756
Total	22,189	13,079	35,268	541,362	270,158	811,520

* Table refers to establishments with total retail sales of £500 or more.

Traders were also asked to supply details of the number of persons working at the establishment on the last pay day in June, 1957. They were requested to provide separate details of persons working mainly on retail activities and others engaged on wholesaling, manufacturing, &c. Persons who were normally working in the business but were absent through sickness or on holidays were included in the figures. The following table shows the number of males, females, and the total number of persons working mainly on retail activities on the last pay day in June, 1957, classified according to the main type of business and category of employment :—

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1957

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
MALES						
Food Stores—						
Grocers	4,357	441	5,090	9,146	742	9,888
Butchers	2,419	148	4,399	6,742	224	6,966
Fruiters	2,136	196	684	2,746	270	3,016
Bakers	1,020	120	1,938	2,947	131	3,078
Confectioners and Milk Bars	2,364	389	649	2,556	846	3,402
All Other Food Stores ..	1,535	169	1,184	2,593	295	2,888
Hotels, &c.—						
Hotels, Wine Saloons, &c.	1,502	297	7,307	6,773	2,333	9,106
Clothiers, Drapers, &c.—						
Clothiers and Drapers ..	1,887	106	9,576	10,820	749	11,569
Footwear Stores ..	437	26	635	1,013	85	1,098
Hardware, Electrical Goods, &c.—						
Domestic and Builders' Hardware Stores ..	1,141	89	3,464	4,286	408	4,694
Electrical Goods, Radios and Musical Instrument Stores	784	41	1,920	2,592	153	2,745
Furniture and Floor Coverings Stores ..	473	22	2,172	2,591	76	2,667
Other Goods Stores—						
Newsagents and Book- sellers	846	86	794	1,471	255	1,726
Chemists	1,041	46	1,120	1,854	353	2,207
Other	3,703	192	4,615	7,968	542	8,510
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	25,645	2,368	45,547	66,098	7,462	73,560
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,286	251	13,414	15,962	989	16,951
Total	28,931	2,619	58,961	82,060	8,451	90,511

For footnotes see end of this table on page 699.

**VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL
ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1957—continued**

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
FEMALES						
Food Stores—						
Grocers	2,694	1,111	4,086	6,107	1,784	7,891
Butchers	298	225	781	953	351	1,304
Fruiters	1,014	742	1,506	2,004	1,258	3,262
Bakers	805	342	1,913	2,297	763	3,060
Confectioners and Milk Bars	2,325	853	2,460	3,701	1,937	5,638
All Other Food Stores ..	890	487	2,478	2,594	1,261	3,855
Hotels, &c.—						
Hotels, Wine Saloons, &c.	1,021	512	6,107	6,364	1,276	7,640
Clothiers, Drapers, &c.—						
Clothiers and Drapers ..	2,572	465	18,869	17,713	4,193	21,906
Footwear Stores ..	233	82	1,091	1,173	233	1,406
Hardware, Electrical Goods, &c.—						
Domestic and Builders' Hardware Stores ..	435	176	1,215	1,398	428	1,826
Electrical Goods, Radios and Musical Instrument Stores ..	183	137	805	895	230	1,125
Furniture and Floor Coverings Stores ..	129	55	793	855	122	977
Other Goods Stores—						
Newsagents and Book-sellers	561	232	1,411	1,754	450	2,204
Chemists	206	159	2,067	1,883	549	2,432
Other	1,021	498	2,673	3,317	875	4,192
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	14,387	6,076	48,255	53,008	15,710	68,718
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	425	332	2,095	2,357	495	2,852
Total	14,812	6,408	50,350	55,365	16,205	71,570
PERSONS						
Food Stores—						
Grocers	7,051	1,552	9,176	15,253	2,526	17,779
Butchers	2,717	373	5,180	7,695	575	8,270
Fruiters	3,150	938	2,190	4,750	1,528	6,278
Bakers	1,825	462	3,851	5,244	894	6,138
Confectioners and Milk Bars	4,689	1,242	3,109	6,257	2,783	9,040
All Other Food Stores ..	2,425	656	3,662	5,187	1,556	6,743
Hotels, &c.—						
Hotels, Wine Saloons, &c.	2,523	809	13,414	13,137	3,609	16,746
Clothiers, Drapers, &c.—						
Clothiers and Drapers ..	4,459	571	28,445	28,533	4,942	33,475
Footwear Stores ..	670	108	1,726	2,186	318	2,504
Hardware, Electrical Goods, &c.—						
Domestic and Builders' Hardware Stores ..	1,576	265	4,679	5,684	836	6,520
Electrical Goods, Radios and Musical Instrument Stores ..	967	178	2,725	3,487	383	3,870
Furniture and Floor Coverings Stores ..	602	77	2,965	3,446	198	3,644

For footnotes see end of this table on page 699.

**VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL
ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1957—continued**

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
	PERSONS—continued					
Other Goods Stores—						
Newsagents and Book-						
sellers	1,407	318	2,205	3,225	705	3,930
Chemists	1,247	205	3,187	3,737	902	4,639
Other	4,724	690	7,288	11,285	1,417	12,702
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.)	40,032	8,444	93,802	119,106	23,172	142,278
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,711	583	15,509	18,319	1,484	19,803
Grand Total	43,743	9,027	109,311	137,425	24,656	162,081

* Includes members of owner's family and friends assisting in the business but not receiving a definite wage for their work.

† Includes friends and relatives who are paid a definite wage.

Survey of Retail Establishments

During the period between Censuses, estimates of the value of retail sales are made on the basis of returns received from a representative sample of retail establishments. Sample returns are supplied by retail businesses which account for approximately 40 per cent. of all retail sales in Australia. Estimated totals are calculated by methods appropriate to a stratified sample.

The following table shows the value of retail sales of goods in Victoria in each of the commodity groups specified for the years 1953-54 to 1959-60 :—

VICTORIA—VALUE OF RETAIL SALES (£ Mill.)

Commodity Group	Year Ended 30th June—						
	1954	1955	1956	1957	1958*	1959*	1960*
Groceries	67.0	79.4	86.3	90.0	92.2	101.8	109.6
Butchers' Meat	39.1	43.4	46.1	50.3	49.5	52.6	57.7
Other Food†	67.2	73.0	79.8	86.0	89.4	92.5	101.6
Total Food and Groceries	173.3	195.8	212.2	226.3	231.1	246.9	268.9
Beer, Wine, and Spirits	50.1	53.8	59.0	63.5	65.7	68.2	71.2
Clothing, Drapery, and Footwear	112.5	116.5	121.8	127.2	133.8	139.8	153.8
Hardware, China, and Glassware‡	33.1	37.0	39.1	40.3	41.4	45.6	47.2
Electrical Goods and Radios	23.9	26.8	30.0	35.2	43.1	50.5	52.0
Furniture and Floor Coverings	25.0	25.8	28.2	28.3	30.8	30.3	36.6
Other Goods§	96.6	104.7	116.7	123.2	124.0	131.5	145.3
Total (Excl. Motor Vehicles, &c.)	514.5	560.4	607.0	644.0	669.9	712.8	775.0
Motor Vehicles, Parts, Petrol, &c. ||	124.5	146.2	164.6	167.5	188.4	197.4	243.4
Total	639.0	706.6	771.6	811.5	858.3	910.2	1,018.4

* Preliminary figures.

† Includes fresh fruit and vegetables, confectionery, soft drinks, ice cream, cakes, pastry, fish, &c., but excludes some delivered milk and bread.

‡ Excludes basic building materials (e.g., timber, building sheets, tiles, joinery, cement).

§ Includes tobacco, cigarettes, newspapers, books and stationery, chemists' goods, grain and produce, jewellery, &c.

|| Excludes farm machinery and implements, earth-moving equipment, &c.

The total value of retail sales in the Commonwealth in 1959–60 was £3,586 mill. Sales in Victoria represented 28 per cent. of this figure.

Retailing in Victoria

Retailing is a service industry ; it exists to provide a distribution service to the public, and therefore it must be closely attuned to public requirements. Through no industry do the winds of change blow more steadily than retailing. The retail patterns of any country are determined by environment ; Victorian retailing particularly is a typical product of the economic, social, historical, demographic, and geographic factors peculiar to this State.

The early history of retailing in Victoria is deeply rooted in the colonial system ; some of the oldest retail stores in the State began as primitive trading posts, established not so much to give service as to exploit the opportunities offered by rapid shifts in population. The history of flourishing modern stores in towns like Geelong, Warrnambool, Horsham, and Sale is inextricably linked with the story of the development of the district, and it is not surprising that much of the civic life of the country towns in the early days centred around the local storekeeper. The discovery of gold brought a crop of mushroom traders to the goldfields, but some of these merchants were genuine retailers, and their stores remain to-day as monuments to the commercial skill of their founders. One large department store in Melbourne has its origins on the goldfields.

In the Metropolis, trade tended to concentrate in the famous thoroughfare of Bourke-street, which, with its curious mixture of theatres, hotels, bazaars, and stores, provided both shopping facilities and entertainment to the citizens, most of whom lived within easy distance of the city. Smith-street, Collingwood, was also a popular centre, while in the other streets of Melbourne were found the dignified linen drapers who catered for the carriage trade. These early retail stores had a character of their own, but in general were patterned on English traditions.

The concentration of population in the metropolitan areas tended to produce an urban type of retailing. The early retailers were specialists—drapers, grocers, ironmongers, furniture dealers, and so on ; but as the city grew, the larger stores took on the character of department stores. Large department stores in the U.S.A. began to attract the attention of Victorian retailers, and from the First World War onwards, retail patterns in the city tended to follow American trends rather than European.

By the middle of the 1930's, the department stores had reached a dominating position in the field of distribution. They provided all services and public transport was so cheap and efficient that the central city was easily accessible to all residents. Private motor transport was relatively unimportant.

In the suburbs food requirements were traditionally purchased at the local grocery store, but, generally speaking, the suburban shopping areas were regarded as places of convenience rather than as true

shopping centres. The central city was the hub. In the country the relative isolation of country towns resulted in the development of the country storekeeper who catered for all the normal requirements of the surrounding rural population. The country store was a department store in miniature with the addition of large grain and fodder sections.

Retail distribution fell into three clear-cut compartments: the city, dominated by the large department stores and providing the glamour of city shopping; the suburbs, catering for the daily needs of the housewife; and the country, supplying all the requirements of the local rural inhabitants. There was not much overlapping.

The sudden expansion of the variety chain store in the late 1920's and the early 1930's was the first step towards breaking down the isolation of these trading areas. The chain stores spread from the city to the suburbs, thence to the country. Chain store methods were not peculiar to the variety store, and by the late 1940's, the technique of the chain store had spread to food and groceries, furniture, drapery, footwear, and many other forms of retailing enterprise. The resultant economies in cost were passed on to the consumer, to his considerable benefit.

For reasons peculiar to Australia, and Victoria in particular, attempts have been made to keep the cost of retail distribution to a minimum. The depression years, followed by the rigid price controls of the war and immediate post-war years, left the country with the legacy of the cheapest distributive system in the western world. Labour shortages in the post-war period tended to push costs up, but this was partially off-set by a rapid trend to self-service in forms of retailing to which it was adapted.

Self-service was not, however, a product of labour shortages. It was a recognition that the habits of customers had changed. The rigours of wartime shopping and the lack of deliveries had engendered a taste for personal shopping, and the self-service grocery store provided the housewife with a place where she could select without being importuned to buy. The idea gained rapid acceptance, and by the early 1950's, self-service was the accepted pattern in food distribution. Indeed the principle rapidly spread to the department store where methods of open selling were freely adopted. This technique enabled the customer to inspect the merchandise at leisure; stock was displayed on the floor and not hidden away behind counters. The twin practices of self-service and self-selection effected quite a noticeable change in the pattern of retailing throughout Australia.

Associated with the trend to self-service was the development in packaging. Intelligent use of packaging design and the new plastic materials enabled manufacturers to present goods to the public in a way that was both hygienic, convenient, and attractive. It is safe to say that the self-service revolution would have been incomplete without a parallel development in the art of packaging. The development of packaging was accompanied by widespread national advertising in press and television which enabled the public to get visual impressions of the featured merchandise. This obviously facilitated self-service and self-selection.

Despite its geographical dispersion, the rural population in Victoria has never taken kindly to the practice of mail order selling. Many retail houses have repeatedly endeavoured to develop this business, but with very limited success. The present trend is towards personal shopping rather than shopping by catalogue. Reasonably good roads between towns have facilitated this process of personal shopping. Another development which illustrates that retailing follows the customer demand is a growing tendency for retail stores to send out travelling salesmen to sell in the home. These salesmen are equipped with the facilities to provide credit and ranges of merchandise which enable the householder to make an on-the-spot choice with finance provided.

A natural development of the large self-service store was the supermarket, in which the emphasis was primarily on food but with the inclusion of departments selling other merchandise that could be handled conveniently. Nor was this process of diversification confined to supermarkets and food stores; department stores abandoned their traditional ranges and branched out into many new fields. The larger stores developed the packaged deal, where the customer could furnish, and in some cases actually purchase, the entire home with financial assistance from the department store. At the same time all retailers began to provide credit facilities to enable consumers to purchase both large and small items on extended credit. The development of consumer credit has been a noteworthy feature of the 1950's in Victorian retailing.

The tendency to bring the shopper to the merchandise rather than the merchandise to the shopper received tremendous impetus from the development of private motoring. As the family car became an accepted convention, retailers found it necessary to cater not only for the shopper who wanted to make her own selection, but who also wanted to take the goods away in the family car. Convenient car parking became an essential element in retailing areas.

The stage of deference to the automobile had been reached much earlier in the U.S.A., so Australia had ample opportunity to study the methods adopted overseas to provide for the motor car shopper. Signs of traffic and pedestrian congestion in the central city area of Melbourne, combined with the physical spread of the Metropolitan Area and an enormous increase in population, accelerated the tendency to decentralized shopping. Trade flowed to areas where there was convenient parking. The next logical step was to construct new shopping centres complete with built-in parking facilities. Not much could be done with the old type suburban ribbon development but even in these areas local councils were forced to provide parking facilities wherever possible.

Smaller neighbourhood centres, consisting usually of a large supermarket surrounded by a compact group of 30 or 40 satellite shops, and with adequate parking, began to appear in Melbourne suburbs. In new planned housing developments, of which the satellite town of Elizabeth in South Australia is a typical example, the planners made provision for shopping centres and parking. With the opening of the Chadstone shopping centre near Melbourne in October, 1960, Australian

retailing took its first major step to decentralized shopping. Chadstone comprises a large department store surrounded by smaller retail branch stores carefully planned to give the maximum variety of merchandise without unnecessary duplication, thus creating a miniature city shopping centre in one of the suburban areas. Parking on site for nearly 2,500 cars completed the venture.

The development of home building and the consequent expansion of metropolitan boundaries gave an impetus to suburban trade. The important change is that future retail development will tend to be planned rather than haphazard. The need for adequate parking has been recognized in the city, suburbs, and country, and it is this factor of convenience which will determine the future retail pattern.

No reference to Victorian retailing would be complete without some comment on the aggregations of capital which have followed the original chain store enterprise. The last decade has seen a tremendous consolidation of retail strength in large companies which, by merger and acquisition, have established powerful retail groups throughout Australia.

The Victorian public has been conditioned to expect modern retail services, with the result that there has been a revolution in store architecture. Old shops must modernize or lose custom. New units which are being built must embody all the latest in store design. Victorian retailing, always very competitive, has now reached the stage where the customer dictates the pattern of development for the future.

Overseas Trade

Legislation and Agreements

General

Of the three components of Victoria's trade, namely, transactions within the State, those with other Australian States, and those with countries outside Australia, the first two are, in practice, free of control or restriction; trade with overseas countries is subject to the Customs laws of the Commonwealth Government.

By the Commonwealth of Australia Constitution Act, the power to make laws about trade and commerce with other countries was conferred on the Federal Parliament, and by the same Act, the collection and control of Customs and Excise duties passed to the Executive Government of the Commonwealth on the 1st January, 1901.

The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the uniform duties came into effect throughout Australia. The Tariff Act received assent on the 16th September, 1902. The tariff has been extensively altered since that date, and that at present in operation is the Customs Tariff 1933-60.

The Australian Customs Tariff has been developed in conformity with the policy of protecting economic and efficient Australian industries, and of granting preferential treatment to imports from certain

countries of the British Commonwealth. Some goods, generally those of a luxury nature, are subject to duty for revenue purposes. Customs collections are a major source of revenue, and the protective character of the tariff has an important influence on the Australian economy.

Australia has three classes of tariff : the British Preferential Tariff, the Intermediate Tariff, and the General Tariff.

British Preferential Tariff

British Preferential Rates of duty apply to goods, the produce or manufacture of the United Kingdom, which comply with the conditions affecting the grant of preference, provided that the intended destination of the goods, when originally shipped from the United Kingdom, was Australia. The British Preferential Tariff has been extended by trade agreements and by tariff legislation to cover all except a small number of commodities imported from Canada, New Zealand, the Territory of Papua, and the Trust Territory of New Guinea. In relation to specified goods, the British Preferential Tariff applies also to Ceylon, Ghana, the Federation of Malaya, Singapore, the Federation of the West Indies, and to most of the British non-self-governing colonies, protectorates, and trust territories.

Intermediate Tariff

The effective application of the Intermediate Tariff dates from the 1st January, 1937, and results from the conclusion of trade agreements with Belgium, Czechoslovakia, and France. Benefits from this tariff apply to countries with which Australia has trade agreements and to countries which accord Australia reciprocal most-favoured-nation tariff treatment as a result of agreements between those countries and the United Kingdom. The tariff has also been extended to countries to which Australia has no formal obligation to accord most-favoured-nation treatment.

The countries and the particular tariff items to which the tariff applies are specified by Customs Proclamation.

General Tariff

The General Tariff applies to all goods other than those to which the British Preferential Tariff, the Intermediate Tariff, or special rates under trade agreements apply.

Primage Duty

In addition to duties imposed by the Customs Tariff 1933-60, *ad valorem* duties at various rates are charged on some goods according to the type of goods and their origin. Goods, the produce or manufacture of New Zealand, Norfolk Island, Fiji, Cocos Islands, Christmas Island (Indian Ocean), the Territory of Papua, and the Trust Territory of New Guinea, are exempt from primage duty.

Tariff Board

The Tariff Board is set up under the provisions of the Tariff Board Act to advise the Commonwealth Parliament on the formulation and implementation of tariff policy.

Trade Agreements

Australia has numerous trade agreements with overseas countries, the principal agreements being outlined below :—

Country	Main Features of Agreement
United Kingdom..	Dated 1957. Preservation of security for Australian exports in United Kingdom markets. Lowering of obligatory margins of preference which Australia extends to the United Kingdom.
Canada	Dated 1960. Mutual accord of British Preferential Tariff treatment with certain specified exceptions as for 1931 agreement plus concessions granted in 1932 and 1937.
New Zealand ..	Dated 1933. Mutual accord of British Preferential Tariff treatment with certain specified exceptions.
Federation of Rhodesia and Nyasaland	Dated 1955. Preference for Australian exports (mainly primary produce). British Preferential Tariff treatment on exports to Australia with exclusive special tariff on unmanufactured tobacco.
Federation of Malaya	Dated 1958. Exchange of British Preferential treatment with special protection for Australia's wheat and flour markets in Malaya, and for Malaya's rubber market in Australia.
Japan	Dated 1957. Mutual exchange of most-favoured-nation treatment. Japan to accord Australian wool, wheat, barley, and other primary exports a highly preferential treatment.
Federal Republic of Germany	Dated 1959. Import quotas for Australian products. Allows exports of German flour to certain Australian flour markets.
Indonesia ..	Dated 1959. Records desirability of expanding trade between Australia and Indonesia. Gives recognition to importance of flour trade from Australia to Indonesia.

In addition to the above trade agreements, Australia has entered into bilateral trade agreements with the Union of South Africa (now the Republic of South Africa), Brazil, Czechoslovakia, France, Greece, and Switzerland. Summaries of the texts of these agreements have been given in previous issues of the Victorian Year Book. Simple reciprocal most-favoured-nation trade agreements were concluded with Israel in 1951 and Iceland in 1952.

General Agreement on Tariffs and Trade (G.A.T.T.)

The General Agreement on Tariffs and Trade, to which Australia was one of the original contracting parties, is an international trade agreement which has been in operation since 1st January, 1948. There are now 38 contracting parties to the agreement. They comprise most of the world's larger trading nations.

Four series of tariff negotiations have been conducted, as a result of which Australia has obtained tariff concessions on almost all the principal products of which Australia is an actual or potential exporter to the individual countries concerned.

Excise Tariff

The Excise Tariff applies to certain articles which can only be manufactured under licence and subject to certain conditions. The tariff relates to beer, spirits, amylic alcohol and fusel oil, saccharin, liqueurs, flavoured spirituous liquors, tobacco, cigars, cigarettes, snuff, coal, certain petroleum, shale or coal tar distillates, playing cards, cigarette papers, matches, wine (certain types), wireless valves, and cathode ray tubes (picture tubes) as used in television receiving sets.

Customs (Import Licensing) Regulations

Import licensing, introduced at the beginning of the Second World War, was relaxed progressively after the war so that by March, 1952, goods from the non-dollar area (except Japan, to which special conditions applied until 1957) were virtually free from import licensing controls. A fall in the price of wool and a large increase in imports in the year 1951–52 so endangered Australia's external financial position that in March, 1952, the import restrictions were again intensified. The war time regulations were subsequently replaced by regulations made under the *Customs Act* 1901–54.

Since March, 1952, import restrictions have been varied broadly in line with Australia's balance of trade position, and as from February, 1960, only about 10 per cent. of imports have been subject to control.

Export Controls

The Customs Act makes provision for the prohibition, either absolutely, or to a certain place, or unless specified conditions obtain, of the exportation from Australia of certain goods. The *Banking Act* 1945–53 makes provision to ensure that the full proceeds of exports are received, in a manner prescribed, into the Australian banking system.

Recorded Value of Imports and Exports

The recorded value of goods imported is the actual money price paid plus any special deduction or the current domestic value of the goods, plus all charges ordinarily payable for placing the goods free on board (f.o.b.) at the port of export. When the invoiced value of the imported goods is in a currency other than Australian, the equivalent value in Australian currency is recorded. The telegraphic transfer selling rate for £100, Australia on London, was stabilized at £125 10s. in 1931 and since then it has remained unchanged. The recorded value of exports, if sold before export, is equivalent to the f.o.b. value of the goods. If shipped on consignment, the value recorded is the Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are consigned for sale. With regard to wool shipped on consignment, the f.o.b. equivalent of the current price ruling in Australia approximates sufficiently to the f.o.b. equivalent of the price ultimately received.

Oversea Trade of Victoria

General

Statistics of Australia's overseas trade passing through Victorian ports are compiled from documents obtained under the Customs Act, and are presented in the following series of tables.

The total values of the overseas trade of Victoria for each of the five years 1955-56 to 1959-60 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

VICTORIA—OVERSEA TRADE : RECORDED VALUES OF
IMPORTS INTO AND EXPORTS FROM VICTORIAN PORTS
(£'000 f.o.b.)

Year Ended 30th June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
1956 ..	299,340	207,258	2,138	209,396	89,944
1957 ..	254,946	253,151	2,601	255,752	806*
1958 ..	282,713	215,106	3,267	218,373	64,340
1959 ..	291,297	216,224	3,327	219,551	71,746
1960 ..	339,349	240,299	3,771	244,070	95,279

* Denotes excess of exports.

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1955-56 to 1959-60 is shown in the following table :—

VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED
AT VICTORIAN PORTS

Year Ended 30th June—	Australian Trade			Proportion of Australian Trade Handled at Victorian Ports		
	Imports	Exports	Total	Imports	Exports	Total
	£'000 f.o.b.				%	
1956 ..	821,088	781,864	1,602,952	36·5	26·8	31·7
1957 ..	718,991	992,906	1,711,897	35·5	25·8	29·8
1958 ..	791,940	817,946	1,609,886	35·7	26·7	31·1
1959 ..	796,599	811,463	1,608,062	36·6	27·1	31·8
1960 ..	926,393	937,681	1,864,074	36·6	26·0	31·3

Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1957-58 to 1959-60 grouped in 21 statistical classes :—

VICTORIA—CLASSIFICATION OF OVERSEA IMPORTS AND EXPORTS
(£'000 f.o.b.)

Classification	Imports			Exports		
	1957-58	1958-59	1959-60	1957-58	1958-59	1959-60
I. Foodstuffs of Animal Origin	2,483	2,465	3,222	37,803	52,018	54,759
II. Foodstuffs of Vegetable Origin	9,483	9,965	10,152	33,917	39,972	34,935
III. Spirituous and Alcoholic Liquors	445	420	237	645	656	602
IV. Tobacco and Preparations thereof	6,263	6,059	4,314	324	189	32
V. Live Animals	158	103	134	103	32	64
VI. Animal Substances not Foodstuffs	2,446	2,307	3,100	112,461	94,591	118,099
VII. Vegetable Substances and Fibres	6,948	7,305	7,567	141	132	128
VIII. (a) Yarns and Manufactured Fibres	13,158	8,348	9,993	758	559	829
(b) Textiles	28,907	26,089	30,494	324	308	352
(c) Apparel	4,928	4,312	5,325	151	143	101
IX. Oils, Fats, and Waxes	35,223	36,587	38,119	7,795	8,810	9,390
X. Pigments, Paints, and Var-nishes	3,317	2,889	2,784	159	157	205
XI. Rocks and Minerals (Including Ores and Concentrates)	2,183	2,095	2,302	1,880	468	952
XII. (a) Metals and Metal Manu-factures (Except Electrical Appliances and Machinery)	53,562	69,310	78,576	6,104	5,993	7,393
(b) Dynamo Electrical Machinery and Appliances	9,569	8,373	11,402	565	868	734
(c) Machines and Machinery (Except Dynamo Electric)	37,624	35,979	47,449	4,188	2,968	3,842
XIII. (a) Rubber and Rubber Manu-factures	6,639	7,392	10,387	416	395	420
(b) Leather and Leather Manufactures	338	352	483	1,456	1,446	1,376
XIV. Wood and Wicker	4,124	3,700	4,215	180	210	214
XV. Earthenware, China, Glass, etc.	4,067	4,284	5,173	144	100	103
XVI. (a) Paper and Board (Includ-ing Pulp)	11,277	11,767	14,633	146	221	218
(b) Paper Manufactures and Stationery	4,403	4,609	4,729	756	462	540
XVII. Fancy Goods, Jewellery, and Timepieces	2,940	2,870	3,629	228	251	300
XVIII. Optical, Surgical, and Scientific Instruments	3,473	3,758	4,849	573	602	832
XIX. Drugs, Chemicals, and Fertil-izers	9,906	11,651	14,223	2,546	2,899	2,873
XX. Miscellaneous	18,707	18,211	21,739	4,604	5,094	4,774
Total Merchandise	282,571	291,200	339,230	218,367	219,544	244,067
XXI. Bullion and Specie	142	97	119	6	7	3
Grand Total	282,713	291,297	339,349	218,373	219,551	244,070

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1959-60 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 14 per cent.; metal manufactures and machinery, 41 per cent.; oils, fats, and waxes, 11 per cent.; paper, paper manufactures, and stationery, 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1959-60 amounted to 85 per cent. of merchandise exports. Wool alone amounted to 40 per cent.

Recorded Values of Principal Articles Imported

The following table shows the recorded values of the principal articles imported into Victorian ports for the years 1957-58 to 1959-60 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1957-58	1958-59	1959-60	1957-58	1958-59	1959-60
	'000			£'000 f.o.b.		
Fish lb.	15,972	15,530	20,852	1,868	1,934	2,500
Coffee, Raw and Kiln Dried .. lb.	10,006	13,529	14,690	1,722	2,011	1,862
Tea lb.	20,669	23,005	23,129	4,507	5,450	4,919
Tobacco, Unmanufactured .. lb.	17,059	16,084	11,937	6,012	5,784	3,845
Cotton, Raw lb.	13,362	13,825	13,407	1,743	1,725	1,588
Wool lb.	4,853	5,208	4,963	1,379	1,088	1,306
Sisal Fibre cwt.	172	259	346	749	1,217	1,138
Cotton Yarns—No. 50 Count and Finer lb.	3,633	3,643	3,675	1,706	1,542	1,406
Sewing Threads lb.	1,256	1,282	1,379	1,139	1,079	1,101
Nylon and Other Polyamides— Thrown or Plied Yarns .. lb.	2,726	124	240	3,179	136	212
Corn and Flour Sacks doz.	831	1,034	883	1,095	1,234	1,038
Cotton Piecegoods— Grey Unbleached sq. yd.	19,696	16,060	19,442	1,791	1,430	1,556
Bleached, Printed, Dyed, or Coloured sq. yd.	74,220	68,141	76,222	10,525	9,790	11,111
Carpets and Carpeting sq. yd.	1,611	1,388	1,737	2,217	1,892	2,288
Petroleum, Crude gall.	911,504	950,402	1,069,857	25,651	26,227	27,756
Motor Spirit gall.	49,827	73,852	38,965	2,806	4,055	3,306
Power Kerosene gall.	18,691	15,902	19,004	1,012	903	1,006
Mineral Lubricating Oil gall.	12,695	15,487	16,958	1,810	2,065	2,245
Dyes, Including Organic Pigment Dyestuffs <i>n.e.i.</i> .. lb.	2,024	1,775	2,000	1,499	1,229	1,468
Iron and Steel— Bar and Rod cwt.	106	112	95	1,181	1,099	1,250
Plate and Sheet—Plain .. cwt.	113	145	244	1,310	1,855	1,713
—Tinned cwt.	865	829	478	4,534	4,099	2,105
Hand Tools .. .. .	..	..	..	1,151	1,045	1,300
Aeroplanes .. .. .	..	..	..	2,392	8,236	8,184
Aircraft Parts .. .. .	..	..	..	2,802	3,883	3,567
Motor Vehicles, Chassis, Bodies, and Parts .. ..	..	..	..	29,868	37,717	45,947
Wireless Equipment .. ..	..	..	..	1,278	690	1,884
Tractors—Crawler Type .. ..	..	..	..	1,169	1,148	1,498
—Wheeled Type .. .. .	..	..	..	3,305	2,781	4,046
Tractor Parts .. .. .	..	..	..	1,491	2,025	2,401
Spinning, Twisting, and Throwing Machinery .. ..	..	..	..	1,019	590	441
Knitting Machines .. .. .	..	..	..	1,253	1,120	961
Bearings, Roller and Ball .. ..	..	..	..	2,264	2,226	2,543
Crude Rubber (Including Crepe) lb.	34,508	33,306	33,122	3,126	3,795	5,298
Synthetic Rubber (Including Latex) lb.	12,669	12,647	18,525	1,434	1,393	2,089
Timber, Undressed— Douglas Fir sup. ft.	26,829	26,526	32,299	1,089	1,005	1,477
Crockery .. .. .	..	..	..	1,082	1,165	1,108
Plate Glass, Polished and Patent sq. ft.	4,463	5,312	6,935	823	1,071	1,359
Pulp for Paper-making ton	40	46	61	2,194	2,398	3,025
Newsprinting Paper, Not Glazed, etc. ton	63	65	76	4,534	4,685	5,487
Transparent Cellulose lb.	4,109	4,501	6,426	1,077	1,209	1,717
Books, Magazines, etc. .. ..	..	..	..	2,782	3,072	2,158
Rock Phosphate ton	474	498	472	1,105	1,399	1,305
Polyethylene (Polythene) Resin lb.	9,996	3,237	5,936	1,843	619	979
Polyamide (Nylon, etc.) Resins lb.	1,147	4,914	6,501	398	1,690	2,159
Army, Navy, and Air Force Stores and Equipment .. ..	..	..	..	2,484	2,363	2,320
Outside Packages .. .. .	..	..	..	5,244	5,380	6,503
All Other Articles .. .. .	..	..	..	126,071	120,748	152,874
Total Imports .. .. .	..	..	..	282,713	291,297	339,349

NOTE: In the above table, separate details are shown of articles for which the value of imports amounted to more than £1 mill. in any one of the three years.

Recorded Values of Principal Exports

The following table shows the recorded values of the principal articles exported to overseas countries from Victorian ports during each of the years 1957-58 to 1959-60 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1957-58	1958-59	1959-60	1957-58	1958-59	1959-60
	'000			£'000 f.o.b.		
Meats Preserved by Cold Process—						
Beef and Veal lb.	17,545	54,600	63,081	1,760	7,295	8,799
Lamb lb.	35,193	44,638	29,440	3,227	3,737	2,036
Mutton lb.	24,694	41,854	47,512	1,335	3,692	3,203
Rabbits and Hares—Skinned lb.	22,486	21,598	17,934	2,136	2,261	2,067
Meats, Tinned—						
Beef or Veal lb.	42,449	42,110	30,387	4,247	4,420	3,269
Mutton lb.	9,399	6,200	17,079	884	621	1,845
Sausage Casings—Natural bundle	1,551	1,591	1,625	1,789	1,522	1,189
Milk and Cream—						
Preserved, Sweetened .. lb.	45,533	42,619	49,145	3,379	2,951	3,421
Dried or in Powdered Form—						
Full Cream lb.	6,930	7,503	7,791	1,035	1,010	1,075
Skim lb.	25,572	31,384	41,891	997	1,210	1,788
Butter lb.	72,556	106,397	104,898	10,547	15,653	17,872
Cheese lb.	13,330	16,648	20,933	1,391	2,446	2,839
Wheat ton	158	247	255	4,127	6,364	6,249
Barley ton	12	96	36	248	2,321	692
Oats ton	1	104	91	29	2,008	2,029
White Flour—Plain .. cental	4,241	3,559	3,497	6,640	5,346	4,867
Malt lb.	37,909	46,599	41,803	910	1,101	989
Fruit, Fresh—Pears .. bush.	1,008	747	916	1,988	1,269	1,467
Dried—Sultanas lb.	92,050	124,073	79,570	6,373	9,043	5,910
Tinned—Peaches .. lb.	34,555	33,545	35,174	2,670	2,368	2,180
—Pears lb.	69,318	73,228	81,146	5,169	4,996	5,354
Sheep and Lamb Skins with Wool on lb.	49,617	52,890	71,031	7,830	5,718	9,752
Wool—						
Greasy lb.	287,862	319,318	339,012	87,764	73,557	91,482
Washed and Scoured .. lb.	21,010	20,250	19,239	7,810	5,309	6,151
Carbonized lb.	5,930	7,048	5,992	2,198	1,880	1,883
Wastes lb.	3,404	5,460	4,074	773	1,061	849
Tallow, Inedible cwt.	369	430	752	1,566	1,713	2,243
Petroleum and Shale Spirit .. gall.	24,857	33,786	2,389	1,158	2,060	276
Gas Oil (Solar Oil) gall.	7,975	26,264	51,224	428	1,407	3,002
Residual Oil gall.	89,278	82,117	85,499	4,112	3,312	3,381
Scheelite Ores and Concentrates cwt.	23	3	4	1,457	51	88
Aircraft and Parts .. ..	..	..	..	1,205	1,338	1,078
Casein cwt.	141	165	138	1,365	1,440	1,223
Military, Naval, and Air Force Stores and Equipment ..	..	..	..	616	1,083	435
All Other Articles .. ..	..	..	..	39,210	37,988	43,087
Total Exports .. ..	..	..	..	218,373	219,551	244,070

NOTE: In the above table, separate details are shown of articles for which the value of export amounted to more than £1 mill. in any one of the three years.

Trade with Countries

The value of trade with oversea countries from 1957-58 to 1959-60 is shown in the following table :—

**VICTORIA—OVERSEA IMPORTS AND EXPORTS :
COUNTRIES OF ORIGIN AND CONSIGNMENT**

(£'000 f.o.b.)

Country	Imports			Exports		
	1957-58	1958-59	1959-60	1957-58	1958-59	1959-60
COMMONWEALTH COUNTRIES—						
United Kingdom	116,401	115,854	126,017	64,041	74,360	65,967
Borneo (British)	6,023	3,445	4,879	678	610	757
Canada	7,632	6,569	10,350	3,459	4,380	4,267
Ceylon	3,071	3,781	4,081	1,824	1,822	2,382
Hong Kong	1,207	1,317	1,908	1,586	2,298	2,253
India	7,762	6,132	5,311	3,270	2,722	3,806
Malaya, Federation of	3,688	4,361	6,108	3,664	4,066	4,309
New Zealand	4,592	4,629	6,075	14,601	13,165	14,969
Pakistan	524	899	1,458	1,268	567	644
Singapore	54	131	230	5,086	3,342	3,887
South Africa, Union of	1,673	1,414	2,051	2,919	1,678	2,825
Other Commonwealth Countries ..	6,663	7,610	8,142	7,828	8,704	8,570
Total Commonwealth Countries ..	159,290	156,142	176,610	110,224	117,714	114,636
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	6,065	3,826	4,542	359	336	295
Saudi Arabia	3,670	3,166	4,488	302	482	359
Qatar	8,957	15,317	12,364	252	33	37
Other Arabian States		590	128		176	65
Belgium-Luxembourg	2,272	2,524	3,089	4,943	3,750	4,051
China, Republic of (Mainland) ..	1,120	1,152	1,381	1,772	1,373	2,501
Czechoslovakia	1,026	807	1,014	2,575	2,271	3,387
France	4,635	5,766	4,916	21,983	16,072	21,043
Germany, Federal Republic of ..	19,282	20,369	25,793	7,793	6,483	7,796
Indonesia	5,490	6,068	5,196	1,733	1,159	1,425
Iran	1,494	1,255	871	84	190	651
Italy	4,627	4,060	5,049	14,917	11,203	15,735
Japan	8,727	10,662	14,799	21,218	22,266	29,143
Mexico	587	773	772	1,451	1,818	1,316
Netherlands	3,933	5,038	9,321	1,105	2,526	1,355
Poland	181	115	96	3,849	2,947	2,555
Sweden	3,763	3,276	3,883	1,587	1,011	800
Switzerland	3,837	3,435	3,866	782	355	675
U.S.S.R.	363	373	391	5	47	4,566
United States of America	34,278	38,269	49,439	8,193	13,985	16,774
Yugoslavia	9	14	29	2,496	1,982	2,440
Other Foreign Countries	8,965	8,203	11,192	10,744	11,365	12,462
Total Foreign Countries	123,281	135,058	162,619	108,143	101,830	129,431
All Countries (Transfers of Bullion and Specie)						
	142	97	120	6	7	3
Grand Total	282,713	291,297	339,349	218,373	219,551	244,070

The relative importance of various countries as participants in the trade of Victoria is indicated in the following table. Figures given are exclusive of transfers of bullion and specie.

**VICTORIA—OVERSEA IMPORTS AND EXPORTS :
COUNTRIES OF ORIGIN AND CONSIGNMENT**

(Per Cent.)

Country	Imports			Exports		
	1957-58	1958-59	1959-60	1957-58	1958-59	1959-60
COMMONWEALTH COUNTRIES—						
United Kingdom	41.19	39.79	37.15	29.33	33.87	27.03
Borneo (British)	2.13	1.18	1.44	0.31	0.28	0.31
Canada	2.70	2.26	3.05	1.58	2.00	1.75
Ceylon	1.09	1.28	1.20	0.84	0.83	0.98
Hong Kong	0.43	0.45	0.56	0.72	1.05	0.92
India	2.75	2.11	1.57	1.50	1.24	1.56
Malaya, Federation of	1.30	1.50	1.80	1.68	1.85	1.77
New Zealand	1.63	1.59	1.79	6.68	6.00	6.13
Pakistan	0.18	0.31	0.43	0.58	0.26	0.26
Singapore	0.02	0.05	0.07	2.33	1.52	1.59
South Africa, Union of	0.59	0.49	0.60	1.34	0.76	1.16
Other Commonwealth Countries ..	2.36	2.61	2.40	3.58	3.96	3.51
Total Commonwealth Countries ..	56.37	53.62	52.06	50.47	53.62	46.97
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	2.15	1.32	1.34	0.16	0.15	0.12
Saudi Arabia	1.30	1.09	1.32	0.14	0.22	0.15
Qatar	} 3.17 {	5.26	3.64	} 0.12 {	0.02	0.02
Other Arabian States		0.20	0.04		0.08	0.03
Belgium-Luxembourg	0.80	0.87	0.91	2.26	1.71	1.66
China, Republic of (Mainland) ..	0.40	0.40	0.41	0.81	0.63	1.02
Czechoslovakia	0.36	0.28	0.30	1.18	1.04	1.39
France	1.64	1.98	1.45	10.07	7.32	8.62
Germany, Federal Republic of ..	6.82	6.99	7.60	3.57	2.95	3.19
Indonesia	1.94	2.09	1.53	0.79	0.53	0.58
Iran	0.53	0.43	0.26	0.04	0.09	0.27
Italy	1.64	1.39	1.49	6.83	5.10	6.45
Japan	3.09	3.66	4.36	9.72	10.14	11.94
Mexico	0.21	0.26	0.23	0.66	0.83	0.54
Netherlands	1.39	1.73	2.75	0.51	1.15	0.55
Poland	0.06	0.04	0.03	1.76	1.34	1.05
Sweden	1.33	1.12	1.14	0.73	0.46	0.33
Switzerland	1.36	1.18	1.14	0.36	0.16	0.28
U.S.S.R.	0.13	0.13	0.12	0.01	0.02	1.87
United States of America	12.13	13.14	14.57	3.75	6.37	6.87
Yugoslavia	0.01	0.01	0.01	1.14	0.90	1.00
Other Foreign Countries	3.17	2.81	3.30	4.92	5.17	5.10
Total Foreign Countries	43.63	46.38	47.94	49.53	46.38	53.03
Grand Total	100.00	100.00	100.00	100.00	100.00	100.00

Customs and Excise Revenue

The overseas trade and the gross revenue collected at Victorian ports during the year 1959-60 are shown in the following table :—

**VICTORIA—OVERSEA TRADE, AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1959-60
(£'000)**

Particulars	Melbourne*	Geelong	Portland	Total
Oversea Trade—				
Imports	306,170	31,837	1,342	339,349
Exports	225,311	15,641	3,118	244,070
Total	531,481	47,478	4,460	583,419
Gross Revenue—				
Customs	30,141	721	856	31,718
Excise	77,066	990	529	78,585
Total	107,207	1,711	1,385	110,303

* Includes Port of Melbourne, Essendon Airport, and Parcels Post

Transport**Shipping****General**

Considerable change has taken place in coastal shipping in Australian waters since the Second World War as a result of competition with the newer, speedier motor and air transport systems which have developed rapidly.

Interstate passenger traffic has dwindled till it is now uneconomic to operate coastal passenger ships in Australian waters, and the few passengers wishing to travel interstate by sea are now carried on overseas passenger ships on their normal runs to and from Australian ports.

There has also been considerable falling off in the tonnage of general cargo carried interstate by sea, but, with the introduction of "container" packaging, the fitting out of ships to carry these containers, and mechanical handling facilities at wharves, it is probable that this method of transport will regain a larger share of the transport of general cargo in and around Australia. Altered patterns in Australian industrial development, including the big increase in oil refined in Australia and the development and re-location of other heavy industries have assisted the development of bulk carrier ships built in Australian shipyards for Australian conditions. Modern, fast ships of increased capacity and bulk handling terminals have ensured cheap shipment of ores, grains, and similar cargoes and reduced the costly time spent in port.

Shipping statistics, as presented in the following tables, refer to overseas and interstate vessels using Victorian ports, and include the intra-state activities of these vessels except in the table "Shipping with Various Countries".

Vessels Entered and Cleared

The number of vessels entered and cleared, and their total tonnage in each of the five years 1955-56 to 1959-60 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars				Year Ended 30th June—				
				1956	1957	1958	1959	1960
Entrances	..	..	No.	2,978	2,956	3,075	3,210	3,355
			'000 net tons	11,343	10,814	11,283	12,224	13,277
Clearances	..	..	No.	2,995	2,956	3,049	3,208	3,351
			'000 net tons	11,373	10,827	11,184	12,195	13,269

Shipping with Various Countries

The principal countries having shipping communication with Victoria are set out in the following table. The table does not include the intra-state activities of overseas or interstate vessels.

Voyages and tonnages of vessels arriving from or departing to particular countries are recorded against the country of origin or destination, notwithstanding that the same vessel on the same voyage may carry cargo or passengers to or from Victoria from or to several countries. Thus, vessels calling at New Zealand on voyages to and from United States of America or Canada are not shown in shipping communication with New Zealand, and likewise, vessels calling at ports *en route* to and from the United Kingdom are credited to the United Kingdom only.

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES
('000 Net Tons)

Country	Year Ended 30th June—				
	1956	1957	1958	1959	1960

VESSELS ENTERED

COMMONWEALTH COUNTRIES—					
Australian States	..	..	..	4,519	4,239
United Kingdom	..	..	..	1,637	1,498
Nauru	..	..	..	333	348
Borneo (British)	..	..	..	169	329
Canada	..	..	..	264	260
India, Pakistan, and Ceylon	..	..	..	144	185
Singapore, and the Federation of Malaya	..	..	..	271	317
New Zealand	..	..	..	179	197
Other Commonwealth Countries	..	..	..	191	131
Total Commonwealth Countries				7,707	7,504
				7,738	8,189
					8,599

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES—*continued*

('000 Net Tons)

Country	Year Ended 30th June—				
	1956	1957	1958	1959	1960
VESSELS ENTERED— <i>continued</i>					
FOREIGN COUNTRIES—					
Arabian States	745	701	1,179	1,378	1,508
Germany, Federal Republic of ..	245	201	192	385	386
Indonesia	204	238	253	202	271
Iran	472	324	143	77	56
Italy	223	232	217	235	247
Japan	276	306	364	379	512
Netherlands	118	85	103	146	212
United States of America ..	450	445	397	473	526
Other Foreign Countries ..	439	347	409	380	525
Total Foreign Countries ..	3,172	2,879	3,257	3,655	4,243
Grand Total	10,879	10,383	10,995	11,844	12,842

VESSELS CLEARED

COMMONWEALTH COUNTRIES—					
Australian States	5,709	5,197	5,067	5,300	5,892
United Kingdom	1,470	1,326	1,569	1,556	1,508
Nauru	185	181	230	232	205
Canada	156	145	149	206	308
India, Pakistan, and Ceylon..	230	269	244	195	200
Singapore, and the Federation of Malaya	344	302	240	306	289
New Zealand	238	253	310	302	354
Hong Kong	78	46	94	98	113
Other Commonwealth Countries	282	272	162	196	167
Total Commonwealth Countries	8,692	7,991	8,065	8,391	9,036
FOREIGN COUNTRIES—					
Arabian States	494	592	986	1,114	1,356
Germany, Federal Republic of ..	110	96	137	185	240
Indonesia	169	165	187	105	99
Iran	169	155	89	112	134
Italy	218	281	241	321	313
Japan	317	339	417	495	584
Netherlands	20	40	75	152	58
Poland	18	31	14	78	142
United States of America ..	198	238	273	260	308
Other Foreign Countries ..	348	424	389	523	463
Total Foreign Countries ..	2,061	2,361	2,808	3,345	3,697
Grand Total	10,753	10,352	10,873	11,736	12,733

The nationalities of vessels which entered or were cleared at Victorian ports during the years 1958-59 and 1959-60 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING

Nationality	Vessels Entered		Vessels Cleared	
	1958-59	1959-60	1958-59	1959-60
(‘000 net tons)				
Commonwealth—				
Australian	2,142	1,987	2,131	2,003
United Kingdom	5,278	5,978	5,298	5,982
New Zealand	138	156	139	162
Hong Kong	107	160	112	161
Other Commonwealth ..	192	196	210	187
Total Commonwealth ..	7,857	8,477	7,890	8,495
Foreign—				
Danish	170	248	180	259
French	93	117	86	126
Dutch	721	781	699	766
German (Federal Republic) ..	161	200	148	203
Italian	564	586	543	592
Japanese	398	371	398	369
Liberian	271	370	265	370
Norwegian	1,068	1,085	1,074	1,058
Swedish	265	308	272	314
United States of America ..	262	261	245	252
Panamanian	273	345	282	351
Other Foreign	121	128	113	114
Total Foreign	4,367	4,800	4,305	4,774
Grand Total	12,224	13,277	12,195	13,269

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1958-59 and 1959-60 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1958-59	1959-60	1958-59	1959-60	1958-59	1959-60
Number						
Oversea—						
Direct	260	267	163	170	1	2
Other	1,230	1,348	204	258	42	52
Interstate	1,187	1,128	119	121	4	9
Total	2,677	2,743	486	549	47	63
‘000 net tons						
Oversea—						
Direct	1,426	1,674	1,168	1,270	7	11
Other	6,261	6,746	1,025	1,350	224	295
Interstate	1,907	1,740	195	179	11	12
Total	9,594	10,160	2,388	2,799	242	318

Cargoes Discharged and Shipped

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1958-59 and 1959-60 also the tonnage of oversea cargoes discharged and shipped during the years 1957-58 to 1959-60 according to the nationalities of the vessels in which the cargoes were carried :—

VICTORIA—CARGOES DISCHARGED AND SHIPPED AT EACH PORT
('000 Tons)

Particulars	Melbourne		Geelong		Portland	
	1958-59	1959-60	1958-59	1959-60	1958-59	1959-60
DISCHARGED						
Interstate—						
Weight	2,281	1,914	449	584	10	21
Measure	342	490	*	1	..	..
Oversea—						
Weight	2,519	2,762	2,349	2,571	56	59
Measure	923	1,152	58	76	..	..
SHIPPED						
Interstate—						
Weight	436	513	675	858	..	*
Measure	381	536	*	1	..	..
Oversea—						
Weight	723	734	883	753	14	16
Measure	528	531	..	1	..	..

NOTE.—1 Ton Measurement = 40 Cubic Feet.

* Less than 500 tons

VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING TO NATIONALITIES OF VESSELS
('000 Tons)

Vessels Registered at Ports in—	1957-58		1958-59		1959-60	
	Dis-charged	Shipped	Dis-charged	Shipped	Dis-charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	40	21	24	35	78	9
United Kingdom ..	2,204	829	2,162	1,029	2,595	969
New Zealand	78	133	78	83	89	91
Other Commonwealth	159	103	42	99	72	87
Total Commonwealth Countries	2,481	1,086	2,306	1,246	2,834	1,156

**VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING
TO NATIONALITIES OF VESSELS—continued**
(*000 Tons)

Vessels Registered at Ports in—	1957-58		1958-59		1959-60	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	246	25	97	48	308	69
France*	100	5	98	3	136	12
Germany, Federal						
Republic of ..	133	9	129	19	155	22
Italy	171	26	221	50	258	14
Japan	333	65	239	89	178	52
Liberia	197	..	550	14	698	70
Netherlands ..	197	186	226	204	165	159
Norway	1,107	186	1,272	254	1,107	278
Panama	533	3	411	71	458	97
Sweden	226	16	259	49	251	37
United States of America	78	25	62	39	58	21
Other Foreign ..	40	2	35	61	14	48
Total Foreign Countries	3,361	548	3,599	901	3,786	879
Grand Total ..	5,842	1,634	5,905	2,147	6,620	2,035

NOTE.—In this table tons measurement have been added to tons weight.

* Includes New Caledonia in 1957-58.

Principal Ports of Victoria

Melbourne

The Port of Melbourne is controlled and administered by the Melbourne Harbor Trust Commissioners, a corporate body constituted in 1877 to manage and improve the port. The present Board comprises a full-time Chairman, and five part-time Commissioners, each individually identified with the various port operations such as shipping, primary production, importing, exporting, and labour.

The port is principally a river port, with its wharves and facilities along the banks of the lower reaches of the Yarra, but the port area extends into Port Phillip where facilities have been provided at Williamstown and Port Melbourne for deeper draughted ships unable to navigate the limited draught channels in the river. Entry of ships to the Port of Melbourne is limited to ships capable of navigating the entrance to Port Phillip which is outside the control of the Melbourne Harbor Trust Commissioners.

In addition to its floating plant comprising five dredges, eleven self propelled and dumb hopper barges, five tugs, and numerous pile barges and motor launches, the Trust owns and operates a fleet of 139 units of land based mechanical cargo handling equipment, including fork lift trucks of 2,000 lb. to 18,000 lb. capacity, overloaders, straddle trucks, dump trucks, and mobile cranes of 2 to 10 ton capacity.

As a means of increasing the capacity of the port, and the turn-round of ships, a new large transit shed was opened at "B" Berth, Appleton Dock, with a total cargo stacking capacity of 17,000 tons within its 600 ft. by 150 ft. area. A similar shed at "C" Berth, Appleton Dock, has been completed and work on another is progressing to give a total of three new large transit sheds in the port

area. In line with port policy, increased mechanical cargo handling facilities were also provided to speed the flow of cargo through the port.

In recent years, various wharf areas have been allocated to the mechanized handling of specific cargoes, and, in addition to steel and iron, coal, phosphatic rock, gypsum, bulk petroleum, and timber facilities, a bulk terminal for petro-chemicals, molasses and lubricating oils was provided in the Coode Island area, which has been set aside for future expansion projects of the port.

The following table shows the particulars of the financial operations of the Melbourne Harbor Trust for the years 1956 to 1960 :—

**VICTORIA—MELBOURNE HARBOR TRUST : REVENUE,
EXPENDITURE, ETC.
(£'000)**

Particulars	1956	1957	1958	1959	1960
REVENUE					
Wharfage and Tonnage Rates ..	1,841	1,883	2,044	2,101	2,492
Rent of Sheds	78	79	88	94	105
Special Berth Charges	70	71	94	126	152
Rent of Lands	127	131	168	195	221
Crane Fees	352	372	419	536	680
Other	209	211	208	240	298
Total Revenue	2,677	2,747	3,021	3,292	3,948
EXPENDITURE					
Administration and General Expenses	175	189	124	211	217
Port Operating Expenses	554	541	635	694	792
Maintenance—					
Dredging	394	419	136	272	469
Harbour	18	21	23	24	32
Wharves	369	215	196	227	241
Approaches	17	42	29	25	29
Railways	15	20	39	34	25
Cranes	79	76	82	109	124
Other Properties	21	28	38	30	25
Interest	389	445	474	535	586
Depreciation and Renewals ..	116	219	349	341	502
Insurance	30	32	283	35	139
Sinking Fund	95	75	130	232	181
Payments to Consolidated Revenue and Geelong Harbor Trust ..	383	389	413	424	502
Other	7	8	8	9	8
Total Expenditure	2,662	2,719	2,959	3,202	3,872
Net Surplus	15	28	62	90	76
CAPITAL OUTLAY					
Land and Property .. ..	..	21	67	27	65
Reclamation	2	1	26	14	15
Deepening Waterways	141	137	440	370	115
Wharves and Sheds Construction ..	968	554	567	727	770
Wharf Cranes, &c.	145	189	196	65	131
Approaches Construction	219	62	64	35	10
Floating Plant	29	38	182	175	90
Other Works, &c.	106	52	117	45	72
Total Capital Outlay	1,610	1,054	1,659	1,458	1,268
Loan Indebtedness at 31st December	11,297	12,175	12,907	13,833	14,199

Geelong

The Port of Geelong is under the control of the Geelong Harbor Trust which was constituted under an Act of 1905. The Trust consists of three Commissioners appointed by the Governor in Council.

Entrance to the port is by 15 miles of channel dredged to a depth of 36 feet and a width of 300 feet. Seventeen berths spread over a distance of approximately 5 miles provide the port's wharf facilities. Minimum water depths are 29 feet at two berths, 32 feet at eleven berths and 36 feet at four berths. Special berths are provided for the handling of steel, coal, grain, phosphatic rock and sulphur, and oil. Coal is discharged from bulk carrying vessels directly to railway trucks. The bulk grain terminal has a 22.5 mill. bushel storage capacity, and is capable of loading ships at the rate of 1,600 tons per hour. The oil wharf is able to accommodate vessels of the supertanker class carrying up to 30,000 tons of oil. The Harbor Trust coal stores have a storage capacity of 900,000 cubic feet. Adequate open coal storage is available. The port has good clearance facilities, there being direct rail loading at six berths and road clearance at all berths.

The Harbor Trust has floating plant which includes six tugs, five hopper barges, one diesel-powered floating crane and several small launches.

Particulars of the financial operations of the Geelong Harbor Trust for the years 1956 to 1960 are shown in the following table :—

**VICTORIA—GEELONG HARBOR TRUST : REVENUE,
EXPENDITURE, ETC.**

(£'000)

Particulars	1956	1957	1958	1959	1960
REVENUE					
Wharfage, Tonnage, and Special					
Berth Rates	718	686	764	770	898
Rents, Fees, and Licences	13	13	15	16	16
Freezing Works and Abattoirs	32	33	25	16	17
Contribution by Melbourne Harbor					
Trust	15	14	..	..	..
Other	159	159	193	191	219
Total Revenue	937	905	997	993	1,150
EXPENDITURE					
Management Expenses	68	77	87	95	124
Maintenance—					
Wharves and Approaches	11	9	10	16	19
Harbour	28	27	26	33	41
Floating Plant	10	13	11	6	6
Other	7	5	2	6	6
Interest on Loans	136	157	164	149	141
Sinking Fund	15	14	29	29	29
Freezing Works and Abattoirs	28	24	9	..	..
Depreciation Provision	75	84	128	146	158
Other	148	157	162	175	208
Total Expenditure	526	567	628	655	732
Net Surplus	411	338	369	338	418

VICTORIA—GEELONG HARBOR TRUST : REVENUE, EXPENDITURE,
ETC.—*continued*
(£'000)

Particulars	1956	1957	1958	1959	1960
CAPITAL OUTLAY (NET)					
Floating Plant	230	8	7	..	28
Land and Property	8	160	313	42	34
Deepening Waterways	797	937	68	24	..
Wharves and Approaches	158	352	318	296	206
Other	20	27	18	11	14
Total Capital Outlay ..	1,213	1,484	724	373	282
LOAN INDEBTEDNESS AT 31ST DECEMBER					
State Government	239	214	211	164	150
Public	2,751	2,675	2,675	2,775	2,745
Total Loan Indebtedness ..	2,990	2,889	2,886	2,939	2,895

Portland

The Port of Portland, about 200 miles west of Melbourne and 300 miles south-east of Adelaide, has been administered by the Portland Harbor Trust Commissioners since 1951. The port serves an area of about 40,000 square miles in western Victoria and south-east of South Australia.

The harbor, an area of 250 acres of sheltered water, has been developed from a single open sea berth since the inauguration of the Trust. About one-third of the harbor area has been dredged to a depth of 36 feet, enabling ships of 40,000 tons to use the harbor. The harbor is protected by two breakwaters, one 4,200 feet and the other 3,800 feet in length. These leave an entrance about 600 feet wide between their outer extremities.

At the present stage of development there are two wharves providing berths for three vessels. The three berths are for tankers (the Ocean Pier) and for bulk handling and general cargo at the newly constructed wharf. Water depth alongside each berth is 36 feet : future development will include the dredging of some areas to 40 feet. Covered storage at the general cargo berth is provided by a transit shed of 60,000 square feet floor area. Oil discharged at the Ocean Pier is pumped to the storage installations at North Portland.

Access to the new wharves is by rail and road. A railway line has been constructed from North Portland to the new wharf, and three tracks have been laid at the bulk handling berth. The Ocean Pier has rail connexions to the Portland railway station. Good road clearance facilities exist at all berths.

The construction of the first stage of the harbor was completed in 1960, at a cost of £6,500,000. A new tanker berth is planned to be completed by 1963. During the year 1959–60, 63 vessels (318,216 net tons) entered the port, and 183,765 tons of cargo were handled.

Particulars of the financial operations of the Portland Harbor Trust for the years 1955-56 to 1959-60 are set out in the following table :—

**VICTORIA—PORTLAND HARBOR TRUST : REVENUE,
EXPENDITURE, ETC.**

(£'000)

Particulars	1955-56	1956-57	1957-58	1958-59	1959-60
REVENUE					
Wharfage Rates	15	20	26	29	36
Tonnage Rates	2	3	4	4	5
Shipping Services	1	2	3	3	4
State Government Grant ..	57	88	129	144	193
Other	8	10	12	10	9
Total Revenue	83	123	174	190	247
EXPENDITURE					
Administration	8	10	10	12	12
Maintenance	24	17	22	20	15
Shipping Services	1	5	3	3	3
Depreciation	1	1	1	1	1
Interest on Loans	41	71	113	158	202
Sinking Fund	6	8	13	17	21
Other	3	1	5	5	4
Total Expenditure	84	113	167	216	258
Net Surplus	- 1	10	7	- 26	- 11
Fixed Assets at 30th June ..	1,575	2,437	3,500	4,559	5,605
Loan Indebtedness at 30th June—					
State Government	598	849	1,101	1,354	1,605
Public	1,002	1,702	2,552	3,402	4,201
Total Loan Indebtedness ..	1,600	2,551	3,653	4,756	5,806

Railways

Post-war Planning

The Victorian Railways' post-war rehabilitation plan is one of the biggest undertaken in Australia. Work on the plan has been retarded at times because of limited loan funds, but appreciable progress has been, and is being made towards raising the standard of the Victorian Railways to that of the world's best railway systems. The most noticeable change has been that obsolete steam locomotives have been replaced by diesel and electric locomotives.

" Operation Phoenix "

During the 1930's, very little money was available for improvements, and very little rolling stock was built. During the war, transport demands on the service were heavy and much of the rolling stock had exhausted its economic life by 1945. Maintenance of tracks was also in arrears, and immediate action was necessary to enable services to be continued.

In 1949, the State Government invited a British Railways expert to report on the Victorian Railways. His report approved the re-equipment plans: they were " sound and sufficiently far reaching

to serve the main purpose for which they were designed". Following this report, "Operation Phoenix", providing for the expenditure of £80 mill. over ten years, was launched to carry out the rehabilitation of the railways, thus increasing their technical efficiency and their goodwill with the public. Staff and material shortages were such that the plan could be implemented only by obtaining urgently needed locomotives and rolling stock from private manufacturers. Initial orders included 26 main-line diesel-electric, 10 diesel-electric shunting, and 170 steam locomotives, 39 diesel rail cars, 15 diesel rail car trailers, and 3,000 open goods wagons. Rail services were steadily restored and improved as these were delivered.

The introduction of diesel rail cars on country lines was the first major improvement. They practically eliminated mixed trains and provided faster and more comfortable branch line services. Express running with better time-keeping reduced travelling time on important country lines. Sunday excursion trains with low fares and special trains for charter and other such purposes were progressively restored.

"The Overland", running on the Melbourne-Adelaide line was given modern sleeping and seating accommodation; the "Daylight" express service was started between Melbourne and Sydney; the "Gippslander" was equipped with air-conditioned carriages and a buffet car; and the "Sunlight", with the latest saloon-type seating carriages, provided high standard facilities on the Melbourne-Mildura line.

Substantial improvements were also made in other phases of railway operation. Much faster journeys were made by the Adelaide and Mildura fast freight trains; steel containers became available for freight carriage between Melbourne, Sydney, and Brisbane; and additional modern goods handling equipment was installed in the Metropolitan Area and at some busy country centres. Dynon goods terminal was established to handle increased goods traffic at Melbourne. These works, track duplication, improved signalling, and modern rolling stock have all helped to increase railway capacity and to raise the standard of the services.

The first major step to improve suburban electric services was the acquisition of 30 new seven-carriage "Harris" trains. The all-steel carriages with improved bogies and better acceleration and braking, were an immediate success, and an additional 30 trains were ordered, the first of which commenced operations about mid-1961.

High priority projects commenced early in the rehabilitation programme included the extensive work to equip the Gippsland line to handle the brown coal and briquette traffic from the Latrobe Valley; the duplication of those suburban lines which were "traffic saturated"; the construction of new station buildings and platforms in the Metropolitan Area; the installation of power signalling on the Gippsland line and on a section of the suburban network; the conversion of the suburban electrified system from 25 cycle to 50 cycle operation; the re-laying of country and suburban lines; and grade separation for the elimination of level crossings.

The use of diesel motive power has been accelerated in more recent years. During 1960–61, nine 900 h.p. diesel and twelve 650 h.p. diesel-hydraulic locomotives were purchased; thirteen diesel-hydraulics are yet to be delivered under the existing contract; and 25 more 650 h.p. diesels have been ordered.

Ultimately, 44 diesel-electric locomotives of 1,500–1,800 h.p. will be in use; eleven will be used on the Melbourne–Albury standard gauge line.

Each longer distance train now generally includes at least one first and one second class air-conditioned carriage. Much business, formerly handled by road transport, has been gained for the railways by the use of special wagons, including those for complete motor cars and bodies.

The Melbourne–Albury standard gauge project, comprising 189 miles of line with 195 bridges and 411 culverts was finished by the end of 1961 at an estimated cost of £12 mill.

Further References

An historical outline of the Victorian Railways will be found on pages 682 to 685 of the Victorian Year Book 1961.

The succeeding tables relate to the State railways and road motor services under the control of the Victorian Railways Commissioners. Certain border railways in New South Wales are, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Commissioners. Particulars of these have been included with those of the State railways being operated within the State. Details of the operations of the road motor services are shown on page 728.

Total Capital Cost of Railways and Equipment

The total capital cost of all lines constructed and in course of construction, and of all works, rolling stock and equipment of the Railways Department as at 30th June of each of the five years 1956 to 1960 is shown in the following table:—

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC. EQUIPMENT AND ROLLING STOCK (£'000)

At 30th June—					Railways		Road Motor Services	Total Capital Cost*
					Lines Opened	Lines in Process of Construction		
1956	..	..	..	..	96,947	528	28	97,620
1957	..	..	..	..	102,176	530	55	102,876
1958	..	..	..	..	109,316	592	48	110,060
1959	..	..	..	..	115,623	769	38	116,713
1960	..	..	..	..	124,835	527	30	125,623

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1960, this amounted to £231,699.

* Written down in accordance with *Railways (Finances Adjustment) Act 1936*. Particulars are exclusive of the cost of stores and materials on hand and in course of manufacture.

Loan Liability

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances Adjustment) Act 1936*, amounted to £134,367,709 (including £48,059,340 non-interest bearing) at 30th June, 1960. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£15,090,103), the total liability on current loans outstanding at that date was £119,277,606. The annual interest payable, calculated at the average rate of 4·25 per cent., was £5,069,298.

Additional funds, which amounted to £13,165,157 at 30th June, 1960, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue, the National Recovery Loan, and other funds. No interest is charged on these amounts.

Railways Traffic

The mileage and traffic of the railways (exclusive of road motor services) for each of the years 1955–56 to 1959–60 are given in the following table :—

VICTORIA—RAILWAYS MILEAGE AND TRAFFIC
(Excluding Road Motor Services)

Particulars	At 30th June—				
	1956	1957	1958	1959	1960
LINES OPEN FOR TRAFFIC	(route miles)				
Single Track	4,102	4,051	4,036	3,963	3,911
Double Track	331	345	353	358	367
Other Multi-track	12	12	12	12	12
Total Route Mileage	4,445	4,408	4,401	4,333	4,290

During Year Ended 30th June—

Traffic Train Mileage '000	18,635	18,544	18,353	18,426	18,282
Passenger Journeys '000	166,709	167,405	167,662	163,484	158,294
Goods and Livestock Carried '000 Tons	9,607	9,381	8,892	9,295	9,687

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1955-56 to 1959-60 were as follows :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(£'000)

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
REVENUE					
Passenger, &c., Business—					
Passenger Fares	10,930	11,496	11,203	12,057	12,156
Parcels, Mails, &c.	1,353	1,348	1,322	1,340	1,375
Other	61	64	55	48	46
Goods, &c., Business—					
Goods	21,053	20,592	19,134	20,546	21,159
Livestock	1,346	1,269	1,521	1,337	1,397
Miscellaneous	238	252	196	246	324
Miscellaneous—					
Dining Car and Refreshment Services	1,368	1,481	1,494	1,508	1,514
Rentals	436	510	549	589	685
Book Stalls	263	309	351	385	400
Advertising	69	75	82	82	93
Other	65	102	159	109	91
Total Revenue	37,182	37,498	36,066	38,247	39,240
EXPENDITURE					
Working Expenses—					
Way and Works	7,799	8,243	8,009	7,766	8,081
Rolling Stock	12,049	12,248	11,281	11,210	11,495
Transportation	11,586	12,095	12,034	12,140	12,600
Electrical Engineering Branch	2,083	1,945	2,008	2,052	1,987
Stores Branch	657	540	523	527	587
Pensions (Non-contributory), Payment to Superannuation Fund	1,579	1,621	1,713	1,845	1,970
Contributions to Railway Renewals and Replacement Fund	200	200	200	200	200
Contributions to Railway Accident and Fire Insurance Fund	337	336	371	434	489
Pay-roll Tax	654	652	693	700	738
Long Service Leave	580	592	579	628	607
Other	744	885	941	766	862
Total Working Expenses ..	38,268	39,357	38,352	38,268	39,616
Net Revenue	—1,086	—1,859	—2,286	—21	—376
Debt Charges—					
Interest Charges and Expenses*	2,879	3,027	3,286	3,472	3,636
Exchange on Interest Payments and Redemption	128	124	123	147	174
Contribution to National Debt Sinking Fund	178	183	187	197	208
Net Result for Year	—4,271	—5,193	—5,882	—3,837	—4,394
%					
Proportion of Working Expenses to Revenue	102·9	105·0	106·3	100·1	101·0

* Including Loan Conversion Expenses.

Revenue for 1959-60 increased by £993,512 compared with 1958-59. This was due to increases in passenger fares and freight rates and to an improvement in goods traffic. Total working expenses increased by £1,348,666 as compared with the previous year.

The earnings, expenses charged to railway revenue, and net revenue per average mile of railway worked for each of the five years 1955-56 to 1959-60 were as shown in the following table. This does not take account of the interest paid on railway loans and other debt charges which are shown in the previous table.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE MILE OPEN (EXCLUDING ROAD MOTOR SERVICES)

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
Average Number of Miles Open for Traffic	4,450	4,425	4,402	4,357	4,292
Gross Revenue* per Mile £	8,324	8,444	8,170	8,759	9,133
Working Expenses† per Mile £	8,545	8,840	8,672	8,749	9,213

* Excluding recoups by Treasury to offset interest, &c. payments.

† Charged to Railway Revenue.

At 30th June, 1960, the capital cost of the broad-gauge rolling stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, was £41,751,801; of the narrow-gauge, £5,430; and of the road motor coaches and trucks, £22,347.

Railways Staff

The number of officers and employees in the railways service (including casual labour and butt-gang workers), and the amount of salaries and wages (including travelling and incidental expenses) paid in each of the five financial years 1955-56 to 1959-60 are shown in the following table :—

VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30th June—	Number of Employees at End of Year—			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
				£'000
1956	18,777	10,585	29,362	28,368
1957	19,201	11,591	30,792	29,105
1958	19,966	10,002	29,968	29,217
1959	20,391	9,921	30,312	29,657
1960	19,587	9,302	28,889	31,114

Road Motor Services

The following table gives, for each of the five years 1955-56 to 1959-60, particulars of the operations of the road motor services under the control of the Railways Commissioners :—

VICTORIA—ROAD MOTOR SERVICES
(Under the Control of the Railways Commissioners)

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
Car Mileage	344,667	406,609	413,914	408,179	371,621
Passenger Journeys ..	1,192,846	1,732,463	1,916,008	1,778,609	1,571,445
Gross Revenue £ ..	27,047	43,206	47,225	46,150	42,263
Working Expenses ..	70,398	87,963	77,262	74,647	74,674
Interest Charges and Exchange ..	906	1,325	1,325	211	213
Net Loss ..	44,257	46,082	31,362	28,708	32,624
Capital Expenditure at End of Year (Less Depreciation Written Off) .. £	28,325	55,090	48,384	37,625	29,819

NOTE.—The apparent discrepancy between the amount of working expenses and revenue was brought about by revenue not having received a proportion of combined rail and road services earnings while working expenses have been charged with road motor operating cost in full.

Tramways*General*

Tramways in Melbourne, Ballarat, and Bendigo at 30th June, 1960, comprised 165 miles of electric lines, of which 143 miles were double and 22 miles single track.

The appended table contains particulars of all tramways in Victoria, other than those under the management of the Victorian Railways Commissioners, for each of the five years 1955-56 to 1959-60 :—

VICTORIA—TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling Stock	Persons Employed
	miles		'000		£'000		No.	
1956..	143	22	23,467	217,625	6,182	6,552	863	5,182
1957..	143	22	23,088	209,601	6,482	7,395	840	5,315
1958..	143	22	21,649	201,489	6,214	7,184	838	4,997
1959..	143	22	21,158	190,006	7,057	7,239	836	4,950
1960..	143	22	20,585	184,069	7,379	7,531	830	4,664

Melbourne Tramways

The Melbourne and Metropolitan Tramways Act, passed in 1918, provided that the Melbourne and Metropolitan Tramways Board should control all tramways and could operate its own motor bus services in the Metropolitan Area. The latter power is subsidiary to the Board's main function, and may be exercised only with the express consent of the Governor in Council. The Board was also charged with the preparation of a scheme of tramway development for the benefit of the people of Melbourne. Information obtained from other tramway authorities in the United Kingdom, Canada, and the United States of America was used as a guide in preliminary planning. The general planning, which incorporated topographical survey, study of methods of amalgamating the existing tramway services and population study for the purpose of estimating loadings, was completed by February, 1923, and, after acceptance by the Minister of Public Works, the plan was adopted by the Board.

During the early 1920's, competition by outside bodies and persons became of importance to the Tramways Board. Fast electric trains running to a tight schedule replaced the former slow, infrequent, steam trains on all suburban railways. Running at about twice the speed of trams, these attracted many passengers from the trams. Private motor cars used in street transport increased rapidly in numbers; the habit of door to door transport was growing. At this time, temporary competition appeared in the form of a number of motor omnibus companies. These commenced operations in open competition with the tramways in 1923, and, until the passing of the Motor Omnibus Act in 1925, carried many who would normally have been tram travellers. The Motor Omnibus Act imposed a tax on these operators which effectively prevented any furtherance of their operations.

Tramway vehicles, both buses and trams, carried 194 mill. passengers in 1919-20 from which the number increased to 234 mill. in 1925-26. The number of passengers decreased to 162 mill. during 1931-32 and steadily rose to 355 mill. in 1944-45. Since that date, there has been a steady decline to 209 mill. during 1959-60.

The Melbourne and Metropolitan Tramways Act provides for a Board consisting of three members (chairman, deputy chairman and a Board member) appointed by the Governor in Council to control all tramways and the Board's motor bus services in the Metropolitan Area.

The Board is empowered to borrow up to £15 mill. by the issue of stock or debentures secured upon its revenues and undertakings; this is in addition to the transferred liabilities attaching to the tramways vested in it. At 30th June, 1960, the Board had unused borrowing powers available to the extent of £5,133,387. Power is given to have an overdraft not exceeding £1 mill.

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1956–57 to 1959–60 are shown in the following table :—

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS
BOARD : REVENUE, EXPENDITURE, ETC.**

(£'000)

Particulars	Year Ended 30th June—			
	1957	1958	1959	1960
REVENUE				
Traffic Receipts	7,563	7,265	8,277	8,679
Miscellaneous Operating Receipts ..	78	59	67	66
Non-operating Receipts ..	69	93	167	153
Total Revenue ..	7,710	7,417	8,511	8,898
EXPENDITURE				
Traffic Operation Costs ..	3,898	3,733	3,714	3,861
Maintenance of Permanent Way ..	382	360	384	408
Maintenance of Trams ..	977	929	983	1,071
Maintenance of Buses ..	327	326	315	325
Maintenance of Electrical Equipment of Lines and Sub-stations ..	176	179	173	168
Maintenance of Buildings and Grounds ..	73	90	87	85
Electric Traction Energy ..	495	472	508	503
Fuel Oil for Buses ..	82	113	119	112
Bus Licence and Road Tax Fees ..	26	25	17	10
General Administration and Stores Department Costs ..	399	438	439	455
Pay-roll Tax ..	145	138	139	146
Workers' Compensation Payments ..	159	151	156	193
Depreciation ..	637	667	683	686
Non-operating Expenses ..	23	19	22	24
Provisions—				
Fire Damage ..	11	10	19	..
Long Service Leave ..	137	128	112	120
Retiring Gratuities ..	232	219	231	216
Accrued Sick Leave ..	19	17	26	12
Public Risk Insurance ..	112	99	81	74
Employee Fidelity ..	1	1	..	..
Interest on Loans ..	357	398	439	479
Loan Repayment ..	119	135	*	*
Total Expenditure ..	8,787	8,647	8,647	8,948
Net Deficit	1,077	1,230	136	50
Capital Outlay	555	524	407	462
Loan Indebtedness at 30th June	8,289	9,356	9,776	9,867

* As a result of a change in financial policy, now deemed part of the provision for depreciation and amortization.

Particulars relating to the tramways systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1955-56 to 1959-60 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling Stock	Persons Em- ployed
	miles		'000		£'000		No.	
1956..	138	4	22,253	207,914	6,024	6,296	810	4,995
1957..	138	4	22,240	203,323	6,374	7,119	790	5,124
1958..	138	4	20,802	195,350	6,110	6,938	789	4,817
1959..	138	4	20,312	183,835	6,956	6,986	788	4,766
1960..	138	4	19,736	177,868	7,280	7,262	783	4,477

In the next table, the operations of the motor omnibus systems of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1955-56 to 1959-60 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

Year Ended 30th June—	Route Miles	Bus Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
						Rolling Stock	Persons Employed
			'000		£'000	No.	
1956 ..	63	5,859	37,209	1,131	1,520	292	890
1957 ..	99	5,907	34,640	1,188	1,645	269	943
1958 ..	99	5,940	34,577	1,154	1,690	269	869
1959 ..	82	5,920	32,242	1,321	1,639	215	849
1960 ..	84	5,836	31,286	1,399	1,662	210	869

The following tables give an analysis of traffic receipts, operating expenses, &c., for each of the five years 1955-56 to 1959-60 :—

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS
BOARD : TRAMWAYS : TRAFFIC RECEIPTS, OPERATING
EXPENSES, ETC., PER MILE, ETC.**

Year Ended 30th June—	Traffic Receipts			Ratio Operating Expenses to Operating Receipts	Operating Expenses per Vehicle Mile	Average Distance per Penny
	Per Vehicle Mile	Per Mile of Single Track Operated	Per Passenger			
	d.	£	d.	%	d.	miles
1956 ..	64·971	21,428	6·954	104·505	67·898	0·373
1957 ..	68·788	22,673	7·524	110·403	76·822	0·373
1958 ..	70·492	21,738	7·506	112·509	80·048	0·373
1959 ..	82·190	24,748	9·081	99·580	82·544	0·297
1960 ..	88·523	25,933	9·823	98·955	88·304	0·263

**VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS
BOARD : MOTOR OMNIBUS SYSTEMS : TRAFFIC
RECEIPTS, OPERATING EXPENSES, ETC., PER MILE, ETC.**

Year Ended 30th June—	Traffic Receipts		Ratio Operating Expenses to Operating Receipts	Operating Expenses per Vehicle Mile	Average Distance per Penny
	Per Vehicle Mile	Per Passenger			
	d.	d.	%	d.	miles
1956	46·350	7·298	134·323	49·609	0·402
1957	48·285	8·233	137·908	66·825	0·402
1958	46·647	8·013	146·067	68·283	0·402
1959	53·559	9·834	123·374	66·452	0·302
1960	57·541	10·733	118·154	68·334	0·273

Tramways in Extra-Metropolitan Cities

The cities, other than the Metropolis, having electric tramway systems are :—Ballarat, with 13·84 miles of lines (2·33 double and 11·51 single track) and Bendigo, with 8·64 miles of lines (2·43 double and 6·21 single track). Both of these systems are operated by the State Electricity Commission of Victoria.

The traffic particulars of these lines for each of the five years 1955-56 to 1959-60 are summarized in the following table :—

VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

Year Ended 30th June—	Track Open		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	Rolling Stock	Persons Employed
	Double	Single						
	miles		'000		£'000		No.	
1956*	5	18	1,213	9,710	158	256	53	187
1957..	5	18	847	6,278	108	276	50	191
1958..	5	18	847	6,139	104	246	49	180
1959..	5	18	846	6,171	101	253	48	184
1960..	5	18	848	6,201	100	269	48	187

* Geelong tramway system ceased operations on 25th March, 1956.

Further References

A brief history of the early development of the Melbourne Tramways is set out on pages 690 to 691 of the Victorian Year Book 1961.

Motor Vehicles

Registrations, Licences, &c.

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. Trailers, fore-cars, and sidecars drawn by or attached to motor cars or motor cycles must also be registered.

The following is a brief summary of the annual fees payable, at 30th June, 1960, for registration of the various types of motor vehicles and for the licensing of drivers and riders :—

Type of Registration or Licence	Annual Rate
Motor Cycle (without trailer, &c.) ..	£1 10 0
Motor Cycle (with trailer, &c. attached)	£2 5 0
Motor Car (private use)	4s. 6d. for each power-weight unit*
Trailer (attached to motor car) ..	£1 10s. to £6 each, according to the unladen weight and the type of tyres
Motor Car (Omnibus) (operating on specified routes in the Metropolitan Area)	£7 10 0
Motor Car (used for carrying passengers or goods for hire or in the course of trade)	From 5s. 6d. to 13s. 3d. for each power-weight unit* according to the unladen weight and the type of tyres
Motor Car (constructed for the carriage of goods owned by primary producers and used solely in connexion with their business)	From 3s. 9d. to 8s. for each power-weight unit* according to the number of wheels and the type of tyres. (When more than one motor car is so owned, the rate shall apply to one motor car only.)
Mobile Crane, self-propelled (used otherwise than for lifting and towing vehicles)	£10 (unless a lower fee would otherwise have been payable.)
Driver or Rider Licence	10s.

* The number of power-weight units is that number which is equal to the sum of the horse-power and the weight in hundredweights of a motor car unladen and ready for use.

NOTE—The minimum annual fee for the registration of any motor vehicle other than a motor cycle is £4 10 0.

The following table shows, for each of the years 1955-56 to 1959-60, the number of motor vehicles registered, the number of drivers' and other licences issued, and the total revenue received at the Motor Registration Branch of the Police Department :—

**VICTORIA—VEHICLES ON THE REGISTER, DRIVERS'
LICENCES IN FORCE, AND REVENUE RECEIVED
(Excluding Commonwealth-owned Vehicles)**

Particulars	At 30th June—				
	1956	1957	1958	1959	1960
VEHICLES ON REGISTER					
Class of Registration—					
Private Vehicles	493,002	522,100	556,550	593,471	646,387
Commercial Vehicles	93,127	93,735	96,511	99,029	102,982
Hire Cars	5,106	5,297	5,328	5,302	5,338
Omnibuses*	736	748	770	813	766
Primary Producers	35,296	35,480	35,980	36,372	36,762
Tractors†	19,570	22,145	24,671	27,157	28,819
Motor Cycles	27,632	25,585	24,308	23,435	21,968
Total Motor Vehicles ..	674,469	705,090	744,118	785,579	843,022
Traction Engines	4	4	3	3	2
Trailers	12,010	11,203	11,820	12,312	13,120
LICENCES IN FORCE					
Drivers' and Riders' Licences ..	801,852	831,847	879,779	908,343	967,952
Dealers' Licences	1,280	1,229	1,259	1,315	1,328
REVENUE					
Total Revenue Received during Year Ended 30th June £'000	6,027	7,401	9,226	9,667	11,049

* Operating within 8 miles of the G.P.O. Melbourne; all other omnibuses are included with hire cars.

† This heading includes only those tractors registered at the Primary Producer concession rate. Other tractors registered are included under Private Vehicles.

The following table gives details of new registrations, re-registrations, and renewals of registration of motor vehicles for the years 1955-56 to 1959-60 :—

**VICTORIA—NEW REGISTRATIONS AND RENEWALS OF
REGISTRATION OF MOTOR VEHICLES
(Excluding Commonwealth-owned Vehicles)**

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
NEW VEHICLES REGISTERED					
Private	52,860	47,029	53,530	55,584	73,225
Commercial and Hire	11,898	9,680	10,904	11,187	12,435
Primary Producer	4,567	3,858	4,403	3,752	4,043
Motor Cycles	2,356	1,983	2,296	2,216	2,219
RE-REGISTRATION OF USED VEHICLES					
Private	19,628	20,502	20,142	19,188	20,072
Commercial and Hire	4,594	4,973	4,566	4,592	4,455
Primary Producer	3,375	3,832	4,295	4,656	3,952
Motor Cycles	5,342	4,822	3,839	3,545	2,989
RENEWALS OF REGISTRATION					
Private	420,523	454,067	482,878	518,699	553,090
Commercial and Hire	81,741	84,379	86,369	88,552	92,196
Primary Producer	45,563	49,935	51,953	55,121	57,586
Motor Cycles	19,934	18,780	18,173	17,674	16,760

The following tables, giving new vehicle registrations by types and makes of vehicles, include details of Commonwealth-owned vehicles (other than those of the defence services), and are based on the year ended 31st December. They are not comparable with the previous table.

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES ACCORDING TO TYPE

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Year	Motor Vehicles (Excluding Motor Cycles)							Motor Cycles
	Motor Cars	Station Wagons	Utilities	Panel Vans	Trucks	Other	Total	
1956..	44,347	1,020	7,849	3,599	4,427	371	61,613	2,133
1957..	43,722	2,037	7,565	3,133	3,584	240	60,381	1,969
1958..	45,903	6,220	7,354	4,488	3,927	301	68,193	2,312
1959..	51,081	10,317	7,320	5,868	4,366	314	79,266	2,145
1960..	60,497	14,817	6,637	3,975	5,213	530	91,669	1,986

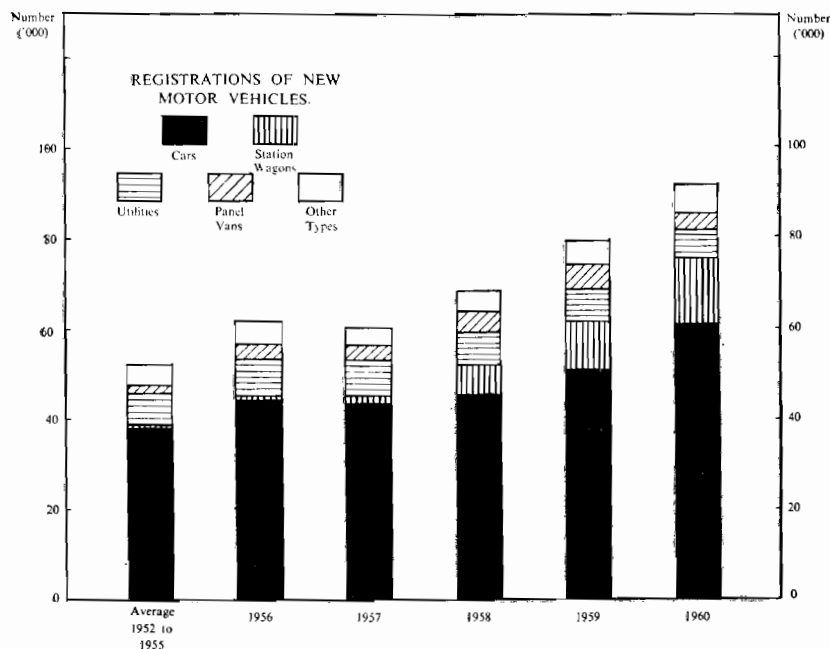


FIGURE 15.—Graph showing new motor vehicle registrations, 1952 to 1960.

VICTORIA—REGISTRATIONS OF NEW MOTOR CARS ACCORDING TO MAKE AND TYPE

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	Motor Cars			Station Wagons		
	1958	1959	1960	1958	1959	1960
Austin	2,734	3,010	3,289	23	7	44
Chevrolet	461	609	619	..	..	..
Chrysler	497	704	671	31	38	5
Fiat	289	615	1,213	7	1	32
Ford	7,272	7,230	9,177	44	715	2,150
Hillman	1,196	1,477	2,178	403	212	1,111
Holden	19,823	18,735	19,953	5,081	8,766	10,405
Humber	322	524	499	3	1	4
Morris	2,755	3,368	3,914	24	9	32
Peugeot	315	469	620	156	148	157
Renault	299	333	522	5	..	1
Simca	777	1,429	2,126	..	..	..
Standard	1,113	1,210	640	186	90	486
Triumph	15	508	2,358	..	..	..
Vauxhall	1,796	1,792	1,885	3	..	..
Volkswagen	4,411	6,776	7,784	124	160	132
Wolseley	570	510	749	..	..	..
Other	1,258	1,782	2,300	130	170	258
Total	45,903	51,081	60,497	6,220	10,317	14,817

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES OTHER THAN MOTOR CARS, STATION WAGONS, AND MOTOR CYCLES

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	1959				1960			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin ..	168	154	309	631	85	177	366	628
Bedford ..	16	105	1,465	1,586	13	113	1,887	2,013
Commer ..	1	50	233	284	..	88	298	386
Dodge ..	206	38	296	540	111	57	278	446
Ford ..	1,402	468	850	2,720	1,182	418	1,065	2,665
Hillman ..	..	1,304	..	1,304	..	25	..	25
Holden ..	4,021	1,920	5	5,946	3,656	1,853	4	5,513
International ..	192	32	908	1,132	271	35	1,215	1,521
Land Rover ..	350	..	..	350	412	..	..	412
Morris ..	139	276	147	562	110	239	165	514
Standard ..	507	724	..	1,231	361	103	..	464
Volkswagen ..	135	648	25	808	200	809	40	1,049
Other ..	183	149	442	774	236	58	425	719
Total ..	7,320	5,868	4,680	17,868	6,637	3,975	5,743	16,355

* Other vehicles include trucks, omnibuses, ambulances, hearses, milk tankers, petrol tankers, &c.

Transport Regulation Board

The Transport Regulation Board is a government authority charged with the task of regulating the operation of road transport in Victoria (see page 698 of the Victorian Year Book 1961). The Board derives its authority from the *Transport Regulation Act 1958* and the *Commercial Goods Vehicle Act 1958*.

Any person operating a vehicle for hire or reward, or in the course of any trade, must, in addition to registering the vehicle as a commercial vehicle, have it licensed by the Transport Regulation Board. Licences issued by the Board are designed to meet the requirements of road transport needs. They may be grouped into two broad categories :—

- (1) Those licences issued at the discretion of the Board ; and
- (2) those licences issued “ as of right ”.

All licences issued to owners of commercial passenger vehicles are issued at the discretion of the Board ; the bulk of licences issued to owners of commercial goods vehicles are issued “ as of right ”. The holder of a discretionary licence must operate the vehicle in a manner set down in the conditions of licence. These conditions of licence are set by the Board. The holder of an “ as of right ” licence must also operate under the terms of his licence, but here the terms of licence are written into the legislation.

During the year ended 30th June, 1960, there were no basic changes in the organization of road transport in Victoria. However, the number of licences issued by the Board increased considerably. This increase resulted from an expansion in the demand for transport and, more particularly, in the special drive undertaken by the Board to ensure that all owners of vehicles coming within the terms of the legislation did, in fact, hold licences.

Commercial passenger service operators experienced a difficult year. To help combat the effects of loss of patronage and increased costs, the Board gave them permission to increase fares. In the Board's Metropolitan Area, bus fares generally rose from a 6d. for one section, 8d. for two sections, 10d. for three sections schedule (set in 1956), to a 6d., 9d., 1s. schedule. Approximately half the services in the Area are now operating on this new schedule. Operators in other areas received comparable increases.

Metropolitan taxi and hire car rates were altered in August, 1960, to a uniform rate of 2s. flag fall plus 3d. for each one-sixth of a mile. To meet a changing demand for taxis and hire cars in the Metropolitan and Outer Metropolitan Areas, additional hire car licences were issued in some Outer Metropolitan Areas, and a number of hire car licences were converted to taxi-cab licences. Further conversions were made in 1961.

The number of permits (temporary authority to operate vehicles outside conditions of licence) issued during the year was 115,088. This was 6,754 permits more than in the previous year. All of the increase was attributable to additional movement of goods vehicles.

The following table shows the number of passenger vehicle licences and the discretionary goods vehicle licences issued during each year, the number of goods vehicle licences issued "as of right", and brief details of the financial activities of the Transport Regulation Board during the years 1955-56 to 1959-60 :—

**VICTORIA—TRANSPORT REGULATION BOARD : LICENCES
ISSUED : SUMMARY OF FINANCIAL OPERATIONS**

Type of Licence	Year Ended 30th June—				
	1956	1957	1958	1959	1960
Temporary Licences—			No.		
Commercial Passenger Vehicles	41	99	110	116	114
Commercial Goods Vehicles	1,034	1,276	308	586	786
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles	5,543	5,629	5,430	5,455	5,622
Commercial Goods Vehicles	3,015	3,699	3,873	4,605	5,861
Licences issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	10,762	9,818	10,127	11,029	12,176
Ballarat	438	407	436	1,438	1,456
Bendigo	426	386	391		
Geelong	577	547	566		
Within 20 miles of place of business of the owner; generally outside the radius of 25 miles from the G.P.O. or P.O. Melbourne, Ballarat, Bendigo, and Geelong	8,390	7,823	7,453	7,392	7,991
Primary Producers (vehicles over 2 tons capacity)	10,920	11,089	11,466	12,695	14,359
Commercial Goods Vehicles owned by butter and cheese factories	765	748	683	731	759
Commercial Goods Vehicles authorised to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	25,095	24,172	24,313	28,078	35,690
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..	7,097	7,116	7,107	7,757	8,397
Racehorse floats					
Tank Waggons for carriage of petroleum products					
Commercial travellers' cars					
Additional Licences to Commercial Goods Vehicles to carry passengers	118	113	106	104	87
Total Licences Issued	74,221	72,922	72,369	79,986	93,298
Financial Transactions—			£'000		
Revenue	602	561	616	623	671
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	394	558	543	534	585
Balance	208	3	73	89	86
Road charges collected and transferred direct to Country Roads Board	216	1,316	1,570	1,836	2,119

Traffic Commission

The Commission is charged with the improvement of traffic conditions and the control of traffic.

The Road Traffic Regulations, 1960, became effective on the 1st January, 1960. These Regulations were a consolidation of the 1958 Regulations with amendments and containing some new provisions. The principal effects of the new provisions were :—

- (1) To clarify the respective responsibilities of municipalities and the Country Roads Board on declared Country Roads Board roads ;
- (2) to permit motor cyclists to park at right-angle in special parking bays ;
- (3) to permit effective use of “ Give Way ” and “ No U Turn ” signs ;
- (4) to permit a driver to carry out a right-hand turn without giving a stop signal ; and
- (5) to give highway authorities the power to control persons soliciting contributions on a road or street.

In July, 1960, the new Regulations were amended to remove all dimensions from the definitions of school crossings, pedestrian crossings, speed limit signs and de-restriction signs. This was necessary, as a Court decision had shown that it was almost impossible to sustain certain charges if dimensions were shown in these definitions.

The Commission developed warrants setting out the conditions which justify the installation of all major traffic control devices except speed restriction signs (i.e., signals, pedestrian crossings, school crossings, stop signs, &c.). These warrants were all quantitative and allowed council engineers to assess the need for control at any particular location. This is the first time that such a comprehensive set of warrants has been published anywhere. They were circulated as tentative warrants to all highway authorities. Experience has shown that although they may eventually need some minor alteration, even in their present form they have greatly assisted the work of the Commission and municipalities.

During the year, the Commission consulted with similar authorities in other States. As a result, it was decided to establish a permanent national association to be known as the “ Conference of State Traffic Control Engineers ”. This Conference will work towards achieving national uniformity in all traffic engineering matters. It will also co-ordinate developmental and research work being undertaken by the States.

The Roads Signs Code was published by the Standards Association of Australia in 1960, and work is proceeding to produce national codes for road law and street lighting.

The Commission received £20,000 from the Government to assist municipalities improve existing traffic signals and install new pedestrian crossings. The total sum was allocated, the basis for allocation being a two-to-one subsidy for improvements to signals, and a one-to-two subsidy for new pedestrian crossings.

Road Traffic Accidents

The following tables contain particulars of road traffic accidents involving casualties which occurred only in the public thoroughfares of Victoria. Statistics of road traffic accidents are prepared from Police reports, and do not include figures of accidents on railway lines (except at level crossings), or on private property. For these and other reasons the total number of deaths shown in these tables is not comparable with those shown on pages 163-164.

VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES : NUMBER OF PERSONS KILLED OR INJURED

Year Ended 30th June—				Accidents Involving Casualties	Persons Killed	Persons Injured
METROPOLITAN AREA						
1956	..	..	..	6,323	218	7,532
1957	..	..	..	6,472	230	7,908
1958	..	..	..	6,599	216	8,195
1959	..	..	..	7,988	281	10,028
1960	..	..	..	8,035	313	10,166
REMAINDER OF STATE						
1956	..	..	..	4,283	364	5,951
1957	..	..	..	4,332	359	6,212
1958	..	..	..	4,634	355	6,820
1959	..	..	..	4,474	380	6,756
1960	..	..	..	4,232	385	6,429
VICTORIA						
1956	..	..	..	10,606	582	13,483
1957	..	..	..	10,804	589	14,120
1958	..	..	..	11,233	571	15,015
1959	..	..	..	12,462	661	16,784
1960	..	..	..	12,267	698	16,595

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1957-58 to 1959-60 :—

**VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING
CASUALTIES : DESCRIPTION OF PERSONS KILLED
OR INJURED**

Description	1957-58		1958-59		1959-60	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	182	2,385	203	2,614	198	2,642
Driver of Motor Vehicle Other than Motor Cycle	190	4,387	200	5,223	221	5,302
Motor Cyclist ..	40	955	35	925	31	881
Passenger (Any Type) ..	120	5,833	173	6,491	197	6,373
Pedal Cyclist	36	1,408	47	1,464	48	1,332
Other.. ..	3	47	3	67	3	65
Total ..	571	15,015	661	16,784	698	16,595

Particulars of victims of road traffic accidents during the years 1957-58 to 1959-60 are shown according to age in the following table :—

**VICTORIA—ROAD TRAFFIC ACCIDENTS INVOLVING
CASUALTIES : AGE OF PERSONS KILLED OR INJURED**

Age Group (Years)	1957-58		1958-59		1959-60	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	15	473	17	553	34	580
5 and under 7 ..	8	383	8	372	10	401
7 and under 17 ..	34	1,865	49	2,148	57	2,260
17 and under 21 ..	46	2,149	71	2,397	77	2,652
21 and under 30 ..	100	3,334	87	3,656	111	3,579
30 and under 40 ..	74	2,375	81	2,648	90	2,481
40 and under 50 ..	66	1,744	74	1,881	76	1,822
50 and under 60 ..	66	1,168	84	1,386	74	1,257
60 and over	129	1,221	145	1,384	160	1,247
Not Stated	33	303	45	359	9	316
Total ..	571	15,015	661	16,784	698	16,595

Civil Aviation

Historical

Civil flying in Victoria can be traced back to the balloonists Brown and Dean, who migrated to Australia after considerable experience in England. In 1858, Dean descended on Plenty-road, Preston, after two hours flying. Brown flew for 45 minutes a few days later. In 1879, L'Estrange also made a balloon flight from the vicinity of the Victoria Barracks, but, whilst this type of flight was taken seriously as a sport, it held no pretensions as a reliable means of transport.

In 1909, a number of flying enthusiasts formed the Aerial League of Australia, for the purpose of promoting aviation. With the pioneer Lawrence Hargrave as chairman, the League established a branch in Victoria. The League invited Harry Houdini, the great escapologist, to bring his French built Voisin biplane to fly in Australia, and a flight was attempted at Diggers Rest on 18th March, 1910. On this and subsequent days, successful, though brief flights were achieved; they were the first of their kind in Victoria.

In July, 1910, at Mia Mia, Victoria, John Duigan flew a home-made biplane (now displayed in the Melbourne Institute of Applied Science) several times, attaining only a few feet above the ground and covering a few hundred yards upon each flight. J. J. Hammond, a New Zealander interested in selling aircraft, flew over Melbourne at a height of 3,000 feet for 31 minutes, and also made a flight from Melbourne to Geelong in 55 minutes in February, 1911, using a Bristol Boxkite, and this achievement gave impetus to the idea of using aircraft as a reliable means of transport.

Many flights were made in Melbourne during 1912, including those by L. Marshall using an aircraft built by himself at Ivanhoe in that year. In 1914, H. G. Hawker, a Melbourne man who had been trained in England, flew a Sopwith Tabloid on organized joy flights from the Caulfield racecourse. Hawker became a distinguished airman and aviation pioneer.

The First World War accelerated aviation development. When the war began, aviation activities were generally confined to experiment and joy riding. The war years gave aviation an important and practical role and gave Australia hundreds of trained and enthusiastic pilots, many of whom returned to their country with war disposals aircraft. They had a firm belief in the future of the aeroplane, and in the contribution it could make to the development of the country.

Inspired by wartime experiences, various attempts were made to organize regular services, but these attempts frequently failed.

Control of Civil Aviation

In 1920, formal acceptance of responsibility for civil aviation was indicated by the passing of the Air Navigation Act by the Commonwealth Parliament. This pledged the Commonwealth to carry out the provisions of the International Convention on Air Navigation signed in Paris in 1919, and to apply the principles of the Convention to internal and international flying. Regulations were drawn up under this Act to provide for the registration and periodical inspection of

aircraft, licensing of aerodromes, examination and licensing of personnel engaged in flying and maintenance of aircraft, maintenance of safety, and rules of the air. A Civil Aviation Branch of the Department of Defence was formed and a Controller of Civil Aviation was appointed to administer the Act. In 1936, a Civil Aviation Board was formed, and three years later the present Department of Civil Aviation was created. Control of Aviation in this State is now exercised by the Department through its Regional Director in Victoria.

The *State Air Navigation Act* 1958, adopts as State law such of the Commonwealth Air Navigation Regulations as are valid for the territories of the Commonwealth; thus control of civil aviation which is a function of the State by virtue of being a residual power under the terms of the Constitution, is exercised by the Commonwealth.

Amongst the earliest activities of the Civil Aviation Branch in Victoria was the acquisition and preparation of landing grounds, the first being established over the approved routes of Melbourne–Hay, Melbourne–Charleville, Melbourne–Perth, and Melbourne–Launceston.

Melbourne Airport was acquired in 1921, its total area being then only 91 acres. Additional areas were annexed in 1935, and modern runways and hangars erected in 1938. In 1950, it was formally declared an International Airport and, presently, handles some 40,000 scheduled aircraft movements per year. The airport area is now 800 acres; there are two main runways, and modern navigation, meteorological, traffic control and communication facilities are provided.

Regular Air Transport Operations

Although air routes were approved as early as 1921, the first recognized air service in Victoria commenced in 1925 between Melbourne and Hay. It was an airmail service and was followed by services twice weekly between Melbourne and Sydney. However, these lasted only until 1930. In 1933, a service between Melbourne and Launceston was commenced. A Bass Strait air-mail service operated out of Melbourne in 1934 and, in 1936, a Melbourne–Hamilton service was commenced. Companies operating these services expanded steadily, and the Australian National Airlines Commission also commenced operations in the State in 1946. The companies thus formed the pattern for the network of regular air services which now operates from Melbourne, between Mildura, Hamilton, Swan Hill, Warracknabeal, and Melbourne, and all interstate capitals and important centres.

International Activity

Since its declaration as an International Airport in 1950, constant effort has been required to maintain Melbourne Airport to an appropriate standard. Runways have been enlarged and strengthened, holding bays, taxi-ways, aprons, and access roads added, and a new control tower and international terminal building erected. (See photographs between pages 242 and 243.) A modern fire station and comprehensive navigational aids have also been installed.

Total international movements at Melbourne are, currently, approximately 1,200 per year.

Statistical Summary

VICTORIA—CIVIL AVIATION

Particulars	1957	1958	1959	1960
Registered Aircraft Owners	80	95	101	109
Registered Aircraft	256	257	260	330
Private Pilot Licences	498	522	559	608
Commercial Pilot Licences	152	202	207	190
Student Pilot Licences	657	656	564	582
Airline Pilot Licences	290	307	300	305
Aircraft Maintenance Engineers	470	506	558	645

VICTORIA—MELBOURNE AIRPORT : MOVEMENTS, ETC.

Particulars	1958-59	1959-60
Domestic Aircraft—		
No. of Movements	34,467	37,178
Passengers Embarked	474,849	578,158
Passengers Disembarked	472,573	586,998
International Aircraft—		
No. of Movements	2,042	1,128
Passengers Arriving/Departing	23,228	21,072

Communications

Posts, Telegraphs, Telephones, Radio, and Television

General

Postal, telegraphic, and telephone services are under the control of the Postmaster-General of the Commonwealth of Australia. The Postmaster-General also makes available to the national broadcasting and television services transmitting and other technical facilities. The general supervision of broadcasting stations and television stations, however, is vested in the Australian Broadcasting Control Board under the *Broadcasting and Television Act 1942-1956* ; while, under the same Act, the Australian Broadcasting Commission controls the activities of the National Broadcasting Service and the National Television Service.

The Postmaster-General's Department has developed into the largest business organization in Australia, employing, in Victoria, a staff of about 28,000 persons who provide, operate, and maintain the speedy and intricate systems of communications. Post office facilities are available throughout Victoria at 320 official and 1,937 non-official post offices. In addition to normal postal services, many of these offices transact business on behalf of the Commonwealth Savings Bank and several Commonwealth Government Departments.

Mail Services

Mails are conveyed by departmental transport from the General Post Office, Melbourne, to most of the post offices within the Metropolitan Area and by rail to country areas. Road motor services carry mail between districts not served by rail, and also provide facilities for the receipt and dispatch of mails by means of private bags and roadside mail boxes. In sparsely settled districts, a rural letter delivery is provided; this service also provides for the postage of mails and the purchase of stamps, postal notes, and money orders.

Other measures to expedite and facilitate the collection and posting of mails are provided. Private boxes at post offices permit collection of mails by the boxholder at any hour; private bag services with delivery by messenger provide a prompt service, while private posting receptacles may be located in privately owned buildings. These services are of particular value to business establishments.

The large increase in the number of postal articles handled (an increase of 85 per cent. over the last twenty years) necessitated the introduction of more efficient mail-handling processes. Modern mechanical sorting aids and conveyor systems were adopted, and developed where necessary, and were installed in the Melbourne Mail Exchange. These improvements eliminated many time-consuming functions of hand distribution, and reticulate sorted mail over an area of four floors. A further development during 1960 was the installation of a machine to cull, face, and edge letters for correct presentation to the postmarking machines.

Two recent major developments in the carriage of mails were the introduction of "Operation Post Haste" and the launching of the new vehicular ferry "Princess of Tasmania" on the Mainland-Tasmanian service. "Operation Post Haste", inaugurated on 1st November, 1959, provides for the carriage by air, free of airmail fees, of enveloped mail not exceeding 10 inches by 5 inches by 3/16 inch, posted in Australia for delivery within Australia. This reduces considerably transit times for mails between Melbourne and other capital cities, and between Melbourne and some provincial centres. The vehicular ferry "Princess of Tasmania" is designed to enable roll-on, roll-off units to be used for the carriage of freight. Two such units of over 2,000 cubic feet each, fitted with quick-release couplings, are used by the Post Office to convey second class and parcel mails between Melbourne and Devonport, Tasmania. This method eliminates mail handling at the ship's side, thus enabling later closing times of the mails to be adopted.

Telephone Services

Under a Community Telephone Plan, the Postmaster-General's Department intends to provide, ultimately, a completely automatic telephone service having subscriber-to-subscriber calling throughout the Commonwealth. A number of developments have been undertaken in Victoria with this objective in view.

The last of the manual lines to the Central Exchange in Melbourne were converted to automatic service in 1958, and automatic exchanges have been opened, or increased in capacity, at many country

centres. By the end of 1960, the whole of the Melbourne Metropolitan Area and 40 per cent. of the remainder of the State had been given automatic telephone service.

"Extended Local Service Area" ("E.L.S.A."), an important interim stage in the realization of the Community Telephone Plan, was introduced in May, 1960. This substantially increased the area over which subscribers can make a call for the cost of a single call fee (see Fig. 16), and, by grouping telephone exchange areas into zones, permitted "unit fee" calls between subscribers served by exchanges located in adjacent zones. The effect of these changes was most marked in the metropolitan and sub-metropolitan areas of Melbourne, in that all metropolitan subscribers, and 80 per cent. of sub-metropolitan subscribers, can dial each other directly, for a single call fee.

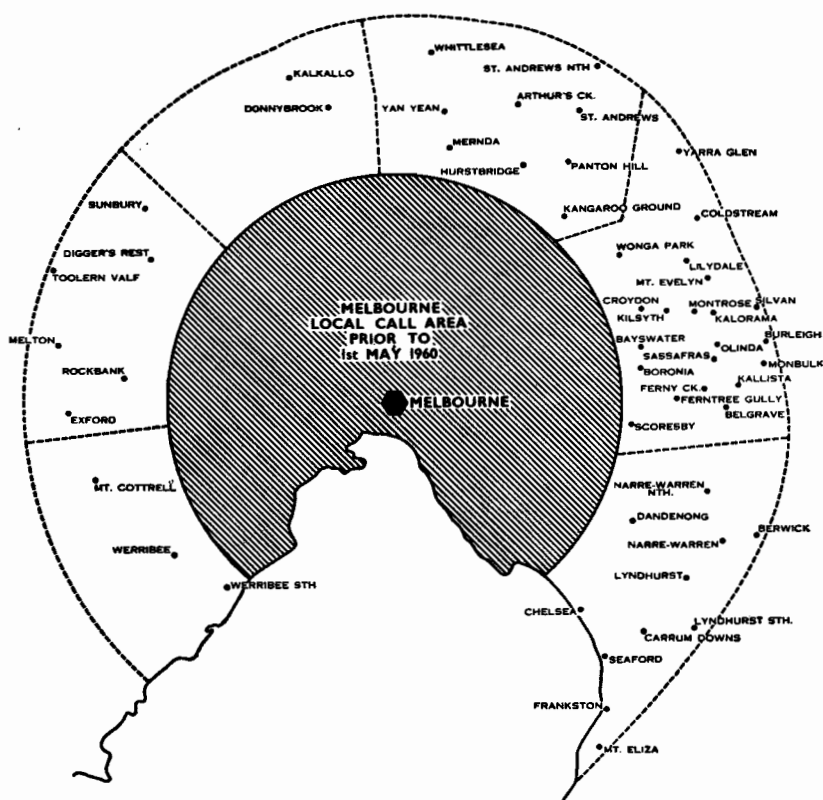


FIGURE 16.—The introduction of "ELSA" on 1st May, 1960, vastly increased the area over which a call could be made for a local fee charge.

The charging basis for trunk calls was varied by reducing the number of charging rates to eight timed rates in the trunk tariff structure, each rate being a multiple of the local call fee of 4d. This change

is designed to facilitate the introduction of further stages of the national telephone plan, including subscriber trunk dialling between distant automatic exchanges. The first step in this direction in Victoria was taken in December, 1960, with the introduction of subscriber trunk dialling from Bendigo and Geelong automatic exchanges to the Melbourne automatic network. With this system, the charges for trunk calls to Melbourne are recorded on the subscriber's meter in the same manner as for local calls. The meter registers at intervals according to the charge rate of the call; hence only one total charge for all automatically established calls, both local and subscriber trunk dialling, is shown on the subscriber's account.

A further phase of the plan is the ultimate elimination of letters from subscribers' telephone numbers, making them all-figure numbers. Achievement of this objective is an essential part of the eventual completion of the nation-wide direct dialling system.

Another major task undertaken during 1959-60 was the laying of a coaxial telephone cable, 96 miles long, between Melbourne and Morwell, via Dandenong and Warragul. This consisted of a six-tube cable between Melbourne and Dandenong and a four-tube cable from Dandenong to Morwell. Each pair of copper tubes in the cable is capable of carrying up to 1,260 simultaneous telephone conversations, or of carrying a television programme in each direction between stations along the route. In addition to the copper tubes, there is a number of paper insulated wires in the cable which will be used for control purposes, and to provide trunk lines to intermediate towns. Completion of work on this route will considerably improve telecommunication services to the heavily populated Latrobe Valley and beyond.

Radio Broadcasting

The Wireless Telegraphy Act nominates the Postmaster-General to control radio services operated in the Commonwealth, and, in view of the extent to which radio communication is used, a "Frequency Allocation Sub-Committee" functions in an advisory capacity to the Director-General on all matters associated with frequency allocation. To ensure that transmitters operate within frequency tolerances prescribed by the International Radio Regulations, a protective measure has been the establishment, by the Department, of frequency measuring centres in Sydney, Melbourne, Brisbane, Adelaide, and Perth.

Television

The Broadcasting Act, broadened in 1956 to cover television services, also gave the Post Office the responsibility for the installation and operation of technical equipment for the national transmitters, and studio to transmitter links. The studios are the responsibility of the Australian Broadcasting Commission, but the Post Office assisted initially in the procurement and installation of the studio technical equipment in Sydney and Melbourne.

Radio Communications

Over 7,000 radio communication stations have now been authorized for use in Victoria. These include Overseas Telecommunications Commission stations, aeronautical stations, networks of stations operated by taxi cab companies, newspaper organizations, police departments, forestry officers, and various other enterprises, and privately operated services conducted by fishermen, pleasure craft users, and others. In addition, more than 1,200 amateurs operate experimental stations.

Further References

A short history of the Post Office in Victoria will be found on pages 702 to 705 of the Victorian Year Book 1961.

Post Office Statistics*Revenue and Expenditure*

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for each of the years 1955-56 to 1959-60 are contained in the following table :—

**VICTORIA—POSTMASTER-GENERAL'S DEPARTMENT :
REVENUE AND EXPENDITURE
(£'000)**

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
REVENUE					
Postage	7,348	8,337	8,738	9,268	11,140
Money Order Commission }	242	239	246	255	294
Poundage on Postal Notes }					
Private Boxes and Bags	42	54	57	59	63
Miscellaneous	737	707	898	1,001	980
Total Postal	8,369	9,337	9,939	10,583	12,477
Telegraphs	1,306	1,508	1,471	1,539	1,688
Telephones	13,235	15,214	16,240	17,540	21,111
Total Revenue	22,910	26,059	27,650	29,662	35,276
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	9,998	10,623	11,260	11,560	13,079
General Expenses	1,030	1,119	1,236	1,311	1,501
Stores and Material	432	481	573	654	651
Mail Services	809	835	844	875	908
Engineering Services (Other than New Works)	7,546	8,481	9,002	9,625	10,973
Rents, Repairs, Maintenance, Fittings, &c. ..	307	351	440	427	445
Proportion of Audit Expenses	10	11	12	14	16
New Works—					
Telegraphs, Telephones, and Wireless ..	6,848	7,515	8,440	9,620	10,604
New Buildings, &c.	1,200	1,103	1,225	1,102	1,153
Total Expenditure	28,180	30,519	33,032	35,188	39,330

Postal Activities

The number of post offices and the number of the persons employed in each of the five years 1955-56 to 1959-60 were as follows :—

**VICTORIA—POSTAL ACTIVITIES : POST OFFICES :
PERSONS EMPLOYED**

At 30th June—	No. of Post Offices	No. of Telephone Offices	Persons Employed					Total
			Permanent	Temporary and Exempt	Semi- and Non-Official Postmasters and Staffs	Mail Contractors	Other*	
1956	2,344	181	12,806	8,325	2,532	1,041	925	25,629
1957	2,316	184	13,639	8,504	2,486	1,097	684	26,410
1958	2,298	185	14,923	7,888	2,425	1,147	682	27,065
1959	2,278	185	15,445	8,146	2,430	1,126	698	27,845
1960	2,257	184	15,805	7,700	2,211	1,164	708	27,588

* Includes telephone office-keepers and part-time employees.

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1955-56 to 1959-60 are as follows :—

**VICTORIA—LETTERS, ETC., POSTED AND RECEIVED
(’000)**

Year Ended 30th June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
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POSTED FOR DELIVERY WITHIN THE COMMONWEALTH

1956	381,778	4,829	62,499	4,315
1957	392,076	4,188	68,117	4,295
1958	421,769	3,835	75,912	4,747
1959	442,766	3,684	75,511	5,208
1960	442,606	3,238	74,609	4,473

DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH

1956	19,120	454	12,484	315
1957	21,748	411	13,192	334
1958	23,716	417	14,406	378
1959	27,633	436	13,655	393
1960	31,220	421	13,081	453

TOTAL

1956	400,898	5,283	74,983	4,630
1957	413,824	4,599	81,309	4,629
1958	445,485	4,252	90,318	5,125
1959	470,399	4,120	89,166	5,601
1960	473,826	3,659	87,690	4,926

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1955–56 to 1959–60 :—

VICTORIA—MONEY ORDERS AND POSTAL NOTES

Year Ended 30th June—	Money Orders				Postal Notes			
	Issued		Paid		Issued		Paid	
	No.	Value	No.	Value	No.	Value	No.	Value
	'000	£'000	'000	£'000	'000	£'000	'000	£'000
1956.. ..	1,944	16,374	1,885	16,287	6,313	2,792	7,512	3,188
1957.. ..	2,113	17,591	2,050	17,534	5,316	2,400	6,655	2,834
1958.. ..	2,316	19,137	2,216	19,335	5,140	2,387	6,340	2,766
1959.. ..	2,606	20,254	2,471	20,671	4,845	2,277	6,133	2,727
1960.. ..	2,537	21,058	2,514	21,132	4,523	2,221	5,917	2,713

Of the money orders issued in 1959–60, 2,408,688 for £20,635,655 were payable in the Commonwealth of Australia, and 127,878 for £422,569 in other countries. The orders paid included 2,477,588 for £20,917,291 issued in the Commonwealth, and 36,819 for £214,571 in other countries.

Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1955–56 to 1959–60 :—

VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
Number of Telegraph Offices (Including Railway Telegraph Offices)	2,344	2,357	2,330	2,320	2,303
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—					
Ordinary, Urgent, and Press	4,719	4,357	4,131	4,050	4,093
Lettergrams	16	13	15	17	13
Radiograms	7	7	6	6	6
Meteorological* .. .. .	..	107	124	127	140
Unpaid Telegrams Transmitted—					
Service and Meteorological*	257	144	150	148	145
Total	4,999	4,628	4,426	4,348	4,397
Beyond the Commonwealth—					
Dispatched	461	466	452	465	499
Received	519	522†	527†	427†	428†
Total	980	988	979	892	927
Total Number of Telegrams Dispatched and Received	5,979	5,616	5,405	5,240	5,324
Revenue—					
Telegrams within the Commonwealth	812	895	913	919	922
Telegrams beyond the Commonwealth	703	720	705	732	779
Total Revenue Received in State	1,515	1,615	1,618	1,651	1,701

* Meteorological telegrams have been charged since 1st July, 1956. In 1955–56 they have been included under Unpaid Telegrams Transmitted.

† Estimated figure.

Information relating to the telephone service is given below for the years 1955-56 to 1959-60 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1956	1957	1958	1959	1960
Telephone Exchanges	1,764	1,766	1,775	1,794	1,783
Public Telephones	4,915	5,484	5,645	5,939	6,052
Lines Connected	381,939	401,414	425,588	450,889	469,750
Instruments Connected	543,674	574,565	609,973	646,966	677,468
Instruments per 1,000 of Population	208·7	214·9	222·5	229·9	234·3

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1957 to 1960 is shown in the following table. Figures relate to radio communication (radio-telegraph and radio-telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS AUTHORIZED

Class of Station	At 30th June—			
	1957	1958	1959	1960
Transmitting and Receiving—				
Fixed Stations* —				
Aeronautical	5	5	7	6
Services with Other Countries	12	15	15	15
Other	112	124	132	142
Land Stations†—				
Aeronautical	7	8	10	9
Base Stations—				
Land Mobile Services	411	475	588	690
Harbour Mobile Services	11	11	10	15
Coast‡	7	7	10	10
Special Experimental	29	30	35	48
Mobile Stations§—				
Land Mobile Services	3,692	4,221	5,109	6,027
Harbour Mobile Services	70	73	92	105
Amateur Stations	1,091	1,140	1,217	1,258
Total Transmitting and Receiving	5,447	6,109	7,225	8,325
Receiving Only—				
Fixed Stations*	184	185	189	190
Mobile Stations§	34	34	34	34
Total Receiving Only	218	219	223	224
Grand Total	5,665	6,328	7,448	8,549

* Stations established at fixed locations for communication with other stations similarly established.

† Stations established at fixed locations for communication with mobile stations.

‡ Land stations for communication with ocean-going vessels.

§ Equipment installed in motor vehicles and harbour vessels.

Broadcast and Television Licences in Force

The number of stations licensed for broadcasting and television and the number of holders of Broadcast Listeners' and Television Viewers' Licences in Victoria at the end of each of the years 1955-56 to 1959-60 are shown below.

Broadcast Listeners' and Television Viewers' Licences are issued at post offices in accordance with the provisions of the *Broadcasting and Television Act 1942-56*, which stipulates that a broadcast or television receiver may not be used unless there is in force a licence which applies to that receiver. A single licence covers any number of receivers operated by the holder or a member of his family, if the sets are ordinarily kept at the address specified on the licence. The fee for a broadcast listener's licence or its renewal is Zone I, £2 15s., Zone II, £1 8s. Zone II is in areas beyond 250 miles of specified broadcasting stations. A television viewer's licence costs £5.

**VICTORIA—NUMBER OF BROADCASTING AND TELEVISION
LICENCES IN FORCE**

Class of Licence	At 30th June—				
	1956	1957	1958	1959	1960
Broadcasting Stations* ..	20	20	20	20	20
Television Stations* ..	..	2	2	2	2
Broadcast Listeners. . .	554,339	554,909	557,960	605,340	606,587
Television Viewers ..	..	44,986	147,721	270,073	353,091
Amateur	1,055	1,091	1,140	1,217	1,258

* Exclusive of stations operated by the National Broadcasting Service (P.M.G.'s Department).

Overseas Telecommunications*Historical*

Australia was first connected with the outside world by telegraph in 1872, when the overland telegraph line from Adelaide joined with the British cable, via Java, at Darwin.

The first office of the Eastern Extension Australasia and China Telegraph Co. Ltd. was opened in Melbourne in 1889, but this office was not open to the public. In 1902, the London to South Africa cable was extended via Mauritius, Rodriguez and Cocos Islands to Cottesloe, near Perth, and thence to Adelaide, so that, in 1903, Melbourne messages were forwarded to Adelaide for transmission either via the Indian Ocean cable or via the overland telegraph line to Darwin for onward transmission by cable via Singapore. From 1906 to 1910, the Eastern Extension Office closed down in Melbourne, and all business was handled by the Post Office. In 1916, a public office opened in Melbourne, and in December, 1929, the Pacific Cable Board amalgamated with Eastern Extension, thus bringing both organizations together.

The Pacific Cable was sponsored jointly by the Governments of Great Britain, Australia, and New Zealand, and had been in operation since 1902.

Coastal Radio Wireless Service

The first officially recorded communication between Australia and a ship at sea was on 18th May, 1901, when H.M.S. "St. George", in company with the Royal Yacht "Ophir" carrying H.R.H. the Duke of York, later King George V., exchanged messages over a distance of 37 miles with the Post Office Signal Station at Red Bluff (Point Ormond), Melbourne.

The Coastal Radio Service in Victoria commenced operation under the direction of the Postmaster-General's Department in 1912, when Melbourne radio (known as V-I-M) was built in the Domain Gardens and the 180-ft. wooden mast became a landmark for almost a quarter of a century. During the First World War, the Navy operated the Coastal Radio Service.

In 1921, operation of the Coastal Radio Service reverted to the Postmaster-General's Department, but, in 1922, under a series of agreements with the Australian Government, Amalgamated Wireless (A/asia) Ltd. assumed the responsibility for the service which it continued to operate until the nationalization, in 1946, of the Australian overseas telecommunication services under the terms of the Commonwealth Telegraphs Agreement.

V-I-M was transferred to Braybrook in 1932 and later to Wireless House, Melbourne, where improved techniques introduced remote control of the transmitting station at Fiskville, near Ballan, and the receiving station at Rockbank.

Beam Wireless Service

In 1927, the Beam Wireless Service was opened in Melbourne. The transmitting station was situated at Fiskville and the receiving station at Rockbank. Amalgamated Wireless (A/asia) Ltd. operated the service, with the Commonwealth Government holding a controlling interest. Under good conditions, operating speeds of 150 words per minute direct to London were commonly achieved, but radio operation was subject to highly variable conditions. Later, relay services via Barbados, Colombo, and Nairobi improved the reliability of the service.

Overseas Photo-telegram Service

Victoria saw the introduction of the Wireless Facsimile Service in 1934. The technique employed, both for transmission and reception, has been progressively improved over the intervening years; the two essential elements—transmission time and definition—have each been the subject of continuous study. With the present-day methods a picture 10 in. x 8 in. can be transmitted in almost fifteen minutes, with a definition of over 100 lines per inch, resulting in the reproduction at the receiving station of a high quality "facsimile" of the original.

Overseas pictures now being received in Melbourne may be simultaneously recorded by Post Office equipment at any one or all of the other capital cities. Pictures transmitted by interstate stations may be automatically relayed via Melbourne to any overseas facsimile terminal via the Beam Transmitting Station at Fiskville.

Overseas Telecommunications Commission (Australia)

The advent of radio, with its relatively low capital cost, threatened the economic viability of the world's cable networks, which were predominantly British owned. On the other hand, the radio services did not provide a complete substitute for the facilities offered by the cables, because of their liability to interruption due to atmospheric and ionospheric disturbances. Moreover, the cables provided secrecy of communication, which had vital strategic significance to the British Commonwealth in times of international crisis.

The first step in meeting this economic threat to the cable system was the Imperial Wireless and Cable Conference of 1928, as a result of which the United Kingdom's cable and radio interests were merged into one body, first known as Imperial and International Communications Limited and, from 1934, as Cable and Wireless Limited.

This was followed, in 1945, by the Commonwealth Telecommunications Conference out of which arose the Commonwealth Telegraphs Agreement. Under this agreement each British Commonwealth Government party to the agreement undertook to acquire ownership of the overseas telecommunications assets, both cable and radio, situated in its territory. The agreement also provided for the creation of a national body in each partner country to operate the services, for the co-ordination of the activities of the national bodies, and for the general co-ordination of policy through a central advisory body—the Commonwealth Telecommunications Board—comprising representatives of the partner Governments.

In Australia, the recommendations of the Commonwealth Telecommunications Conference were implemented in the *Overseas Telecommunications Act* 1946 under which the Beam Wireless Service assets of Amalgamated Wireless and Cable and Wireless Limited were nationalized, and the Overseas Telecommunications Commission established.

The Commission is a body corporate with perpetual succession and a Common Seal functioning under the Ministerial direction of the Postmaster-General, and responsible for the establishment, maintenance, operation, and development in Australia of cable and radio telecommunications services for public communication with other countries, ships at sea, commercial and private aircraft, and any territories under the authority of the Commonwealth and between the territories of the Commonwealth.

Service to the public is given in co-operation with the Australian Post Office, which accepts and delivers telegrams, provides connexion with the O.T.C. overseas teleprinter exchange (located in Sydney) and with the overseas photo-telegraph terminal (at 382 Lonsdale-street, Melbourne,) and operates the overseas terminal of the international telephone service.

The Victorian radio stations of the Commission at Fiskville (transmitting) and Rockbank (receiving) are connected to the operating room in Melbourne. The Melbourne stations operate direct services to London, Calcutta, and Montreal, while the Melbourne Operating Room is connected by landline with the Sydney Operating Room for connexion to other radio circuits operated from Sydney and Perth, and to the cables. With the integration of cable and radio services, telegrams are not delayed by failure of any circuit, as diversion to the other outlet is immediately available.

New Pacific Cable

With limitations on the range of frequencies available for the long-distance radio circuit, and the original submarine cable network unsuitable for telephone and photo-telegraphy, the laying of the Atlantic cable in 1956 proved highly significant. Development of electronic components and techniques involving amplifiers or boosters in deep sea cables for the first time made possible the carrying of large blocks of simultaneous high-class telephone channels, any of which can be used to provide telegraph channels.

Of great importance to Australia will be the laying of the new £36 mill. Pacific cable, completing a link extending from Australia to New Zealand, Fiji, Hawaii, U.S.A., Canada, the United Kingdom, and Europe, and capable of carrying 80 simultaneous telephone conversations.

The cable is capable of carrying, in addition to voice transmissions, telegraph, video-tape, photo-telegraph, and teleprinter signals.