

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. A further Census is being taken in respect of the year 1961–62, but the results are not available at the time of going to press.

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 published 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			
	1952-53	1956-57	Total		Per Head of Population	
			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 735.)

¶ See footnote || to table on page 735.

** 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 according 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 734.

|| Figures differ from those contained in the table on page 734 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 114.

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
Under £1,000	556	369	925	402	£'000 265	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					Total
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	
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
Fruiterers	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 739.

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
Fruiterers	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
Fruiterers	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 739.

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
<i>PERSONS—continued</i>						
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 1954-55 to 1960-61 :—

VICTORIA—VALUE OF RETAIL SALES (£ Mill.)

Commodity Group	Year Ended 30th June—						
	1955	1956	1957	1958*	1959*	1960*	1961*
Groceries	79·4	86·3	90·0	92·2	101·8	109·6	122·0
Butchers' Meat	43·4	46·1	50·3	49·5	52·6	57·7	64·4
Other Food†	73·0	79·8	86·0	89·4	92·5	101·6	108·6
Total Food and Groceries	195·8	212·2	226·3	231·1	246·9	268·9	295·0
Beer, Wine and Spirits	53·8	59·0	63·5	65·7	68·2	71·2	74·1
Clothing, Drapery and Footwear	116·5	121·8	127·2	133·8	139·8	153·8	160·2
Hardware, China, and Glassware‡	37·0	39·1	40·3	41·4	45·6	47·2	48·3
Electrical Goods and Radios	26·8	30·0	35·2	43·1	50·5	52·0	49·5
Furniture and Floor Coverings	25·8	28·2	28·3	30·8	30·3	36·7	36·3
Other Goods§	104·7	116·7	123·2	124·0	131·5	145·3	154·3
Total (Excl. Motor Vehicles, &c.)	560·4	607·0	644·0	669·9	712·8	775·1	817·7
Motor Vehicles, Parts, Petrol, &c.|| .. .. .	146·2	164·6	167·5	188·4	197·4	243·2	240·8
Total	706·6	771·6	811·5	858·3	910·2	1,018·3	1,058·5

* 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 1960–61 was £3,717 mill. Sales in Victoria represented 28 per cent. of this figure.

Oversea 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 oversea 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 1933–61.

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 1933-61, *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 oversea 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 40 contracting parties to the agreement. They comprise most of the world's larger trading nations.

Five 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.

Overseas 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 1956-57 to 1960-61 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

VICTORIA—OVERSEAS 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	
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
1961 ..	399,972	236,351	10,620	246,971	153,001

* Denotes excess of exports.

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1956-57 to 1960-61 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.			%	
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
1961 ..	1,087,577	968,843	2,056,420	36.8	25.5	31.5

Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1958-59 to 1960-61 grouped in 21 statistical classes :—

VICTORIA—CLASSIFICATION OF OVERSEA IMPORTS AND EXPORTS

(£'000 f.o.b.)

Classification	Imports			Exports		
	1958-59	1959-60	1960-61	1958-59	1959-60	1960-61
I. Foodstuffs of Animal Origin	2,465	3,222	3,838	52,018	54,759	47,839
II. Foodstuffs of Vegetable Origin	9,965	10,152	10,830	39,972	34,935	47,230
III. Spirituous and Alcoholic Liquors	420	237	453	656	602	586
IV. Tobacco and Preparations thereof	6,059	4,314	5,518	189	32	28
V. Live Animals	103	134	97	32	64	95
VI. Animal Substances	2,307	3,100	3,568	94,591	118,099	105,924
VII. Vegetable Substances and Fibres	7,305	7,567	7,775	132	128	151
VIII. (a) Yarns and Manufactured Fibres	8,348	9,993	13,883	559	829	784
(b) Textiles	26,089	30,494	32,872	308	352	476
(c) Apparel	4,312	5,325	6,953	143	101	167
IX. Oils, Fats and Waxes	36,587	38,119	36,973	8,810	9,390	7,619
X. Pigments, Paints and Varnishes	2,889	2,784	2,965	157	205	315
XI. Rocks, Minerals and Hydrocarbons	2,095	2,302	2,084	468	952	1,499
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery)	69,310	78,576	96,754	5,993	7,393	9,751
(b) Dynamo Electrical Machinery and Appliances	8,373	11,402	13,316	868	734	1,067
(c) Machines and Machinery (Except Dynamo Electrical)	35,979	47,449	58,178	2,968	3,842	4,266
XIII. (a) Rubber and Rubber Manufactures	7,392	10,387	10,429	395	420	534
(b) Leather and Leather Manufactures	352	483	681	1,446	1,376	1,087
XIV. Wood and Wicker	3,700	4,215	5,098	210	214	197
XV. Earthenware, Cement, China, Glass, &c.	4,284	5,173	6,230	100	103	225
XVI. (a) Pulp, Paper and Board	11,767	14,633	17,869	221	218	337
(b) Paper Manufactures and Stationery	4,609	4,729	5,795	462	540	583
XVII. Sporting Material, Toys, Jewellery, &c.	2,870	3,629	4,267	251	300	501
XVIII. Optical, Surgical, and Scientific Instruments, &c.	3,758	4,849	5,603	602	832	1,004
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	11,651	14,223	17,081	2,899	2,873	2,912
XX. Miscellaneous	18,211	21,739	30,718	5,094	4,774	11,789
Total Merchandise	291,200	339,230	399,828	219,544	244,067	246,966
XXI. Gold and Silver, Bronze Specie	97	119	144	7	3	5
Grand Total	291,297	339,349	399,972	219,551	244,070	246,971

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1960-61 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 13 per cent.; metal manufactures and machinery, 42 per cent.; oils, fats, and waxes, 9 per cent.; paper, paper manufactures, and stationery, 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1960-61 amounted to 82 per cent. of merchandise exports. Wool alone amounted to 37 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 1958-59 to 1960-61 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1958-59	1959-60	1960-61	1958-59	1959-60	1960-61
		'000			£'000 f.o.b.	
Fish lb.	15,530	20,852	21,433	1,934	2,500	2,803
Coffee, Raw and Kiln Dried .. lb.	13,529	14,690	13,428	2,011	1,862	1,557
Tea lb.	23,005	23,129	22,701	5,450	4,919	4,697
Tobacco, Unmanufactured .. lb.	16,084	11,937	15,121	5,784	3,845	5,067
Cotton, Raw lb.	13,825	13,407	12,925	1,725	1,588	1,695
Wool lb.	5,208	4,963	5,697	1,088	1,306	1,508
Sisal Fibre cwt.	259	346	284	1,217	1,138	1,640
Cotton Yarns—No. 50 Count and Finer lb.	3,643	3,675	3,966	1,542	1,406	1,650
Sewing Threads lb.	1,282	1,379	1,897	1,079	1,101	1,599
Nylon and Other Polyamides— Yarns Known as Raw .. lb.	603	1,323	1,702	597	1,086	1,468
Corn and Flour Sacks .. doz.	1,034	883	1,103	1,234	1,038	2,047
Cotton Piecegoods— Grey Unbleached .. sq. yd.	16,060	19,442	19,778	1,430	1,556	1,903
Bleached, Printed, Dyed, or Coloured .. sq. yd.	68,141	76,222	77,428	9,790	11,111	11,419
Carpets and Carpeting .. sq. yd.	1,388	1,737	2,121	1,892	2,288	3,032
Petroleum, Crude gall.	950,402	1,069,857	1,124,463	26,227	27,756	26,477
Motor Spirit gall.	73,852	38,965	53,983	4,055	3,306	2,803
Power Kerosene gall.	15,902	19,004	16,310	903	1,006	816
Mineral Lubricating Oil .. gall.	15,487	16,958	18,878	2,065	2,245	2,802
Dyes, Including Organic Pig- ment Dyestuffs <i>n.e.i.</i> .. lb.	1,775	2,000	1,911	1,229	1,468	1,438
Iron and Steel— Bar and Rod cwt.	112	95	422	1,099	1,250	2,380
Plate and Sheet—Plain .. cwt.	145	244	1,557	1,855	1,713	5,913
—Tinned cwt.	829	478	797	4,099	2,105	3,891
—Galvanised cwt.	61	111	212	265	491	1,006
Beams and Girders cwt.	69	187	446	180	503	1,179
Hand Tools .. .. .	..	..	..	1,045	1,300	1,315
Aeroplanes .. .. .	..	..	..	8,236	8,184	2,755
Aircraft Parts .. .. .	..	..	..	3,883	3,567	3,206
Motor Vehicles, Chassis, Bodies, and Parts .. .. .	..	..	..	37,717	45,947	52,667
Radio and Television Equipment	..	..	..	690	1,884	1,959
Tractors—Crawler Type .. ..	..	..	..	1,148	1,498	1,437
—Wheeled Type .. .. .	..	..	..	2,781	4,046	3,950
Tractor Parts .. .. .	..	..	..	2,025	2,401	2,894
Knitting Machines .. .. .	..	..	..	1,120	961	1,419
Bearings, Roller and Ball .. ..	..	..	..	2,226	2,543	3,460
Crude Rubber (Including Crepe and Latex) lb.	38,589	39,800	37,646	4,565	6,548	5,461
Synthetic Rubber (Including Latex) lb.	12,647	18,525	22,975	1,393	2,089	2,554
Timber, Undressed— Douglas Fir sup. ft.	26,526	32,299	30,417	1,005	1,477	1,402
Crocker	61	..	..	1,165	1,108	1,138
Plate Glass, Polished and Patent sq. ft.	5,312	6,935	7,084	1,071	1,359	1,408
Pulp for Paper-making ton	46	61	66	2,398	3,025	3,477
Newsprinting Paper, Not Glazed, etc. ton	65	76	91	4,685	5,487	6,284
Transparent Cellulose lb.	4,501	6,426	6,195	1,209	1,717	1,694
Books, Magazines, etc. .. .. .	..	..	..	3,072	3,278	3,772
Rock Phosphate ton	498	472	555	1,399	1,305	1,514
Polyethylene (Polythene) Resin lb.	3,237	5,936	10,475	619	979	1,523
Polyamide (Nylon, etc.) lb.	4,914	6,501	7,303	1,690	2,159	2,446
Resins .. .. .	..	..	..	..	..	..
Army, Navy, and Air Force Stores and Equipment .. .. .	..	..	..	2,363	2,320	1,403
Outside Packages .. .. .	..	..	..	5,380	6,503	7,417
All Other Articles .. .. .	..	..	..	119,662	149,077	192,627
Total Imports .. .. .	..	..	..	291,297	339,349	399,972

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 1958-59 to 1960-61 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1958-59	1959-60	1960-61	1958-59	1959-60	1960-61
	'000			£'000 f.o.b.		
Meats Preserved by Cold Process—						
Beef and Veal lb.	54,600	63,081	41,652	7,295	8,799	5,934
Lamb lb.	44,638	29,440	34,209	3,737	2,036	3,122
Mutton lb.	41,854	47,512	50,042	3,692	3,203	4,680
Rabbits and Hares—Skinned lb.	21,598	17,934	13,972	2,261	2,067	1,743
Meats, Tinned—						
Beef or Veal lb.	42,110	30,387	21,689	4,420	3,269	2,693
Mutton lb.	6,200	17,079	4,918	621	1,845	543
Sausage Casings—Natural Bundle	1,591	1,625	1,523	1,522	1,189	1,198
Milk and Cream—						
Preserved, Sweetened .. lb.	42,619	49,145	36,998	2,951	3,421	2,463
Dried or in Powdered Form—						
Full Cream lb.	7,503	7,791	8,224	1,010	1,075	1,377
Skim lb.	31,384	41,891	29,240	1,210	1,788	1,194
Butter lb.	106,397	104,898	100,219	15,653	17,872	14,633
Cheese lb.	16,648	20,933	22,584	2,446	2,839	2,935
Wheat ton	247	255	665	6,364	6,249	16,333
Barley ton	96	36	115	2,321	692	2,178
Oats ton	104	91	121	2,008	2,029	2,370
White Flour—Plain .. cental	3,559	3,497	4,271	5,346	4,867	6,176
Malt lb.	46,599	41,803	78,051	1,101	989	1,878
Fruit, Fresh—Pears .. bush.	747	916	839	1,269	1,467	1,479
Dried—Sultanas lb.	124,073	79,570	90,771	9,043	5,910	5,702
Tinned—Peaches .. lb.	33,545	35,174	19,988	2,368	2,180	1,239
—Pears lb.	73,228	81,146	80,661	4,996	5,354	5,306
Sheep and Lamb Skins with Wool on lb.	52,890	71,031	71,950	5,718	9,752	9,166
Wool—						
Greasy lb.	319,318	339,012	346,581	73,557	91,482	83,841
Washed and Scoured .. lb.	20,250	19,239	20,166	5,309	6,151	5,724
Carbonized lb.	7,048	5,992	5,135	1,880	1,883	1,472
Wastes lb.	5,460	4,074	2,987	1,061	849	467
Tallow, Inedible cwt.	430	752	525	1,713	2,243	1,361
Petroleum and Shale Spirit .. gall.	33,786	2,389	6,416	2,060	276	465
Gas Oil (Solar Oil) gall.	26,264	51,224	56,915	1,407	3,002	2,893
Residual Oil gall.	82,117	85,499	71,783	3,312	3,381	2,487
Iron and Steel Scrap cwt.	1,161	1,161	1,368	891	840	1,098
Aircraft and Parts .. .. ..	..	..	..	1,338	1,078	903
Casein cwt.	165	138	159	1,440	1,223	1,429
Military, Naval, and Air Force Stores and Equipment .. ..	..	..	..	1,083	435	345
All Other Articles .. .. ..	..	..	..	37,148	42,335	50,144
Total Exports .. .. ..	..	..	..	219,551	244,070	246,971

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

Trade with Countries

The value of trade with oversea countries from 1958-59 to 1960-61 is shown in the following table :—

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

(£'000 f.o.b.)

Country	Imports			Exports		
	1958-59	1959-60	1960-61	1958-59	1959-60	1960-61
COMMONWEALTH COUNTRIES—						
United Kingdom	115,854	126,017	129,421	74,360	65,967	54,678
Borneo (British)	3,445	4,879	1,608	610	757	756
Canada	6,569	10,350	15,280	4,380	4,267	4,558
Ceylon	3,781	4,081	3,682	1,822	2,382	2,514
Hong Kong	1,317	1,908	2,299	2,298	2,253	2,302
India	6,132	5,311	7,085	2,722	3,806	3,122
Malaya, Federation of ..	4,361	6,108	5,283	4,066	4,309	3,656
New Zealand	4,629	6,075	6,082	13,165	14,969	16,353
Pakistan	899	1,458	1,982	567	644	1,106
Singapore	131	230	189	3,342	3,887	3,356
South Africa, Union of *	1,414	2,051	2,485	1,678	2,825	3,405
Other Commonwealth Countries ..	7,610	8,142	8,119	8,704	8,570	8,349
Total Commonwealth Countries ..	156,142	176,610	183,515	117,714	114,636	104,155
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	3,826	4,542	4,178	336	295	557
Saudi Arabia	3,166	4,488	7,396	482	359	486
Qatar	15,317	12,364	7,829	33	37	51
Other Arabian States	590	128	..	176	65	37
Belgium-Luxembourg	2,524	3,089	4,292	3,750	4,051	4,444
China, Republic of (Mainland) ..	1,152	1,381	1,298	1,373	2,501	12,186
Czechoslovakia	807	1,014	1,072	2,271	3,387	1,859
France	5,766	4,916	6,003	16,072	21,043	16,426
Germany, Federal Republic of ..	20,369	25,793	32,977	6,483	7,796	6,571
Indonesia	6,068	5,196	4,786	1,159	1,425	2,321
Iran	1,255	871	5,115	190	651	424
Italy	4,060	5,049	5,995	11,203	15,735	13,523
Japan	10,652	14,799	21,674	22,266	29,143	36,426
Mexico	773	772	799	1,818	1,316	1,930
Netherlands	5,038	9,321	5,873	2,526	1,355	1,197
Poland	115	96	194	2,947	2,555	2,707
Sweden	3,276	3,883	5,263	1,011	800	754
Switzerland	3,435	3,866	4,495	355	675	396
U.S.S.R.	373	391	208	47	4,566	2,070
United States of America	38,269	49,439	82,749	13,985	16,774	22,028
Yugoslavia	14	29	29	1,982	2,440	2,657
Other Foreign Countries	8,203	11,192	14,088	11,365	12,462	13,761
Total Foreign Countries	135,058	162,619	216,313	101,830	129,431	142,811
All Countries (Transfers of Bullion and Specie)	97	120	144	7	3	5
Grand Total	291,297	339,349	399,972	219,551	244,070	246,971

* Republic of South Africa since 1961.

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		
	1958-59	1959-60	1960-61	1958-59	1959-60	1960-61
COMMONWEALTH COUNTRIES—						
United Kingdom	39.79	37.15	32.36	33.87	27.03	22.13
Borneo (British)	1.18	1.44	0.41	0.28	0.31	0.31
Canada	2.26	3.05	3.82	2.00	1.75	1.85
Ceylon	1.28	1.20	0.92	0.83	0.98	1.01
Hong Kong	0.45	0.56	0.57	1.05	0.92	0.94
India	2.11	1.57	1.78	1.24	1.56	1.26
Malaya, Federation of	1.50	1.80	1.32	1.85	1.77	1.48
New Zealand	1.59	1.79	1.52	6.00	6.13	6.62
Pakistan	0.31	0.43	0.49	0.26	0.26	0.45
Singapore	0.05	0.07	0.05	1.52	1.59	1.36
South Africa, Union of*	0.49	0.60	0.62	0.76	1.16	1.38
Other Commonwealth Countries	2.61	2.40	2.04	3.96	3.51	3.38
Total Commonwealth Countries	53.62	52.06	45.90	53.62	46.97	42.17
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	1.32	1.34	1.05	0.15	0.12	0.22
Saudi Arabia	1.09	1.32	1.85	0.22	0.15	0.20
Qatar	5.26	3.64	1.96	0.02	0.02	0.02
Other Arabian States	0.20	0.04	..	0.08	0.03	0.02
Belgium-Luxembourg	0.87	0.91	1.07	1.71	1.66	1.80
China, Republic of (Mainland)	0.40	0.41	0.32	0.63	1.02	4.93
Czechoslovakia	0.28	0.30	0.27	1.04	1.39	0.75
France	1.98	1.45	1.50	7.32	8.62	6.65
Germany, Federal Republic of	6.99	7.60	8.25	2.95	3.19	2.67
Indonesia	2.09	1.53	1.20	0.53	0.58	0.93
Iran	0.43	0.26	1.28	0.09	0.27	0.18
Italy	1.39	1.49	1.50	5.10	6.45	5.47
Japan	3.66	4.36	5.42	10.14	11.94	14.75
Mexico	0.26	0.23	0.20	0.83	0.54	0.78
Netherlands	1.73	2.75	1.47	1.15	0.55	0.49
Poland	0.04	0.03	0.05	1.34	1.05	1.09
Sweden	1.12	1.14	1.31	0.46	0.33	0.31
Switzerland	1.18	1.14	1.13	0.16	0.28	0.16
U.S.S.R.	0.13	0.12	0.05	0.02	1.87	0.84
United States of America	13.14	14.57	20.69	6.37	6.87	8.92
Yugoslavia	0.01	0.01	0.01	0.90	1.00	1.08
Other Foreign Countries	2.81	3.30	3.52	5.17	5.10	5.57
Total Foreign Countries	46.38	47.94	54.10	46.38	53.03	57.83
Grand Total	100.00	100.00	100.00	100.00	100.00	100.00

* Republic of South Africa since 1961.

Customs and Excise Revenue

The next table contains a classification of gross customs duties collected by the Commonwealth in Victoria in each of the three years 1958-59 to 1960-61. Collections include duty received on account of goods transferred to other States for consumption and exclude duty in respect of goods imported into other States but consumed in Victoria.

VICTORIA—GROSS CUSTOMS DUTIES COLLECTED

(£'000)

Classification	1958-59	1959-60	1960-61
I. Foodstuffs of Animal Origin, &c.	115	161	229
II. Foodstuffs of Vegetable Origin ; Non-alcoholic Beverages, &c.	659	756	849
III. Spirituous and Alcoholic Liquors	670	802	842
IV. Tobacco, Cigars, Cigarettes and Snuff	4,898	4,761	5,338
V. Live Animals . . . . .	..	..	..
VI. Animal Substances, not Foodstuffs	3	3	2
VII. Vegetable Substances and Fibres, &c.	51	57	60
VIII. (a) Yarns and Manufactured Fibres	221	260	406
(b) Textiles	2,773	3,436	4,078
(c) Apparel	934	1,310	1,732
IX. Oils, Fats and Waxes—			
Aviation Spirit	70	62	115
Motor Spirit and Solvents	3,569	2,864	2,922
Aviation Turbine Fuel . . . . .	..	23	26
Diesel Fuel	6	7	15
Other Oils, Fats and Waxes	487	668	736
X. Pigments, Paints, Varnishes	79	99	136
XI. Rocks, Minerals and Hydro-carbons, &c.	13	24	23
XII. (a) Metals and Metal manufactures—			
Motor Vehicles	3,871	4,454	5,292
Other	1,469	1,541	2,417
(b) Dynamo Electrical Machinery, Electrical Appliances, &c.	961	1,188	1,633
(c) Machines and Machinery	2,620	3,721	5,003
XIII. (a) Rubber and Rubber Manufactures	246	168	238
(b) Leather, Leather Manufactures, &c.	52	73	110
XIV. Wood and Wicker	417	519	645
XV. Earthenware, Cement, China, &c.	595	715	931
XVI. (a) Pulp, Paper and Board	168	268	511
(b) Paper Manufactures and Stationery	158	205	316
XVII. Sporting Material, Toys, Jewellery, &c.	734	880	1,138
XVIII. Optical, Surgical, and Scientific Instruments, &c.	237	289	421
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	365	481	591
XX. Miscellaneous	818	1,108	1,737
Primage and Sundry Duties	829	815	951
Total Gross Customs Duties	28,088	31,718	39,443

The principal commodities produced in Victoria on which the Commonwealth imposes excise duty are set out in the table below, together with the gross amount of duty collected on account of each item for each of the three years 1958–59 to 1960–61. As with customs duties, collections include duty levied on goods exported to other States for consumption and exclude duty in respect of goods produced in other States, but consumed in Victoria.

**VICTORIA—GROSS EXCISE DUTY COLLECTED ON
PRINCIPAL COMMODITIES**

Article and Unit of Quantity	Quantity on Which Duty Was Collected			Gross Excise Duty Collected			
	1958–59	1959–60	1960–61	1958–59	1959–60	1960–61	
	'000			£'000			
Beer	gall.	62,464	65,813	68,206	30,711	32,358	33,534
Spirits (Potable) ..	Proof gall.	503	486	512	1,755	1,660	1,752
Tobacco	lb.	4,095	3,863	3,528	3,771	3,557	3,249
Cigars and Cigarettes	lb.	12,594	14,509	15,207	20,169	23,049	24,153
Petrol	gall.	276,858	320,775	347,472	13,236	15,344	16,621
All Other Articles	.. .. .	..	..	..	2,263	2,617	2,342
Total .. .. .	.. .. .	..	..	..	71,905	78,585	81,651

The overseas trade and the gross revenue collected at Victorian ports during the year 1960–61 are shown in the following table :—

**VICTORIA—OVERSEA TRADE, AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1960–61
(£'000)**

Particulars	Melbourne*	Geelong	Portland	Total
Overseas Trade—				
Imports	368,053	30,989	930	399,972
Exports	216,147	26,255	4,569	246,971
Total	584,200	57,244	5,499	646,943
Gross Revenue—				
Customs	37,855	692	896	39,443
Excise	79,704	1,379	568	81,651
Total	117,559	2,071	1,464	121,094

* 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.

With the exception of traffic between Victoria and Tasmania, interstate passenger traffic has dwindled until it is now generally uneconomic to operate coastal passenger ships in Australian waters. However, the Trans-Bass Strait ferry service between Melbourne and Devonport has proved highly successful, and for the year 1960-61, 83,000 passengers (who accompanied 20,000 vehicles) were carried on this route. On other interstate routes, the few travellers wishing to travel by sea are now carried on oversea 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 oversea 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 1956-57 to 1960-61 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
Entrances No.	2,956	3,075	3,210	3,355	3,404
	'000 net tons	10,814	11,283	12,224	13,277	14,343
Clearances No.	2,956	3,049	3,208	3,351	3,412
	'000 net tons	10,827	11,184	12,195	13,269	14,417

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 oversea 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 the 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—				
	1957	1958	1959	1960	1961
VESSELS ENTERED					
COMMONWEALTH COUNTRIES—					
Australian States	4,239	4,397	4,848	4,878	5,080
United Kingdom	1,498	1,668	1,548	1,747	1,590
Nauru	348	343	403	421	324
Borneo (British)	329	265	78	241	125
Canada	260	268	252	340	441
India, Pakistan, and Ceylon ..	185	141	223	186	193
Singapore, and the Federation of Malaya	317	202	273	237	243
New Zealand	197	290	301	275	306
Other Commonwealth Countries	131	164	263	274	392
Total Commonwealth Countries	7,504	7,738	8,189	8,599	8,694
FOREIGN COUNTRIES—					
Arabian States	701	1,179	1,378	1,508	1,326
Germany, Federal Republic of ..	201	192	385	386	420
Indonesia	238	253	202	271	297
Iran	324	143	77	56	395
Italy	232	217	235	247	231
Japan	306	364	379	512	766
Netherlands	85	103	146	212	201
United States of America	445	397	473	526	777
Other Foreign Countries	347	409	380	525	742
Total Foreign Countries	2,879	3,257	3,655	4,243	5,155
Grand Total	10,383	10,995	11,844	12,842	13,849

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES—*continued*
(‘000 Net Tons)

Country	Year Ended 30th June—				
	1957	1958	1959	1960	1961
VESSELS CLEARED					
COMMONWEALTH COUNTRIES—					
Australian States	5,197	5,067	5,300	5,892	6,098
United Kingdom	1,326	1,569	1,556	1,508	1,469
Nauru	181	230	232	205	198
Canada	145	149	206	308	290
India, Pakistan, and Ceylon..	269	244	195	200	192
Singapore, and the Federation of Malaya	302	240	306	289	228
New Zealand	253	310	302	354	436
Hong Kong	46	94	98	113	131
Other Commonwealth Countries	272	162	196	167	215
Total Commonwealth Countries	7,991	8,065	8,391	9,036	9,257
FOREIGN COUNTRIES—					
Arabian States	592	986	1,114	1,356	1,365
Germany, Federal Republic of..	96	137	185	240	276
Indonesia	165	187	105	99	124
Iran	155	89	112	134	292
Italy.. .. .	281	241	321	313	388
Japan	339	417	495	584	692
Netherlands	40	75	152	58	119
Poland	31	14	78	142	65
United States of America	238	273	260	308	377
Other Foreign Countries	424	389	523	463	926
Total Foreign Countries	2,361	2,808	3,345	3,697	4,624
Grand Total	10,352	10,873	11,736	12,733	13,881

The nationalities of vessels which entered or were cleared at Victorian ports during the years 1959–60 and 1960–61 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING
(‘000 Net Tons)

Nationality	Vessels Entered		Vessels Cleared	
	1959–60	1960–61	1959–60	1960–61
Commonwealth—				
Australian	1,987	1,751	2,003	1,787
United Kingdom	5,978	6,254	5,982	6,283
New Zealand.. .. .	156	140	162	141
Hong Kong	160	158	161	161
Other Commonwealth	196	228	187	221
Total Commonwealth	8,477	8,531	8,495	8,593

VICTORIA—NATIONALITY OF SHIPPING—*continued*
(’000 Net Tons)

Nationality	Vessels Entered		Vessels Cleared	
	1959-60	1960-61	1959-60	1960-61
Foreign—				
Danish	248	276	259	297
French	117	116	126	123
Dutch	781	936	766	944
German (Federal Republic) ..	200	274	203	269
Italian	586	522	592	514
Japanese	371	498	369	479
Liberian	370	520	370	519
Norwegian	1,085	1,264	1,058	1,291
Swedish	308	471	314	451
United States of America ..	261	259	252	269
Panamanian	345	284	351	291
Other Foreign	128	392	114	377
Total Foreign	4,800	5,812	4,774	5,824
Grand Total	13,277	14,343	13,269	14,417

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1959-60 and 1960-61 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1959-60	1960-61	1959-60	1960-61	1959-60	1960-61
	Number					
Oversea—						
Direct	267	330	170	186	2	3
Other	1,348	1,453	258	276	52	54
Interstate	1,128	979	121	113	9	10
Total	2,743	2,762	549	575	63	67
	’000 net tons					
Oversea—						
Direct	1,674	2,024	1,270	1,412	11	14
Other	6,746	7,318	1,350	1,517	295	308
Interstate	1,740	1,528	179	203	12	18
Total	10,160	10,870	2,799	3,132	318	340

Cargoes Discharged and Shipped

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1959-60 and 1960-61, as well as the tonnage of oversea cargoes discharged and shipped during the years 1958-59 to 1960-61 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	
	1959-60	1960-61	1959-60	1960-61	1959-60	1960-61
DISCHARGED						
Interstate—						
Weight	1,914	1,625	584	618	21	51
Measure	490	611	1	*	..	..
Oversea—						
Weight	2,762	3,020	2,571	2,631	59	56
Measure	1,152	1,549	76	52	..	..
SHIPPED						
Interstate—						
Weight	513	550	858	941	*	5
Measure	536	528	1	1	..	..
Oversea—						
Weight	734	758	753	1,293	16	56
Measure	531	515	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—	1958-59		1959-60		1960-61	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	24	35	78	9	6	10
United Kingdom ..	2,162	1,029	2,595	969	3,142	1,028
New Zealand	78	83	89	91	85	96
Other Commonwealth	42	99	72	87	106	147
Total Commonwealth Countries	2,306	1,246	2,834	1,156	3,339	1,281

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

Vessels Registered at Ports in—	1958-59		1959-60		1960-61	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	97	48	308	69	277	99
France	98	3	136	12	136	20
Germany, Federal Republic of ..	129	19	155	22	180	63
Italy	221	50	258	14	59	25
Japan	239	89	178	52	88	77
Liberia	550	14	698	70	1,004	22
Netherlands ..	226	204	165	159	261	189
Norway	1,272	254	1,107	278	1,192	352
Panama	411	71	458	97	332	38
Sweden	259	49	251	37	324	121
United States of America	62	39	58	21	72	34
Other Foreign ..	35	61	14	48	44	301
Total Foreign Countries	3,599	901	3,786	879	3,969	1,341
Grand Total ..	5,905	2,147	6,620	2,035	7,308	2,622

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

Principal Ports of Victoria

Melbourne

The Port of Melbourne is 10½ square miles in area and comprises 108 berths extending over 12 miles in length. It is the principal port of Victoria. By virtue of its independent administration which was established by Act of Parliament in 1876, the port is one of the old ports of the world, for similar administrations in some of the major world ports were not established until later, for example, in Sydney in 1901, London 1909, Boston and Toronto 1911, and New York 1921.

The port authority for Melbourne is the Melbourne Harbor Trust Commissioners, and the Board consists of a permanent chairman, and five part-time commissioners with specialized knowledge of the trade requirements of the port, consisting of shipping, primary production, importing, exporting, and port labour.

The Port of Melbourne to-day is built closely to the original plan drawn up by the British engineer, Sir John Coode, who came to the Colony in 1878 to advise the newly formed port authority on the establishment of a full-scale port. As a result, the course of the River Yarra was shortened and diverted to a man-made canal which perpetuates the name Coode.

Facilities for shipping and cargo were provided at the foot of the City almost at the doors of the merchants and traders whose businesses were, and still are, dependent on the port's operations. The principal terminal in this category is Victoria Dock, comprising a 21-berth system, now the port's main oversea cargo terminal, particularly for exports. The major proportion of the port's facilities extend from the foot of the City downstream on either side of the Yarra to its mouth. Facilities have also been provided in Hobson's Bay on the shores adjacent to the suburbs of Williamstown and Port Melbourne.

The size and draught of ships coming to the Port of Melbourne is determined by the draught at the narrow entrance to Port Phillip, 36 miles from the port itself, and over which the port authority has no jurisdiction. Depth of the water in the port area ranges from 26 feet to 39 feet.

Ships from more than twenty maritime nations regularly trade in the port, and in any one year the arrival or departure of a ship averages one ship every 90 minutes of the day and night. In recent years, the port has handled the greatest number of passengers on the Australian coast, both to and from overseas, and to and from other Australian States, particularly Tasmania, which is serviced by a vehicular passenger ship operating on a schedule of three round voyages a week.

The volume of cargo is increasing each year as the State as a whole develops, and for the past two years has been about 9½ million tons. As a means of increasing the capacity of the port to handle ships and cargo without actually increasing the port area, large transit sheds, including two with dimensions of 600 feet by 150 feet and a cargo capacity of 17,000 tons have been provided, while certain berths are being specialized to handle specific types of cargo such as steel, phosphate, coal, gypsum, bulk petroleum, timber, container cargo, and petro-chemicals. In line with port policy generally and particularly with the specialization of berths, increased mechanical cargo handling equipment is being provided to speed the flow of cargo through the port.

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1957 to 1961 :—

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

Particulars	1957	1958	1959	1960	1961
REVENUE					
Wharfage and Tonnage Rates ..	1,883	2,044	2,101	2,492	2,304
Rent of Sheds	79	88	94	105	95
Special Berth Charges	71	94	126	152	148
Rent of Lands	131	168	195	221	280
Crane Fees	372	419	536	680	648
Other	211	208	240	298	316
Total Revenue	2,747	3,021	3,292	3,948	3,791
EXPENDITURE					
Administration and General Expenses	189	124	211	217	221
Port Operating Expenses	541	635	694	792	802
Maintenance—					
Dredging	419	136	272	469	654
Harbour	21	23	24	32	35
Wharves	215	196	227	241	297
Approaches	42	29	25	29	32
Railways	20	39	34	25	28
Cranes	76	82	109	124	125
Other Properties	28	38	30	25	45
Interest	445	474	535	586	650
Depreciation and Renewals	219	349	341	502	163
Insurance	32	283	35	139	41
Sinking Fund	75	130	232	181	261
Payments to Consolidated Revenue and Geelong Harbor Trust	389	413	424	502	465
Other	8	8	9	8	7
Total Expenditure	2,719	2,959	3,202	3,872	3,826
Net Surplus (+) or Deficit (—) ..	+28	+62	+90	+76	—35
CAPITAL OUTLAY					
Land and Property	21	67	27	65	164
Reclamation	1	26	14	15	32
Deepening Waterways	137	440	370	115	66
Wharves and Sheds Construction	554	567	727	770	622
Wharf Cranes, &c.	189	196	65	131	75
Approaches Construction	62	64	35	10	26
Floating Plant	38	182	175	90	274
Other Works, &c.	52	117	45	72	90
Total Capital Outlay	1,054	1,659	1,458	1,268	1,349
Loan Indebtedness at 31st December	12,175	12,907	13,833	14,199	14,241

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 cool 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 1957 to 1961 are shown in the following table :—

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

(£'000)

Particulars	1957	1958	1959	1960	1961
REVENUE					
Wharfage, Tonnage, and Special Berth Rates	686	764	770	898	927
Rents, Fees, and Licences	13	15	16	16	16
Freezing Works and Abattoirs	33	25	16	17	17
Contribution by Melbourne Harbor Trust	14	..	..	..	..
Other	159	193	191	219	255
Total Revenue	905	997	993	1,150	1,215
EXPENDITURE					
Management Expenses	77	87	95	124	120
Maintenance—					
Wharves and Approaches	9	10	16	19	23
Harbour	27	26	33	41	41
Floating Plant	13	11	6	6	8
Other	5	2	6	6	6
Interest on Loans	157	164	149	141	139
Sinking Fund	14	29	29	29	28
Freezing Works and Abattoirs	24	9	..	..	..
Depreciation Provision	84	128	146	158	166
Other	157	162	175	208	224
Total Expenditure	567	628	655	732	755
Net Surplus	338	369	338	418	460

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

Particulars	1957	1958	1959	1960	1961
CAPITAL OUTLAY (NET)					
Floating Plant	8	7	..	28	85
Land and Property	160	313	42	34	56
Deepening Waterways	937	68	24	..	117
Wharves and Approaches	352	318	296	206	425
Other	27	18	11	14	22
Total Capital Outlay ..	1,484	724	373	282	705
LOAN INDEBTEDNESS AT 31ST DECEMBER					
State Government	214	211	164	150	147
Public	2,675	2,675	2,775	2,745	2,650
Total Loan Indebtedness ..	2,889	2,886	2,939	2,895	2,797

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 harbour, 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 harbour area has been dredged to a depth of 36 feet, enabling ships of 40,000 tons to use the harbour. The harbour 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 harbour 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 1960-61, 67 oversea and interstate vessels (340,000 net tons) entered the port, and, in respect of these, 168,000 tons of cargo were handled. In addition, 67,000 tons of cargo were handled by 37 intra-state vessels.

Particulars of the financial operations of the Portland Harbor Trust for the years 1956-57 to 1960-61 are set out in the following table :—

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

Particulars	1956-57	1957-58	1958-59	1959-60	1960-61
REVENUE					
Wharfage Rates	20	26	29	36	37
Tonnage Rates	3	4	4	5	6
Shipping Services	2	3	3	4	6
State Government Grant	88	129	144	193	324
Other	10	12	10	9	14
Total Revenue	123	174	190	247	387
EXPENDITURE					
Administration	10	10	12	12	19
Maintenance	17	22	20	15	22
Shipping Services	5	3	3	3	8
Depreciation	1	1	1	1	1
Interest on Loans	71	113	158	202	240
Sinking Fund	8	13	17	21	24
Other	1	5	5	4	3
Total Expenditure	113	167	216	258	317
Net Surplus (+) or Deficit (-)	+10	+7	-26	-11	+70
Fixed Assets at 30th June	2,437	3,500	4,559	5,605	6,439
Loan Indebtedness at 30th June—					
State Government	849	1,101	1,354	1,605	1,857
Public	1,702	2,552	3,402	4,201	4,625
Total Loan Indebtedness	2,551	3,653	4,756	5,806	6,482

Port Phillip Sea Pilots

Port Phillip's dangerous entrance, and dependence on oversea shipping, means that pilots have played an important part in its development. Records show that before 1839, Queenscliff residents performed piloting duties when requested. Increasing shipping caused the beaches to become strewn with wreckage from ships that came to grief in the treacherous waters of the Rip when endeavouring to enter without a pilot.

The first pilot's licences were issued in 1839 by Sir George Gipps, then Governor of New South Wales, to George Tobin and Thomas Falk Sutton. Mr. Sutton's licence is now framed in the Pilot Office at Williamstown.

By 1841, four licensed pilots were stationed at Queenscliff and another four at Williamstown. Boatmen, and the whaleboats used for boarding ships, were supplied by the Government. These boats were efficient only in fair weather, and as shipping increased, it became obvious that a pilot station outside the Heads was necessary. Pilot cutters sufficiently seaworthy to withstand the Rip's notoriously steep and dangerous seas were also needed.

Several such craft were operating independently by 1851. Melbourne merchants then claimed the service was inefficient and over-expensive. They prevailed upon the newly constituted Government of Port Phillip Colony to take over. The brigantine *Boomerang* and the schooners *Corsair* and *Anonyma* were acquired as pilot cutters. On 29th January, 1853, *Boomerang* established the permanent cruising station outside the Heads.

Then came the gold rush, and with it another tremendous increase in shipping. Under Government control, five cutters and 60 pilots were needed to cope with the traffic. High wages and housing costs at Queenscliff soon made the Pilot Service a financial burden on the community. In 1854, the Government established the Pilot Board of Victoria to formulate and administer rules for conducting the service and collecting pilotage dues.

The pilots took over on a co-operative basis, bought the cutters, and established two separate services, harbour pilots operating from Williamstown and sea pilots from Queenscliff. This system remained almost unchanged until 1956 when the two services amalgamated. All moneys collected were handed over to the pilots after the Board had deducted their expenses and subscriptions to the Pilots' Sickness and Superannuation Fund.

In 1889, the Marine Board of Victoria was constituted by Act of Parliament and Port Phillip Pilots are still administered in this manner by this Board. Regulations regarding appointments to the Pilot Service were tightened. Pilots are now selected from coastal shipmasters having special knowledge of Port Phillip.

Each pilot takes his turn for a week as Pilot-in-Charge of the cutter on station outside the Heads. One pilot is maintained ashore at Williamstown as Secretary-Treasurer, and is always available as an emergency pilot. Thirty-two are now rostered for duty on Port Phillip Bay, at Geelong, Port Melbourne, and in the River Yarra.

The pilot cutters *Boomerang*, *Corsair*, and *Anonyma* of 1854 were the first of a line of famous ships used by the Port Phillip Sea Pilots. Three were then needed to keep one on the outside station at all times and in all weathers.

Steam propulsion superseded sail, and reluctant though the pilots were to acknowledge the fact, steam cutters inevitably replaced the trim little sailing craft. In 1901, the steam cutter *Victoria* was built at Williamstown for the Port Phillip Sea Pilots. A steam yacht, the *Alvina*, was purchased in England the following year to supplement *Victoria*. While one cruised outside the Heads, the other remained anchored off Queenscliff.

By 1925, *Alvina* needed replacing. A First World War prize built as the steam yacht *Komet* for the administrator of German New Guinea, and later commissioned as H.M.A.S. *Una*, was acquired from the Royal Australian Navy and renamed *Akuna*. The diesel-electric *Wyuna*, designed by the pilots and built in Scotland, took over from *Akuna* in 1953; the Williamstown built *Victoria* being retained as relieving ship.

Wyuna is generally recognized as being the finest pilot cutter of its type. Diesel-electric machinery enables her to remain continuously on station for six months without refuelling. The inside station at Queenscliff is no longer needed. *Wyuna* calls there every Monday morning to change crew, and at other times as shipping permits. After five months on station, *Wyuna* goes to Williamstown for docking and maintenance repairs and the relieving cutter takes over for four weeks.

By 1956, the 55-year-old *Victoria* had outlived her usefulness. H.M.A.S. *Gladstone*, built at Maryborough, Queensland, as a mine-sweeping corvette in 1943, was acquired as a replacement. *Gladstone* was converted into a pilot cutter at Williamstown, renamed *Akuna II.*, and is now the relieving ship.

The following table shows the number of ships (sailing inwards and outwards) piloted through Port Phillip Heads during the years 1955 to 1960 :—

**VICTORIA—NUMBER OF SHIPS PILOTED THROUGH
PORT PHILLIP HEADS**

Year			No. of Ships	Year			No. of Ships
1955	..	..	3,271	1958..	..	..	3,311
1956	..	..	3,042	1959..	..	..	3,593
1957	..	..	3,054	1960..	..	..	3,768

Railways

Standard Gauge Between Melbourne and Sydney

The standard rail-gauge project between Melbourne and Albury was completed on 3rd January, 1962, when a fast goods train from New South Wales crossed the border into Victoria without the hindrance of the break in gauge which had hampered the carriage of passengers and goods for the last 79 years. The break originally resulted from the junction of the two rail systems of New South Wales and Victoria at Albury in 1883.

The standard gauge railway now links Melbourne with Sydney and South Brisbane and passes through States whose populations comprise more than three-quarters of that of the Commonwealth.

Fast, safe passenger travel in trains built of stainless steel and affording standards of comfort equal to the world's best, make the 596-mile run between Melbourne and Sydney in thirteen hours. These trains, carrying some 198 passengers, cost £1 mill. and consist of fourteen vehicles—roomette and twinette sleepers, dining car, club car, brake-van and power-van.

The abolition of the freight transfer at Albury will reduce Australia's transport bill. Estimates of savings in handling charges will probably be in excess of £800,000 per annum, and the reduction in the number of

immobilized locomotives and rolling-stock will be a further major economy. Income from country and interstate freight will represent at least ten times the income from passengers.

With the standard gauge have come other large-scale improvements such as the new 124-acre freight terminal at Dynon, Victoria. A six-platform agents' depot has been provided, and cranes of 25 tons and 60 tons capacity have been installed. Additional boom barrier installations have been made in metropolitan and country areas for the protection of level crossings, and others have been provided with flashing lights. In addition, about £1 mill. a year is being spent on grade separation projects for the elimination of level crossings.

Terminal-to-terminal haulage will be the main feature of standard gauge freight with an increase in the use of standard, sealed containers and the "flexi-van" system. The "flexi-van" is a container for road and rail transport, embodying a patented means for separating the trailer from the prime mover unit of a semi-trailer vehicle. The trailer unit is then placed on a rail flat car without the use of an overhead crane or other rail-terminal apparatus.

The standard gauge line from Melbourne to Albury is 198 miles long. The estimated cost has been between £12 mill. and £14 mill., and the line used 27,000 tons of 94 lb. to the yard steel rails, 450,000 rail sleepers, and 600,000 cubic yards of ballast; 183 bridges and 320 culverts were constructed; and 2 mill. cubic yards of soil were moved during construction.

Other Recent Railway Developments *Metropolitan*

The narrow gauge line between Fern Tree Gully and Belgrave has been converted to broad gauge and electrification. The Richmond station project has almost been completed, and additional new stations have been erected on the Frankston and Belgrave lines.

Country

A further duplication of 2½ miles of railway on the main electrified Gippsland line has been completed at a cost of some £30,000, giving a double track for almost the whole distance from Melbourne to Moe.

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 770.

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 1957 to 1961 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		
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
1961	135,016	709	20	135,935

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1961, this amounted to £190,130.

* 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.

At 30th June, 1961, the capital cost of the broad gauge rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, was £43,099,197; of the narrow gauge, £5,430; of the uniform gauge, £308,427; and of the road motor coaches and trucks, £11,955.

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 £141,973,941 (including £52,633,249 non-interest bearing) at 30th June, 1961. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£16,367,535), the total liability on current loans outstanding at that date was £125,606,406. The annual interest payable, calculated at the average rate of 4.41 per cent., was £5,539,242.

Additional funds, which amounted to £18,621,998 at 30th June, 1961, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue, the National Recovery Loan, the Uniform Railway Gauge Trust Fund, and other funds. No interest is charged on these amounts with the exception that interest at 5 per cent. is payable to the Commonwealth on the repayable principal amount outstanding in respect of expenditure on the uniform gauge. See page 656.

Railways Staff

The number of officers and employees in the railways service (including casual labour and butty-gang workers), and the amount of salaries and wages (including travelling and incidental expenses) paid in each of the five financial years 1956–57 to 1960–61 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
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
1961	17,695	13,319	31,014	32,839

Railways Traffic

The mileage and traffic of the railways (exclusive of road motor services) for each of the years 1956–57 to 1960–61 are given in the following table :—

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

Particulars	At 30th June—				
	1957	1958	1959	1960	1961
route miles					
LINES OPEN FOR TRAFFIC					
Single Track	4,051	4,036	3,963	3,911	3,912
Double Track	345	353	358	367	367
Other Multi-track	12	12	12	12	12
Total Route Mileage	4,408	4,401	4,333	4,290	4,291
During Year Ended 30th June—					
Traffic Train Mileage '000	18,544	18,353	18,426	18,282	18,232
Passenger Journeys '000	167,405	167,662	163,484	158,294	149,929
Goods and Livestock Carried '000 tons	9,381	8,892	9,295	9,687	10,977

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1956-57 to 1960-61 are illustrated in the following table :—

VICTORIA—RAILWAYS GOODS AND LIVESTOCK TRAFFIC
(’000 Tons)

Class of Goods	Quantity Carried				
	1956-57	1957-58	1958-59	1959-60	1960-61
Grain—					
Barley	201	189	253	165	248
Wheat	1,291	771	1,021	938	1,902
Other	207	130	278	199	272
Flour	204	186	172	176	192
Fruit—					
Fresh	112	110	134	138	119
Dried	47	67	71	55	55
Beer	113	124	120	119	121
Briquettes	569	605	633	920	1,676
Cement	343	344	389	475	491
Coal—					
Black	267	276	251	290	222
Brown	1,643	1,580	1,372	1,243	778
Galvanised Iron	63	58	84	92	111
Iron, Steel Bar Rods, &c., Un- prepared	52	36	81	229	323
Manures	582	702	661	728	712
Petrol, Benzine, &c.	163	155	181	200	203
Pulpwood	98	128	127	110	106
Pulp and Paper	105	107	113	133	130
Timber	219	224	245	261	234
Wool	158	152	150	151	133
All Other Goods	2,499	2,441	2,504	2,658	2,657
Total Goods	8,936	8,385	8,840	9,280	10,685
Total Livestock.. .. .	445	507	455	407	292
Grand Total Goods and Livestock	9,381	8,892	9,295	9,687	10,977

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1956-57 to 1960-61 were as follows :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(£’000)

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
REVENUE					
Passenger, &c., Business—					
Passenger Fares	11,496	11,203	12,057	12,156	12,169
Parcels, Mails, &c.	1,348	1,322	1,340	1,375	1,404
Other	64	55	48	46	41
Goods, &c., Business—					
Goods	20,592	19,134	20,546	21,159	25,265
Livestock	1,269	1,521	1,337	1,397	990
Miscellaneous	252	196	246	324	330

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE—*continued*
(£'000)

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
REVENUE—<i>continued</i>					
Miscellaneous—					
Dining Car and Refreshment Services	1,481	1,494	1,508	1,514	1,516
Rentals	510	549	589	685	708
Bookstalls	309	351	385	400	395
Advertising	75	82	82	93	106
Other	102	159	109	91	112
Total Revenue	37,498	36,066	38,247	39,240	43,036
EXPENDITURE					
Working Expenses—					
Way and Works	8,243	8,009	7,766	8,081	8,538
Rolling Stock	12,248	11,281	11,210	11,495	12,154
Transportation	12,095	12,034	12,140	12,600	13,017
Electrical Engineering Branch ..	1,945	2,008	2,052	1,987	2,070
Stores Branch	540	523	527	587	580
Pensions	1,621	1,713	1,845	1,970	2,127
Service Grants and Retiring Gratuities* .. .. .	..	..	..	..	250
Contributions to Railway Renewals and Replacement Fund ..	200	200	200	200	200
Contributions to Railway Accident and Fire Insurance Fund ..	336	371	434	489	483
Pay-roll Tax	652	693	700	738	779
Long Service Leave	592	579	628	607	559
Other	885	941	766	862	904
Total Working Expenses ..	39,357	38,352	38,268	39,616	41,661
Net Revenue	-1,859	-2,286	-21	-376	1,375
Debt Charges—					
Interest Charges and Expenses† ..	3,027	3,286	3,472	3,636	3,821
Exchange on Interest Payments and Redemption	124	123	147	174	190
Contribution to National Debt Sinking Fund	183	187	197	208	211
Net Result for Year ..	-5,193	-5,882	-3,837	-4,394	-2,847
%					
Proportion of Working Expenses to Revenue	105·0	106·3	100·1	101·0	96·8

* Commenced during 1960-61 as a result of a Commonwealth industrial award.

† Including Loan Conversion Expenses.

Revenue for 1960–61 increased by £3,796,000 compared with 1959–60. This was due to increases in passenger fares and freight rates and to an improvement in goods traffic. Total working expenses increased by £2,045,000 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 1956–57 to 1960–61 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—				
	1957	1958	1959	1960	1961
Average Number of Miles Open for Traffic	4,425	4,402	4,357	4,292	4,290
Gross Revenue* per Mile £	8,444	8,170	8,759	9,133	10,023
Working Expenses† per Mile £	8,840	8,672	8,749	9,213	9,703

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

† Charged to Railway Revenue.

Road Motor Services

The following table gives, for each of the five years 1956–57 to 1960–61, 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—				
	1957	1958	1959	1960	1961
Car Mileage	406,609	413,914	408,179	371,621	352,661
Passenger Journeys ..	1,732,463	1,916,008	1,778,609	1,571,445	1,372,891
Gross Revenue £	43,206	47,225	46,150	42,263	39,865
Working Expenses ..	87,963	77,262	74,647	74,674	76,497
Interest Charges and Exchange ..	1,325	1,325	211	213	329
Net Loss ..	46,082	31,362	28,708	32,624	36,961
Capital Expenditure at End of Year (Less Depreciation Written Off) .. £	55,090	48,384	37,625	29,819	19,992

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, 1961, 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 1956–57 to 1960–61 :—

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.	
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
1961..	143	22	20,140	178,126	7,549	7,642	831	4,876

Melbourne Tramways, 1930–61

The Melbourne and Metropolitan Tramways Board was set up in 1919 to take over the cable tramways and the six electric systems other than those owned by the Victorian Railways.

The Board's initial tasks were to co-ordinate them into one and to convert the cable tramways, by then largely worn out, to electric. By 1930, 19·5 miles of double cable tramway track out of the total of 45·9 miles had been converted to electric, and the Board had begun operating motor buses on a small scale. By that time through-running had been established almost throughout the whole system, whereas previously passengers between many areas and the city were obliged to make the first part of their journeys by suburban electric tram and then complete their trips by cable tram.

Conversion continued apace during the 1930's and, with it, modernization. Most noticeable from a passenger point of view was the replacement of the old four-wheel single-truck trams by larger eight-wheel bogie trams, which rode much more smoothly.

On the outbreak of war in 1939, it became impossible to import the steel wire rope cables without which the cable trams could not run; they were not then manufactured in Australia and this hastened the replacement of the remaining cable trams, some of them by buses.

The last cable trams to cease operation, on 26th October, 1940, were from Bourke-street, Melbourne, to Northcote and East Brunswick. Double-deck buses, like London's, took their place. They were never wholly satisfactory or popular. In 1954-55, therefore, they were replaced by electric trams—of much improved design over any previously used in Victoria, especially in the matters of noise reduction and better riding. Two of their features are rubber insert resilient wheels and carbon shoe current collectors in place of the former brass trolley wheels. This latter improvement has now been adopted throughout the Board's system.

Principally because of the high cost of capital construction, there has been little tramway extension in recent years, but the Board has continued to expand its bus operations, chiefly in the Footscray—Sunshine—Deer Park, North Kew, and West Heidelberg areas, followed in July 1961, by its biggest bus expansion yet in taking over the whole of the operations in the Heidelberg—Bulleen—Templestowe—Warrandyte—Ringwood—Mitcham—Blackburn—Box Hill area, covering approximately 50 square miles.

The Melbourne and Metropolitan Tramways Board, like public transport systems the world over, has suffered considerably from the increase in the use of motor cars in the post-war period and from the traffic congestion they cause. Public transport, however, remains essential. That is increasingly realized overseas—and more than 80 per cent. of Melbourne people still rely on it in one form or another.

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1957-58 to 1960-61 are shown in the following table :—

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

(£'000)

Particulars	Year Ended 30th June—			
	1958	1959	1960	1961
REVENUE				
Traffic Receipts	7,265	8,277	8,679	8,883
Miscellaneous Operating Receipts	59	67	66	67
Non-operating Receipts ..	93	167	153	158
Total Revenue ..	7,417	8,511	8,898	9,108
EXPENDITURE				
Traffic Operation Costs ..	3,733	3,714	3,861	3,934
Maintenance of Permanent Way	360	384	408	400
Maintenance of Trams ..	929	983	1,071	1,126
Maintenance of Buses ..	326	315	325	355
Maintenance of Electrical Equipment of Lines and Sub-stations	179	173	168	191
Maintenance of Buildings and Grounds	90	87	85	97
Electric Traction Energy ..	472	508	503	493
Fuel Oil for Buses ..	113	119	112	103
Bus Licence and Road Tax Fees	25	17	10	10
General Administration and Stores Department Costs ..	438	439	455	453
Pay-roll Tax	138	139	146	148
Workers' Compensation Payments	151	156	193	195
Depreciation	667	683	686	695
Non-operating Expenses ..	19	22	24	28
Provisions—				
Fire Damage	10	19	..	..
Long Service Leave ..	128	112	120	114
Retiring Gratuities ..	219	231	216	198
Accrued Sick Leave ..	17	26	12	3
Public Risk Insurance ..	99	81	74	78
Employee Fidelity ..	1	..	..	..
Interest on Loans ..	398	439	479	484
Loan Repayment ..	135	*	*	*
Total Expenditure ..	8,647	8,647	8,948	9,105
Net Surplus (+) or Deficit (—)	—1,230	—136	—50	+3
Capital Outlay	524	407	462	608
Loan Indebtedness at 30th June	9,356	9,776	9,867	9,719

* 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 1956-57 to 1960-61 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 Employed
	miles		'000		£'000		No.	
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
1961..	138	4	19,296	172,055	7,448	7,361	784	4,691

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 1956-57 to 1960-61 :—

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.	
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
1961 ..	85	5,926	30,282	1,435	1,716	209	886

The following tables give an analysis of traffic receipts, operating expenses, &c., for each of the five years 1956-57 to 1960-61 :—

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
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
1961 ..	92·639	26,533	10·390	98·056	91·555	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
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
1961	58·120	11·374	118·932	69·512	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 1956-57 to 1960-61 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.	
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
1961..	5	18	844	6,071	101	280	47	185

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 (when used for the carriage of passengers or goods for hire or in course of trade), 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, 1961, 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 10s. 0d.
Motor Cycle (with trailer, &c. attached)	£2 5s. 0d.
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 10s. 0d.
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 10s. 0d.

The following table shows, for each of the years 1956-57 to 1960-61, 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—				
	1957	1958	1959	1960	1961
	VEHICLES ON REGISTER				
Class of Registration—					
Private Vehicles	522,100	556,550	593,471	646,387	689,664
Commercial Vehicles	93,735	96,511	99,029	102,982	104,660
Hire Cars	5,297	5,328	5,302	5,338	5,503
Omnibuses*	748	770	813	766	792
Primary Producers	35,480	35,980	36,372	36,762	37,250
Tractors†	22,145	24,671	27,157	28,819	30,827
Motor Cycles	25,585	24,308	23,435	21,968	19,274
Total Motor Vehicles	705,090	744,118	785,579	843,022	887,970
Traction Engines	4	3	3	2	4
Trailers	11,203	11,820	12,312	13,120	13,676
	LICENCES IN FORCE				
Drivers' and Riders' Licences	831,847	879,779	908,343	967,952	1,032,431
Dealers' Licences	1,229	1,259	1,315	1,328	1,342
	REVENUE				
Total Revenue Received during Year Ended 30th June £'000	7,401	9,226	9,667	11,049	11,269

* 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 1956-57 to 1960-61 :—

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

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
	NEW VEHICLES REGISTERED				
Private	47,029	53,530	55,584	73,225	68,543
Commercial and Hire	9,680	10,904	11,187	12,435	11,446
Primary Producer	3,858	4,403	3,752	4,043	4,079
Motor Cycles	1,983	2,296	2,216	2,219	1,336
	RE-REGISTRATION OF USED VEHICLES				
Private	20,502	20,142	19,188	20,072	28,281
Commercial and Hire	4,973	4,566	4,592	4,455	4,894
Primary Producer	3,832	4,295	4,656	3,952	4,449
Motor Cycles	4,822	3,839	3,545	2,989	2,673
	RENEWALS OF REGISTRATION				
Private	454,067	482,878	518,699	553,090	599,840
Commercial and Hire	84,379	86,369	88,552	92,196	94,615
Primary Producer	49,935	51,953	55,121	57,586	59,549
Motor Cycles	18,780	18,173	17,674	16,760	15,265

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	
1957..	43,722	2,037	7,565	3,133	3,684	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
1961..	40,832	13,031	5,217	2,782	3,707	509	66,078	903

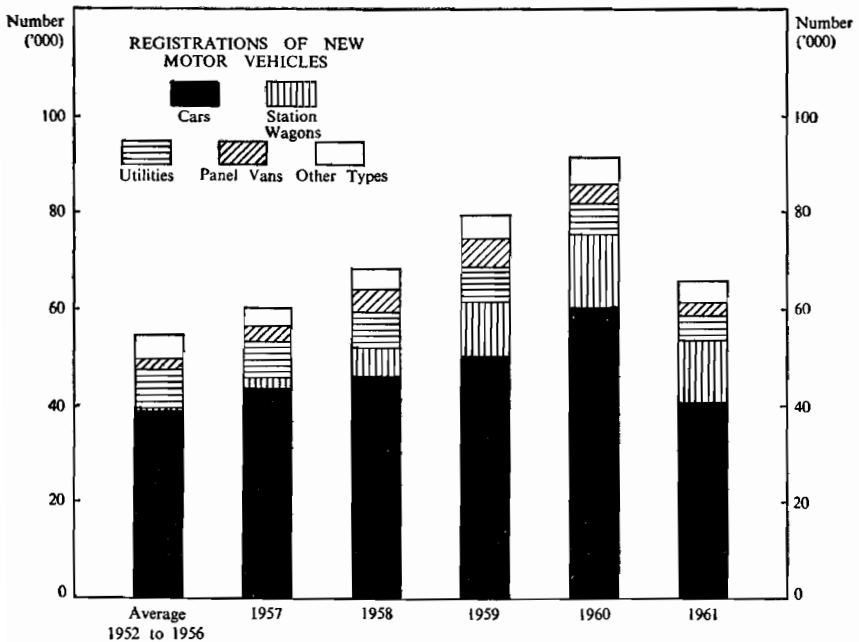


FIGURE 16.—Graph showing new motor vehicle registrations, 1952 to 1961.

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

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

Make	Motor Cars			Station Wagons		
	1959	1960	1961	1959	1960	1961
Austin	3,010	3,289	1,265	7	44	401
Chevrolet	609	619	458	..	..	..
Chrysler	704	671	261	38	5	..
Fiat	615	1,213	291	1	32	57
Ford	7,230	9,177	7,442	715	2,150	3,025
Hillman	1,477	2,178	818	212	1,111	338
Holden	18,735	19,953	16,777	8,766	10,405	8,270
Humber	524	499	560	1	4	3
Morris	3,368	3,914	3,093	9	32	227
Peugeot	469	620	240	148	157	65
Renault	333	522	312	..	1	..
Simca	1,429	2,126	559	..	..	29
Standard	1,210	640	289	90	486	326
Triumph	508	2,358	1,375	..	..	..
Vauxhall	1,792	1,885	1,419	..	..	..
Volkswagen	6,776	7,784	3,219	160	132	70
Wolseley	510	749	465	..	..	..
Other	1,782	2,300	1,989	170	258	220
Total	51,081	60,497	40,832	10,317	14,817	13,031

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	1960				1961			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin	85	177	366	628	11	89	273	373
Bedford	13	113	1,887	2,013	22	104	1,565	1,691
Commer .. ..	..	88	298	386	4	80	176	260
Dodge	111	57	278	446	81	42	189	312
Ford	1,182	418	1,065	2,665	1,056	390	585	2,031
Hillman .. ..	..	25	..	25	..	..	..	..
Holden	3,656	1,853	4	5,513	2,941	1,278	5	4,224
International	271	35	1,215	1,521	185	41	914	1,140
Land Rover	412	..	..	412	348	..	..	348
Morris	110	239	165	514	23	189	95	307
Standard	361	103	..	464	177	31	1	209
Volkswagen	200	809	40	1,049	183	522	21	726
Other	236	58	425	719	186	16	392	594
Total	6,637	3,975	5,743	16,355	5,217	2,782	4,216	12,215

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

Transport Regulation Board

General

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, 1961, there were no basic changes in the organization of road transport in Victoria. The number of commercial goods vehicles increased during the year by 4,700 ; approximately three-quarters of this increase was attributable to the increase in the number of “ as of right ” licences.

Operators of commercial passenger services were in a more stable position during this year than they had been for many years. Reductions of service or deletions of service were carried out in a number of areas, but fares generally remained unaltered and most operators had previously adjusted service to meet traffic demands.

During the year, 123 inner area private hire car licences were converted to taxi cab licences, and 72 additional zoned hire car licences were issued in outer metropolitan areas. These changes were brought about to meet changes in public demand and conditions of operations.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during the year was 118,859. This was 3,471 permits more than in the previous year.

Motor Boats

The *Motor Boating Act 1961* was passed by Parliament in December, 1961. This Act required owners of motor boats to register their boats (there were certain exemptions for boats already registered with Government Authorities) and made provision for regulations as to safety requirements, &c. The Board was named as the registration authority. Registration papers were first issued in January, 1962, and, at the end of April, 1962, 12,954 boats were listed on the register.

Registration fees collected by the Board are paid, less costs of collection, to the Tourist Development Authority for use “ in the provision of facilities for motor boating in Victorian waters ”.

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 1956-57 to 1960-61 :—

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

Type of Licence	Year Ended 30th June—				
	1957	1958	1959	1960	1961
	No.				
Temporary Licences—					
Commercial Passenger Vehicles	99	110	116	114	114
Commercial Goods Vehicles	1,276	308	586	786	1,025
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles	5,629	5,430	5,455	5,622	5,773
Commercial Goods Vehicles	3,699	3,873	4,605	5,861	7,005
Licences Issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	9,818	10,127	11,029	12,176	12,607
Ballarat	407	436	1,438	1,456	1,465
Bendigo	386	391			
Geelong	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	7,823	7,453	7,392	7,991	7,879
Primary Producers (vehicles over 2 tons capacity)	11,089	11,466	12,695	14,359	15,131
Commercial Goods Vehicles owned by butter and cheese factories	748	683	731	759	811
Commercial Goods Vehicles authorised to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	24,172	24,313	28,078	35,690	37,370
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods	7,116	7,107	7,757	8,397	8,882
Racehorse Floats					
Tank Waggons for carriage of petroleum products					
Commercial Travellers' Cars					
Additional Licences to Commercial Goods Vehicles to carry passengers	113	106	104	87	85
Total Licences Issued	72,922	72,369	79,986	93,298	98,147
Financial Transactions—			£'000		
Revenue	561	616	623	671	719
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	558	543	534	585	638
Balance	3	73	89	86	81
Road charges collected and transferred direct to Country Roads Board	1,316	1,570	1,836	2,119	2,255

Traffic Commission

General

The provisions of the Road Traffic Act constituted the Traffic Commission as a full-time body of three members—one member being nominated by the Police Department, one by the Country Roads Board

and one by the Melbourne and Metropolitan Board of Works. The Country Roads Board and the Metropolitan Board of Works members are traffic engineers.

The functions of the Commission are to advise the Governor in Council on the making of Regulations under the Act, for the improvement of traffic conditions, or on any matter about traffic referred to it by the Governor in Council. On the advice of the Commission, the Governor in Council promulgates the Victorian Road Traffic Regulations. These Regulations prescribe rules to be observed by persons driving vehicles upon roads and by pedestrians walking upon roads. By virtue of powers conferred by the Road Traffic Regulations, the Traffic Commission controls the installation of all traffic control devices throughout Victoria.

Any authority erecting a major traffic control item upon a road must obtain the Commission's approval. In this context, major traffic control item means any "Give Way" sign, traffic control signal, pedestrian crossing, school crossing, "Stop" sign or speed limit sign. The Commission delegates its authority regarding erection of all other traffic control items to the local highway authority, but has the residual power to recommend to the Governor in Council that a local authority shall remove or alter any particular device. This particular power has not been exercised as local authorities invariably adopt the Commission's standards.

Accident Reporting

In order to fulfil its function of advising the Governor in Council regarding the improved safety of traffic conditions, the Commission has instituted a modern system for the recording of Victorian traffic accidents.

Since January, 1958 the Police Department has forwarded the Traffic Commission a comprehensive confidential report on every accident reported. This report lists standard information regarding every accident. Since January, 1960, all report forms are forwarded to the Deputy Commonwealth Statistician who places the information from the forms upon punched cards. The cards and the report forms are then sent to the Traffic Commission. The forms are filed in a location file according to municipality. This makes it possible to obtain readily the complete record of all accidents which have occurred at any intersection or on any length of road in Victoria.

The Commission maintains large scale "Accident Spotting Maps", for the Metropolitan Area and for several of the larger provincial cities. When the year is complete, each map showing the nature and location of all accidents is photographed in colour, the transparency then becoming the permanent record for that year. Additional maps are now being prepared on a scale of 1 mile to 1 inch to cover the whole of Victoria outside the Metropolitan Area, together with further maps on a scale of 400 feet to the inch to cover all towns of more than 1,500 population.

With the aid of the accident spot maps, high accident frequency locations are identified and special studies made to determine if anything can be done to reduce the occurrence of accidents in that location. These studies take the form of drawing collision diagrams, making site inspections, and taking traffic counts.

Road Traffic Accidents

The following tables include particulars of all road traffic accidents reported by the Victoria Police which satisfied the following conditions :—

- (1) That the accident occurred on any road, street, lane, thoroughfare, footpath or place open to or used by the public by right or custom, at the time of the accident ;
- (2) that it involved :—
 - (i) any road vehicle which, at the time of the accident, was in motion ; or
 - (ii) any animal which, at the time of the accident, was in motion and was being used for the purpose of transportation or travel ; or
 - (iii) any train passing over a level crossing for the time being open to the public ; and
- (3) that the accident resulted in :—
 - (i) the death of any person within a period of 30 days after the accident ; or
 - (ii) bodily injury to any person to an extent requiring surgical or medical treatment.

The tables 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 page 165.

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			
1957	6,472	230	7,908
1958	6,599	216	8,195
1959	7,988	281	10,028
1960	8,035	313	10,166
1961	8,024	367	10,461
REMAINDER OF STATE			
1957	4,332	359	6,212
1958	4,634	355	6,820
1959	4,474	380	6,756
1960	4,232	385	6,429
1961	4,116	406	6,296
VICTORIA			
1957	10,804	589	14,120
1958	11,233	571	15,015
1959	12,462	661	16,784
1960	12,267	698	16,595
1961	12,140	773	16,757

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1958-59 to 1960-61 :—

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

Description	1958-59		1959-60		1960-61	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	203	2,614	198	2,642	227	2,579
Driver of Motor Vehicle Other than Motor Cycle	200	5,223	221	5,302	260	5,498
Motor Cyclist ..	35	925	31	881	24	715
Passenger (Any Type) ..	173	6,491	197	6,373	207	6,721
Pedal Cyclist	47	1,464	48	1,332	53	1,145
Other	3	67	3	65	2	99
Total	661	16,784	698	16,595	773	16,757

Particulars of victims of road traffic accidents during the years 1958-59 to 1960-61 are shown according to age in the following table :—

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

Age Group (Years)	1958-59		1959-60		1960-61	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	17	553	34	580	24	604
5 and under 7 ..	8	372	10	401	8	422
7 and under 17 ..	49	2,148	57	2,260	60	2,176
17 and under 21 ..	71	2,397	77	2,652	88	2,772
21 and under 30 ..	87	3,656	111	3,579	135	3,617
30 and under 40 ..	81	2,648	90	2,481	104	2,526
40 and under 50 ..	74	1,881	76	1,822	82	1,856
50 and under 60 ..	84	1,386	74	1,257	91	1,335
60 and over	145	1,384	160	1,247	168	1,222
Not Stated	45	359	9	316	13	227
Total	661	16,784	698	16,595	773	16,757

Civil Aviation

Control of Aviation

Control of aviation in the State is vested in the Commonwealth as prescribed in the *State Air Navigation Act 1958*. The Air Navigation Act and Regulations in respect of Victoria are administered by the Department of Civil Aviation through its Regional Director in Melbourne. The functions of the Department include :—

- (a) The registration and marking of aircraft ;
- (b) the determination of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design ;
- (c) the licensing of pilots, navigators, radio operators, flight engineers, and aircraft maintenance engineers, and supervision of the work of licensed personnel ;
- (d) the licensing of airline, aerial work and charter operators, and supervision of their activities ;
- (e) the provision and maintenance of aeronautical communications, navigational aids, aerodromes, and landing grounds ;
- (f) the establishment and operation of air traffic control, aeronautical information, and search and rescue services ; and
- (g) the investigation of aircraft accidents, incidents, and defects.

Aerodromes

The State is served by aerodromes at Melbourne (Essendon), Moorabbin, Ararat, Bacchus Marsh, Ballarat, Bairnsdale, Benalla, Echuca, Hamilton, Mangalore, Kerang, Mildura, Mallacoota, Nhill, Sale, Swan Hill, Shepparton, Warracknabeal, and Warrnambool.

The Melbourne Airport was declared an International Airport in 1950, thus signifying its standard as being comparable with that of the major airports of the world.

International aircraft movements at Melbourne are currently approximately 1,050 per year. Domestic air services operate out of Melbourne to Mildura, Hamilton, Swan Hill, Warracknabeal, and all interstate capitals and important centres.

Classification of Flying Activities

The Air Navigation Regulations place flying activities in the following categories :—

Private Operations

In this category, aircraft are used for the personal purposes of the owner. There are 89 privately owned aircraft registered in the private category, and about 700 licensed private pilots in Victoria.

Aerial Work Operations

Aerial survey, spotting, agricultural, advertising, flying training, aerial ambulance, and flying for government purposes are included in this category. Activity is most prevalent in the agricultural field which is separately discussed on pages 511–512, and in flying training operations.

There are eight approved training organizations in the State, operating from nineteen different centres. Hours flown by training organizations in recent years have been 1956-57 : 21,700 ; 1957-58 : 25,400 ; 1958-59 : 25,900 ; 1959-60 : 26,900 ; 1960-61 : 26,000. During the period 1951 to 1961, the Commonwealth has subsidized flying training organizations and has provided aerodromes, taxiways, hangars and other facilities to encourage flying for defence and commercial purposes.

Charter Operations

These consist of flights for the carriage of passengers or cargo for hire or reward, but not according to fixed schedules or terminals, when the services are conducted for the general public. The following figures of hours flown by Victorian-based charter operators show the extent of this type of operation :—

1957	1958	1959	1960
2,908	2,860	1,825	3,198

There are, at present, 26 Victorian-based operators who are licensed to conduct charter operations.

Regular Public Transport (Airline Services)

These are the most familiar type of commercial operation. In this category, aircraft are flown on regular services for public passenger or freight transport in accordance with fixed schedules and terminals. A network of regular services is operated from Melbourne Airport by the two major Australian airline companies. The main routes are shown on the accompanying map.

Recent developments in regular services have been the introduction of helicopter services between the City of Melbourne and Melbourne Airport, and the acquisition of a site for development as a major airport at Tullamarine, eleven miles from the City of Melbourne. This has been necessary because of the increase in size and power of aircraft used in airline operations.

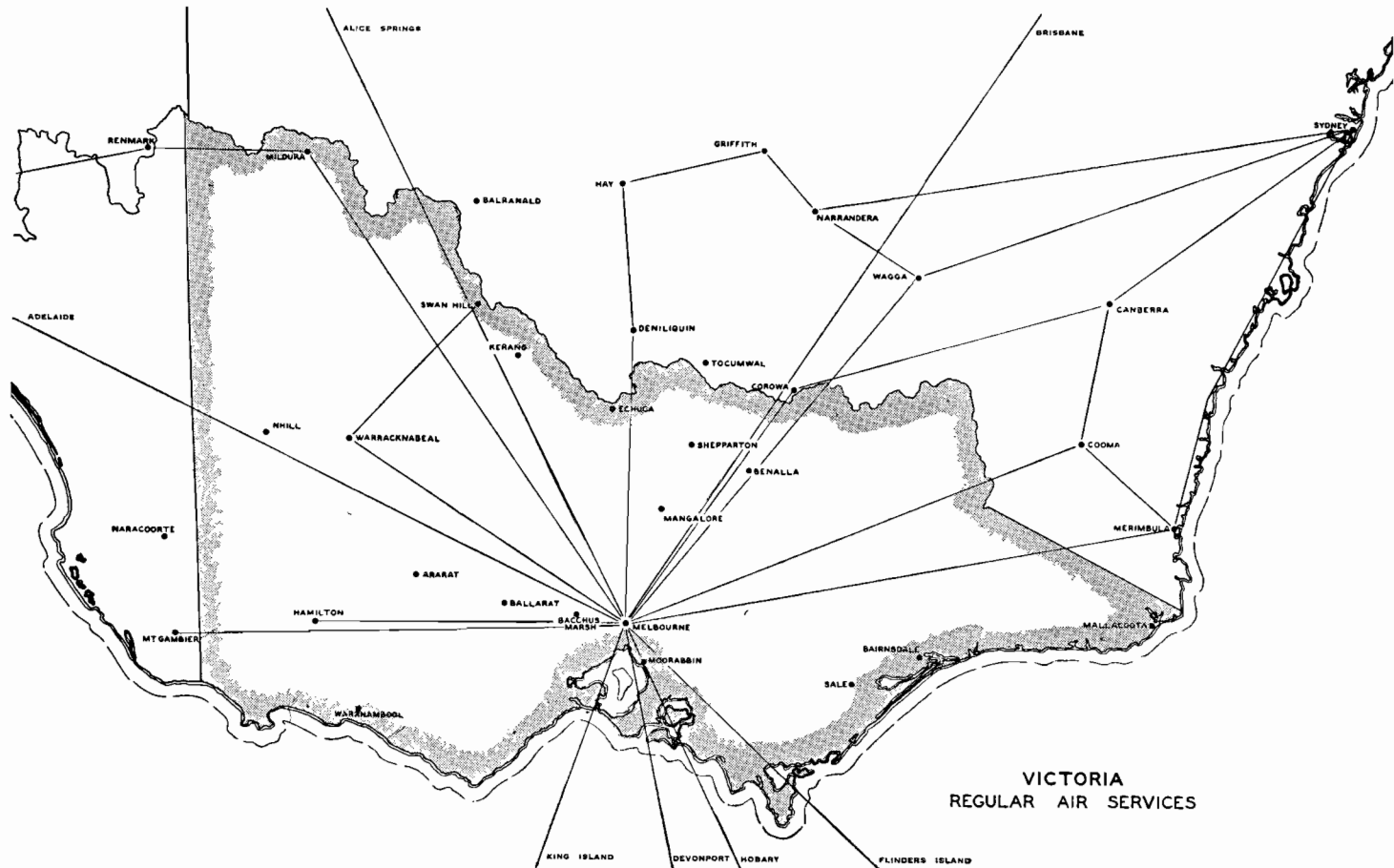
Gliding Clubs

There are clubs operating at Berwick, Benalla, Beaufort, Mildura, and Geelong. A Commonwealth subsidy is granted to clubs through the Gliding Federation of Australia.

Air Traffic Control

Control of air traffic is maintained by the Department of Civil Aviation through the agency of its Air Traffic Control Organization. This embraces the closely co-ordinated sections of operational control, which concern each individual flight ; airport control which applies to all movements on or within 20 miles of an aerodrome ; and area control which safeguards aircraft whilst flying on main air routes.

In conjunction with Air Traffic Control, the Department maintains a wide range of air navigation aids and a comprehensive search and rescue organization. Navigation aids installed in Victoria are Visual Aural Range at Melbourne, Mangalore, and Avalon ; Non-Directional



VICTORIA
REGULAR AIR SERVICES

FIGURE 17.—Victoria : regular air services.

Beacons at Mildura, Nhill, Bendigo, Ballarat, Benalla, Mangalore, Wonthaggi, Mallacoota, Melbourne, and Moorabbin; Distance Measuring Equipment at Mallacoota, Mangalore, Melbourne, Mildura, Nhill, Rosebud, and Wonthaggi; and Surveillance Radar, Instrument Landing System, and High Intensity Approach Lighting at Melbourne Airport.

Aircraft Parts and Materials

There are 197 organizations in Victoria which have been approved by the Department of Civil Aviation to supply aircraft parts and materials.

Statistics

The following table shows particulars for 1960 and 1961 of regular air services operated by Australian-owned airlines and terminating in Victoria :—

VICTORIA—REGULAR AIR SERVICES TERMINATING IN VICTORIA OPERATED BY AUSTRALIAN-OWNED AIRLINES

Particulars	Overseas*		Interstate		Intrastate		Total All Services	
	1960	1961	1960	1961	1960	1961	1960	1961
Miles Flown '000	736.3	790.1	19,660.0	16,338.0	102.0	147.4	20,498.3	17,275.5
Paying Passengers '000	19.3	21.9	1,455.5	1,340.7	5.4	6.5	1,480.2	1,369.1
Passenger Miles '000	29,377.6	32,474.0	638,697.9	562,183.8	866.8	1,077.5	668,942.3	595,735.3
Freight—								
Gross Tons ..	359.6	294.4	42,342.6	33,691.0	166.7	161.8	42,868.9	34,147.2
Ton Miles '000	520.1	432.9	17,480.9	13,696.7	26.3	25.2	18,027.3	14,154.8
Mail—								
Gross Tons ..	46.2	58.3	3,490.6	3,417.4	3.2	9.7	3,540.0	3,485.4
Ton Miles '000	71.4	101.8	1,816.2	1,641.2	0.5	1.6	1,888.1	1,744.6

* Includes Tasman Empire Airways Limited (T.E.A.L.)—Partly Australian-owned to March, 1961.

The first of the following tables deals with aircraft registered and licences issued by the Department of Civil Aviation in Victoria, and the second with details of Melbourne Airport activities :—

VICTORIA—CIVIL AVIATION

Particulars	1958	1959	1960	1961
Registered Aircraft Owners	95	101	109	124
Registered Aircraft	257	260	330	279
Student Pilot Licences	656	564	582	679
Private Pilot Licences	522	559	608	693
Commercial Pilot Licences	202	207	190	195
Airline Pilot Licences	307	300	305	314
Aircraft Maintenance Engineer Licences	506	558	645	648

MELBOURNE AIRPORT

Particulars	1958-59	1959-60	1960-61
Domestic Aircraft Movements	34,467	37,178	38,560
Passengers Embarked	474,849	578,158	573,500
Passengers Disembarked	472,573	586,998	581,300
International Aircraft Movements	2,042	1,128	1,050

Further References

An historical survey of civil aviation will be found on page 742 of the Victorian Year Book 1962.

*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 transmitting and other technical facilities to the national broadcasting and television services. The general supervision of broadcasting stations and television stations, however, is vested in the Australian Broadcasting Control Board under the *Broadcasting and Television Act 1942-56*; 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 323 official and 1,912 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.

*Post Office Activities in 1961**Mail Services*

Progress has been made in the scheme to mechanize progressively the activities of the Mail Exchange Branch by the provision of mechanized mail handling equipment in the City Postmen's Section. An innovation in this section has been the provision of pneumatically operated hoists for the automatic lifting of bags of mails. A new parcel sorting machine with an in-built memory device was also installed in the parcels section to speed the sorting of parcels and their distribution to convenient points for dispatch.

The number of postal articles handled in 1961 increased by 5.5 per cent., as compared with 1960.

Telephone Expansion

In the Metropolitan Area the capacity of existing telephone exchanges in the network was increased to a total of 346,000 by the provision of new services for 37,400 subscribers. New Exchanges were established in new buildings at Glenroy, Maribyrnong, Sunshine, and Thomastown, and substantial progress was made with the installation at Kew of a new type of equipment known as the Pentaconta Crossbar Equipment.

In the Victorian country area, progress was continued in the conversion of telephone services from manual operation to automatic. This programme is proceeding along two main directions, namely, the conversion of large manual exchanges to automatic at the principal provincial centres and secondly, the replacement of small manual switchboards at unofficial post offices in more remote areas by small unit type automatic exchanges known as R.A.X.'s (Rural Automatic Exchanges). During 1961, the conversion of the Bendigo area was completed and new exchanges were put into service at Ballarat, Cowes, Swan Hill, and Traralgon. As a result of the year's activities, the number of automatic subscribers in the Victorian country areas was increased from 49,837 to 55,812.

The vital link in the overall improvement of the national communication network is the provision of adequate trunk line channels to link the country areas with each other and the Metropolitan Area. During 1961, a new coaxial trunk cable was laid from Morwell to Melbourne and brought into service with a very large increase in trunk line channels provided.

Sydney-Melbourne Coaxial Cable

Early in 1961, the laying of the Victorian portion of the Sydney-Melbourne coaxial cable was commenced. This cable will provide sufficient communication channels between the two capitals and intermediate towns for many years to come.

The cable consists of six coaxial tubes and a number of ordinary telephone wires enclosed in a lead sheath about 1 $\frac{3}{4}$ inches in diameter. One pair of coaxial tubes is capable of carrying 1,260 telephone channels, and a second pair can be equipped to provide a television relay link in each direction between Sydney and Melbourne.

The laying of the 200 miles of cable in this State at a depth of 4 feet was completed in August and the jointing and testing was completed in December. Following the installation of the electronic equipment, the first telephone channels on the cable were operating in April, 1962.

The route of the cable is indicated by 4 feet high yellow topped concrete posts, which may be seen over many miles adjacent to the Hume Highway. Booster or repeater stations have been built at approximately 5 $\frac{1}{2}$ mile intervals along the cable and many of these may also be seen alongside the Highway.

Radio Australia

Further expansion at Radio Australia, Shepparton, consisted of the installation of an additional 100 kilowatt transmitter being brought into service in September, 1961. This additional transmitter brought the total number in operation at the station to nine, whilst the tenth transmitter has reached the test stage. Six programmes in six languages are now being broadcast daily.

To enable all ten transmitters to use any of the 36 serials for radiation of programmes at an operating power of 100 kilowatts, a new type of "matrix" aerial switching system is being constructed.

Radio Australia was again adjudged the most popular station broadcasting to South-East Asia, making this the seventh year in succession that the station has received this honour.

Telegraph Services—Tress

For some years after the Second World War, the Australian public telegraph service suffered a loss of revenue due mainly to the diversion of traffic to private-wire services and to improved air mail and telephone trunk services, and it incurred heavily increased expenditure which included a large wage component. One reason for the large wage component was the necessity to handle manually a great proportion of the messages a number of times. On an average, each telegram was handled by four operators.

As direct telegraph circuits, even between the more important cities, were not practicable either physically or economically, it was necessary to consider an alternative means of providing a faster and more economical movement of telegrams. To this end, an intensive study of switching techniques used in oversea countries was made. As a result of this study, it was considered that a teleprinter reperforator switching system (TRESS) was best suited to Australian conditions and thorough trials with an experimental system in Melbourne confirmed this view. Accordingly, TRESS was adopted.

TRESS enables telegrams to be transmitted between the teleprinter office of origin and that of destination without the need for intermediate manipulative operations. Under this method, telegrams transmitted from the teleprinter office of origin are received on perforated tape at switching centres, where they are transmitted automatically to the teleprinter office of destination. Each telegram transmitted from a TRESS outstation is prefixed with a start signal followed by a routing symbol and suffixed with a clearing signal. The start signal and routing symbol causes the switching equipment to select the appropriate outgoing line and relay the message automatically to the distant office, while the clearing signal automatically disconnects the equipment from the outgoing line at the end of the message.

TRESS was introduced successfully into the Australian public telegraph service on 14th August, 1959, when the first switching centre was officially cut-over at the Chief Telegraph Office, Adelaide.

Cut-overs in other States were made between August, 1959 and July, 1960. Canberra was connected to the Sydney and Melbourne switching centres on 1st December, 1959.

Establishment of the present network is on the basis of telegraph traffic destined for offices within the State being switched automatically, but, in the case of interstate traffic, two switchings are necessary, the first operation being fully automatic, and the second operation semi-automatic (designated push-button working). This means that, after reaching the appropriate switching centre in the State of destination, each telegram intended for a suburban or country address is given a further prefix by means of push-button equipment operated manually by telegraphists, after which the message is relayed automatically through the TRESS equipment to its destination.

Recent experiments have revealed that it is technically practicable to eliminate the semi-automatic push-button handlings on interstate traffic by introducing an advanced technique known as automatic transit switching.

The principle of automatic transit switching is that two routing codes or symbols would be used, the first representing the switching centre in the State of destination, and the second the office of destination. This could be achieved by using a three-letter code or routing symbol. For example, on a telegram from a South Australian office to Ballarat, Victoria, the sending office would transmit "MBT", the letter "M" representing the proposed transit switching code for telegrams to Victoria, and the letters "BT" representing the routing symbol for Ballarat.

When received in the Adelaide switching centre, the message would be switched to the Melbourne outlet, and, upon receipt at the Melbourne Switching Centre, the two codes would be transposed automatically, the "BT" symbol ensuring that the message would be switched and transmitted to Ballarat in the usual way.

Preliminary engineering and traffic trials with this system have proved successful, and it is anticipated that universal transit switching will be in Commonwealth-wide operation by the end of 1962.

The introduction of TRESS has resulted in an appreciable improvement in the quality of the service provided for users of the telegraph facility, and considerable staff economies have been effected by the elimination of the former intermediate reception and re-transmission operations at Chief Telegraph Offices.

Excellent progress has been made with the conversion of morse offices to TRESS working. In some States all selected offices have been included in the network; in the larger States, however, the tempo of conversion has been slower, due mainly to the magnitude of the task of providing suitable transmission channels.

Of the total of 701 offices at present planned for conversion, 680 have now been included in the TRESS network. In Victoria, 175 offices have been nominated for inclusion in the scheme, and 166 connections had been effected by December, 1961. Conversion of the remaining Victorian offices was completed by the middle of 1962.

Radio Communications

Over 8,000 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 1,300 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 1956-57 to 1960-61 are contained in the following table :—

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

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
REVENUE					
Postage	8,337	8,738	9,268	11,140	11,975
Money Order Commission	239	246	255	294	301
Poundage on Postal Notes					
Private Boxes and Bags	54	57	59	63	66
Miscellaneous	707	898	1,001	980	1,099
Total Postal	9,337	9,939	10,583	12,477	13,441
Telegraphs	1,508	1,471	1,539	1,688	1,831
Telephones	15,214	16,240	17,540	21,111	23,549
Total Revenue	26,059	27,650	29,662	35,276	38,821
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	10,623	11,260	11,560	13,079	13,098
General Expenses	1,119	1,236	1,311	1,501	1,654
Stores and Material	481	573	654	651	674
Mail Services	835	844	875	908	931
Engineering Services (Other than New Works)	8,481	9,002	9,625	10,973	11,217
Rents, Repairs, Maintenance, Fittings, &c. ..	351	440	427	445	508
Proportion of Audit Expenses	11	12	14	16	17
New Works—					
Telegraphs, Telephones, and Wireless ..	7,515	8,440	9,620	10,604	10,749
New Buildings, &c.	1,103	1,225	1,102	1,153	1,309
Total Expenditure	30,519	33,032	35,188	39,330	40,157

Activities

The number of post offices and telephone offices and the number of the persons employed by the Postmaster-General's Department in each of the five years 1956-57 to 1960-61 were as follows :—

**VICTORIA—POST OFFICES, TELEPHONE 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*	
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	697	27,844
1960	2,257	184	15,806	7,701	2,524	1,164	708	27,903
1961	2,235	174	15,721	8,182	1,923	1,142	762	27,730

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

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1956-57 to 1960-61 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)
POSTED FOR DELIVERY WITHIN THE COMMONWEALTH				
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
1961	481,099	3,111	70,720	4,416
DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH				
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
1961	35,387	484	13,098	442
TOTAL				
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
1961	516,486	3,595	83,819	4,858

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1956–57 to 1960–61 :—

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
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
1961.. ..	2,445	22,919	2,519	23,100	4,016	2,011	5,467	2,541

Of the money orders issued in 1960–61, 2,317,680 for £22,495,023 were payable in the Commonwealth of Australia, and 127,954 for £423,875 in other countries. The orders paid included 2,477,979 for £22,865,054 issued in the Commonwealth, and 40,845 for £234,977 in other countries.

Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1956–57 to 1960–61 :—

VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
Number of Telegraph Offices (Including Railway Telegraph Offices)	2,357	2,330	2,320	2,303	2,294
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—					
Ordinary, Urgent, and Press ..	4,357	4,131	4,050	4,093	3,834
Lettergrams	13	15	17	13	10
Radiograms	7	6	6	6	6
Meteorological	107	124	127	140	147
Unpaid Telegrams Dispatched—					
Service	144	150	148	145	137
Total	4,628	4,426	4,348	4,397	4,134
Beyond the Commonwealth—					
Dispatched	466	452	465	499	488
Received	522*	527*	427*	428*	430*
Total	988	979	892	927	918
Total Number of Telegrams Dispatched and Received	5,616	5,405	5,240	5,324	5,052

* Estimated figure.

Information relating to the telephone service is given below for the years 1956-57 to 1960-61 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1957	1958	1959	1960	1961
Telephone Exchanges	1,766	1,775	1,794	1,783	1,764
Public Telephones	5,484	5,645	5,939	6,052	6,306
Lines Connected	401,414	425,588	450,889	469,750	508,567
Instruments Connected	574,565	609,973	646,966	677,468	707,937
Instruments per 1,000 of Population	214·9	222·5	229·9	234·3	238·9

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1958 to 1961 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—			
	1958	1959	1960	1961
Transmitting and Receiving—				
Fixed Stations* —				
Aeronautical	5	7	6	6
Services with Other Countries	15	15	15	14
Other	124	132	142	153
Land Stations†—				
Aeronautical	8	10	9	8
Base Stations—				
Land Mobile Services	475	588	690	752
Harbour Mobile Services	11	10	15	16
Coast‡	7	10	10	11
Special Experimental	30	35	48	60
Mobile Stations§—				
Land Mobile Services	4,221	5,109	6,027	6,913
Harbour Mobile Services	73	92	105	110
Amateur Stations	1,140	1,217	1,258	1,307
Total Transmitting and Receiving	6,109	7,225	8,325	9,350
Receiving Only—				
Fixed Stations*	185	189	190	191
Mobile Stations§	34	34	34	34
Total Receiving Only	219	223	224	225
Grand Total	6,328	7,448	8,549	9,575

* 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 1956-57 to 1960-61 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—				
	1957	1958	1959	1960	1961
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	2	2	2	2	2
Broadcast Listeners.. ..	554,909	557,960	605,340	606,587	589,437
Television Viewers	44,986	147,721	270,073	353,091	401,395
Amateur	1,091	1,140	1,217	1,258	1,307

* Exclusive of eight broadcast stations (including 3 shortwave), operated by the National Broadcasting Service.

† Exclusive of one television station operated by the National Television Service.

Overseas Telecommunications Commission (Australia)

The Overseas Telecommunications Commission (Australia) was established in August, 1946, under the Overseas Telecommunications Act, as the national body to operate Australia's oversea cable and radio communications services, and radio communications with ships at sea.

The Commission is responsible for the fulfilment of Australia's obligations under the Commonwealth Telegraphs Agreement which established a partnership between the countries of the British Commonwealth in the telecommunications services which link them, within the broader framework of international co-operation achieved through the International Telecommunication Union, a specialized agency of the United Nations. General co-ordination within the British Commonwealth is achieved through a central advisory body, the Commonwealth Telecommunications Board, comprising representatives of the partner Governments.

The Commission's oversea services are operated through telegraph cable terminals at Sydney and Cottesloe (Western Australia), telegraph cable repeater stations at Cocos Island, Southport (Queensland), and

Norfolk Island, and through three pairs of international radio transmitting and receiving stations in Western Australia, New South Wales, and Victoria. It was through the Fiskville transmitting station and Rockbank receiving station, both in Victoria, that oversea radiotelegraph services were first established in 1927.

The Commission's Head Office and chief operating centre for its cable and radio services is situated in Sydney, while its Melbourne Office, in addition to handling a large proportion of Victorian oversea radiotelegraph traffic, is the Australian terminal for all incoming and outgoing oversea phototelegrams, as well as being the operating point of the Melbourne coastal radio service.

In addition to its international services, the Commission provides radio communication with Australian Territories overseas, including stations in the Antarctic, and operates the coastal radio service for communication with ships at sea in Australian waters, and high-frequency radio services for communication with ships in any part of the world. Certain of the Commission's coastal radio stations in remote locations also perform a dual function in providing a radio communication service with extensive networks of mainland and island outpost stations.

At present, Australia's oversea telegraph services are provided by means of submarine cable as well as radio-telegraph circuits, but all other services are provided only by high-frequency radio facilities. In addition to planning expansion of existing types of radio circuits, the Commission is participating in the construction of a multi-channel telephone cable (with a capacity equivalent to 80 two-way telephone circuits) linking Australia and New Zealand by 1962, and extending via Suva and Hawaii to Vancouver by 1964, from where it will link by micro-wave and other telephone cables with the United Kingdom and Europe.

Foremost among new services introduced by the Commission is the international telex service which provides direct teleprinter communication between the offices of subscribers to Australia's internal telex service and the offices of telex subscribers in 43 oversea countries. Oversea telex calls in 1961 totalled 539,983 paid minutes (as compared with 335,223 paid minutes in the previous year).

Another comparatively recent service is that providing leased radio channels on a continuous basis to customers for communication with their oversea offices. In 1961, these two-way leased circuits operated for a total of 69,014 hours, and one-way circuits for a total of 21,350 hours.

Despite a continued increase in telex and leased services, the volume of oversea telegraph traffic has maintained an upward trend, and in 1961 totalled almost 80 million words.

Radiotelephone calls exchanged between subscribers in the Australian Post Office internal network and oversea subscribers continue to increase substantially, and totalled 574,555 paid minutes in 1961.

A total of 7,175 phototelegrams were handled during 1961, again an increase over the previous year.

Traffic handled by the Commission's coastal radio service during 1961 included a total of almost 15½ million paid words for radio-telegraph messages, and over 77,000 paid minutes for radiotelephone calls.

The following tables give statistics of Australia's oversea cable and radio telegraph services, and oversea radiotelephone services, over a four-year period. Comparable figures for the international telex service cannot be given as this service only commenced at the end of October, 1958.

AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : OVERSEAS RADIO TELEPHONE SERVICES :
NUMBER OF PAID MINUTES
('000)

Particulars	Year Ended 31st March—			
	1958	1959	1960	1961
United Kingdom—				
From Australia	48	62	67	64
To Australia	43	49	53	58
Total	91	111	120	122
Other British Commonwealth Countries—				
From Australia	74	77	93	110
To Australia	82	87	103	132
Total	156	164	196	242
Non-British Countries—				
From Australia	61	79	101	107
To Australia	53	67	86	104
Total	114	146	187	211
All Countries—				
From Australia	183	218	261	281
To Australia	178	203	242	294
Total	361	421	503	575

AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : INTERNATIONAL TELEGRAPH SERVICES (CABLE AND RADIO) : NUMBER OF WORDS TRANSMITTED
(’000)

Particulars	Year Ended 31st March—			
	1958	1959	1960	1961
United Kingdom—				
From Australia	13,644	15,064	12,806	13,297
To Australia	17,886	18,989	17,506	17,963
Total	31,530	34,053	30,312	31,260
Other British Commonwealth Countries—				
From Australia	8,836	9,301	9,508	10,934
To Australia	10,447	10,115	11,111	11,772
Total	19,283	19,416	20,619	22,706
Non-British Countries—				
From Australia	11,682	12,139	13,453	13,767
To Australia	9,563	9,538	10,375	11,352
Total	21,245	21,677	23,828	25,119
All Countries—				
From Australia	34,162	36,504	35,767	37,998
To Australia	37,896	38,642	38,992	41,087
Total	72,058	75,146	74,759	79,085