

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 was taken in respect of the year 1961-62, but preliminary results only are 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. Particulars of retail sales obtained from these Censuses are designed principally to cover sales to the final consumer of new and second-hand goods generally used for household and personal purposes. For this reason, sales of building materials, farm and industrial machinery and equipment, earth-moving equipment, &c., have been excluded from this and previous Censuses. For the same reason, and also because of difficulties in obtaining reliable and complete reporting, sales of builders' hardware and supplies, business machines and equipment, grain, feed, fertilizers and agricultural supplies, and tractors have been excluded from the 1961-62 Census. Retail sales of motor vehicles, parts, &c., are included whether for industrial, commercial, farm, or private use.

In order to make a comparison between the 1956-57 and 1961-62 Retail Census results it has been necessary to revise some figures for 1956-57 published previously to take account of the changes in scope in the 1961-62 Census mentioned above.

The first table of the two Censuses shows the number of establishments selling goods in each of 30 broad commodity groups, the value of these sales, and the value of sales per head of population. The numbers shown for each commodity group represent the total number of Census returns which recorded sales in that particular commodity group. Some retailers selling small quantities of particular commodities may not show these sales separately in their returns. Therefore, the particulars of number of establishments which sold goods in each commodity group should not be regarded as more than an approximate indication of the pattern of retail outlets for those commodity groups. In general, this factor would not have a significant effect on particulars of the value of sales for each commodity group.

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

Commodity Group†	Number of Establishments		Value of Retail Sales of Goods			
	1956-57	1961-62	Total		Per Head of Population	
			1956-57	1961-62	1956-57	1961-62
					£'000	£
Foodstuffs—						
Groceries	8,134	8,819	90,034	116,304	34.3	39.3
Butchers' Meat	2,589	3,674	50,264	62,092	19.2	21.0
Fresh Fruit and Vegetables	3,683	4,429	22,863	28,374	8.7	9.6
Bread, Cakes and Pastry	6,127	7,722	21,826	27,934	8.3	9.4
Confectionery, Ice Cream, &c.	8,634	10,434	27,903	37,786	10.6	12.8
Other Types of Food	3,952	5,606	13,425	19,225	5.1	6.5
Beer, Tobacco, &c.—						
Beer, Wine and Spirits	2,119	2,106	63,496	75,851	24.2	25.6
Tobacco and Cigarettes	13,450	16,003	29,230	36,585	11.1	12.4
Clothing, Drapery, &c.—						
Clothing—Men's and Boys' Wear	2,303	2,376	33,436	39,041	12.7	13.2
Clothing—Women's, Girls' and Infants' Wear	3,589	3,503	55,293	63,196	21.1	21.4
Drapery, Piece Goods, &c.	1,796	2,327	20,989	27,155	8.0	9.2
Footwear—Men's and Boys'	1,509	1,725	6,259	7,939	2.4	2.7
Footwear—Women's, Girls' and Infants'	1,306	1,454	11,176	15,676	4.3	5.3
Hardware‡, Electrical Goods, &c.—						
Domestic Hardware	2,714	3,248	18,217	20,001	6.9	6.8
Radios, Radiograms	1,262	1,244	5,023	4,280	1.9	1.4
Television and Accessories	777	1,226	9,848	13,792	3.8	4.7
Musical Instruments, &c.	539	503	2,768	2,730	1.1	0.9
Domestic Refrigerators	1,160	1,175	7,121	9,414	2.7	3.2
Other Electrical Goods	2,142	2,303	10,488	17,029	4.0	5.7
Furniture and Floor Coverings—						
Furniture (Inc. Mattresses)	1,002	1,076	18,891	22,350	7.2	7.5
Floor Coverings	738	827	9,453	10,726	3.6	3.6
Other Goods—						
Chemists' Goods	2,871	3,990	21,281	36,844	8.1	12.4
Newspapers, Books and Stationery	3,026	3,524	21,501	25,854	8.2	8.7
Sporting Requisites and Travel Goods	1,197	1,275	4,292	5,570	1.6	1.9
Jewellery, Watches and Clocks	1,254	1,396	7,943	8,788	3.0	3.0
Other Goods	2,997	3,500	19,277	24,876	7.3	8.4
Total (Excluding Motor Vehicles, &c.)	§	§	602,297	759,412	229.4	256.6
Motor Vehicles, &c.||—						
Motor Vehicles, (Including Motor Cycles)—						
New	847	851	68,245	84,846	26.0	28.7
Used	1,068	1,128	37,099	57,558	14.1	19.5
Motor Parts, Accessories, &c.	2,763	3,794	19,728	25,574	7.5	8.6
Petrol, Oils, &c.	3,536	4,263	35,134	47,037	13.4	15.9
Total Motor Vehicles	§	§	160,206	215,015	61.0	72.7
GRAND TOTAL	34,754¶	37,268¶	762,503	974,427	290.4	329.3

* The figures refer to 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.

‡ Excludes basic building materials, builders' hardware and supplies (such as tools of trade, paints, &c.).

§ Not available.

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

¶ Total number of individual establishments. Many establishments showed sales in more than one commodity group. Thus the number of establishments selling goods in each commodity group does not add down to the total number of individual establishments.

The second table shows the number of establishments and the value of retail sales for the years 1956-57 and 1961-62, and the value of stocks on hand at 30th June for each of these years. All establishments were classified according to Type of Business. For the purposes of such classification, reference was made to the type of goods sold as indicated by the commodity sales recorded on the Census

returns. In the case of some types of business, the descriptions given by the proprietors were also taken into account. For most types of business the procedures used in 1961-62 followed those used in 1956-57. Four types of business which were included in 1956-57 are not applicable in 1961-62 because of the change in scope. The types of business concerned are Builders' Hardware Stores, Grain and Produce Merchants, Business Machines Stores, and Tractor Dealers. In addition, a separate type of business classification has been included for Department Stores and figures for 1956-57 have been revised to incorporate this change in classification.

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

Type of Business	Number of Retail Establishments		Value of Retail Sales†		Value of Retail Stocks at 30th June—‡	
	1956-57	1961-62	1956-57	1961-62	1957	1962
			£'000		£'000	
Food Stores, &c.—						
Grocers	5,244	4,391	106,537	138,013	12,034	13,935
Butchers	2,242	2,627	50,120	61,182	523	481
Fruiterers	2,038	2,135	23,290	27,636	451	480
Bakers	1,371	1,350	17,016	20,937	384	527
Confectioners and Milk Bars	3,129	4,007	31,715	52,714	1,714	2,741
Cafés	693	675	3,542	2,758	211	222
Fishmongers and Poulterers	504	730	3,998	5,693	36	88
Other Food Stores	467	811	6,103	13,234	273	520
Hotels, Tobacconists, &c.—						
Hotels, Wine Saloons, &c. ..	1,845	1,798	65,898	77,377	2,041	2,531
Tobacconists	377	414	3,746	3,537	361	317
Tobacconists and Hairdressers	1,133	1,125	5,244	3,357	509	395
Department Stores, Clothiers, Drapers, &c.—						
Department Stores	35	47	58,503	82,398	10,242	12,803
Clothiers and Drapers	4,162	4,114	89,617	96,798	22,227	25,334
Footwear Stores	711	818	12,305	15,883	4,272	4,937
Hardware, Electrical Goods, and Furniture Stores, &c.—						
Domestic Hardware Stores ..	998	1,078	10,662	11,471	2,944	3,258
Electrical Goods, &c., Stores ..	1,056	1,109	27,856	36,494	4,953	7,095
Furniture, &c., Stores	710	739	25,438	27,419	6,277	6,588
Other Goods Stores—						
Chemists	1,174	1,390	17,786	31,168	3,342	5,242
Newsagents and Booksellers ..	931	922	19,200	22,646	2,330	2,881
Sports Goods Stores	181	234	3,011	3,843	753	985
Watchmakers and Jewellers ..	561	528	6,540	6,498	3,199	3,078
Cycle Stores	208	156	1,313	978	281	217
Florists and Nurserymen	385	437	2,304	2,985	167	267
Other Types of Business	1,205	1,258	10,991	13,705	2,372	2,755
Total (Excluding Motor Vehicle Dealers)	31,360	32,893	602,735§	758,724§	81,896	97,677
Motor Vehicle Dealers—						
New Motor Vehicle Dealers, Garages and Service Stations	2,887	3,716	132,831	176,335	13,935	16,848
Used Motor Vehicle Dealers ..	258	309	19,803	30,068	2,192	3,296
Motor Parts and Tyre Dealers ..	249	350	7,134	9,300	1,648	1,485
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,394	4,375	159,768¶	215,703¶	17,775	21,629
GRAND TOTAL	34,754	37,268	762,503	974,427	99,671	119,306

* The figures refer 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 differ from those contained in the table on page 778 in that they include retail sales of motor vehicles, &c., 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.

¶ See note § above.

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 1956-57 and 1961-62 :—

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

Statistical Division	No. of Establishments		Value of Retail Sales	
	1956-57	1961-62	1956-57	1961-62
			£'000	
Metropolitan	21,932	23,780	515,087	669,576
Central	2,797	3,016	50,302	63,612
North-Central	1,010	1,031	14,345	16,291
Western	2,544	2,573	54,015	64,535
Wimmera	941	927	16,358	18,583
Mallee	835	900	17,573	22,185
Northern	2,159	2,241	39,874	51,410
North-Eastern	976	1,038	18,540	23,287
Gippsland	1,560	1,762	36,409	44,948
Total	34,754	37,268	762,503	974,427

NOTE.—For boundaries of Statistical Divisions, see map opposite page 104.

The next table shows, for each State, particulars of the number of retail establishments and the value of retail sales for the year ended 30th June, 1962, together with the value of stocks of goods on hand at 30th June, 1962 :—

**AUSTRALIA—CENSUS OF RETAIL ESTABLISHMENTS* :
ESTABLISHMENTS, SALES, AND STOCKS**

State	Number of Retail Establishments	Value of Retail Sales			Value of All Retail Stocks at 30th June, 1962
		Excluding Motor Vehicles, &c.	Motor Vehicles, &c.†	Total	
		£'000			
New South Wales ..	46,229	1,032,054	313,146	1,345,200	164,427
Victoria	37,268	759,412	215,015	974,427	119,306
Queensland	17,067	351,086	109,158	460,244	57,167
South Australia ..	11,812	226,200	71,790	297,990	37,749
Western Australia ..	8,559	180,384	67,113	247,497	31,426
Tasmania	4,270	83,085	26,936	110,021	15,075
Total	125,205	2,632,221	803,158	3,435,379	425,150

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

† Includes new and used motor vehicles, motor parts and accessories, petrol, lubricating oils, tyres, tubes, &c.

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 45 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 1957-58 to 1961-62 :—

VICTORIA—VALUE OF RETAIL SALES*
(£ Mill.)

Commodity Group	Year Ended 30th June—				
	1958	1959	1960	1961	1962
Groceries	92·2	99·2	105·9	116·9	116·3
Butchers' Meat	49·5	51·4	56·2	62·1	62·1
Other Food†	89·4	91·5	100·3	107·0	113·3
Total Food and Groceries ..	231·1	242·1	262·4	286·0	291·7
Beer, Wine and Spirits	65·7	68·9	72·3	75·9	75·9
Clothing and Drapery	133·8	116·5	127·0	131·0	129·4
Footwear					
Domestic Hardware, China, &c.‡ ..	18·7	19·8	20·0	20·0	20·0
Electrical Goods§	43·1	49·0	49·9	47·0	47·2
Furniture and Floor Coverings ..	30·8	29·5	35·3	34·7	33·1
Chemists' Goods	104·2	26·4	29·9	34·3	36·9
Newspapers, Books and Stationery } ..					
Other Goods|| .. .. .					
		21·9	24·0	24·3	25·8
		63·1	71·0	75·1	75·8
Total (Excluding Motor Vehicles, Parts, Petrol, &c.)	627·4	657·5	714·3	751·9	759·4
Motor Vehicles, Parts, Petrol, &c.¶	179·3	189·5	231·6	230·1	215·0
GRAND TOTAL	806·7	847·0	945·9	982·0	974·4

* Adjusted on the basis comparable with the 1961-62 Retail Census.

† 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, builders' hardware and supplies.

§ Includes radio, television and accessories, musical instruments, domestic refrigerators.

|| Includes tobacco, cigarettes, sporting goods, jewellery, &c.

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

Oversea and Interstate Trade

Victoria's Pattern of Trade

Introduction

Before the 1850's, Victoria's trade followed a very simple pattern. Trade relations were virtually confined to the United Kingdom and neighbouring colonies of Australasia; almost the whole of Victoria's export income was derived from the sale of wool and tallow; and in return Victoria imported, for the most part, a wide range of industrial products, which supplied the bulk of its needs for manufactures. In most respects, Victoria was little different from other young Australian

settlements at the time. They, like Victoria, were heavily dependent for their very existence upon one dominant export, wool, and one dominant market, Britain. The only exception to this pattern was provided by South Australia which in the latter half of the 1840's earned most of its export income from the newly discovered and developed copper mines to the north and east of Adelaide.

For Victoria, the 1850's mark a sudden transformation of this simple pattern. During 1851, the attainment of independence from New South Wales and the discovery of gold initiated a new period in the economic development of the State and not least in the development of its external trade. For most of the second half of the nineteenth century Victoria's pattern of trade diverged markedly from that of the rest of Australia, and played a very distinctive role in the general development of Australian commerce.

Discovery of Gold

For a decade or more after its discovery, gold was the single dominant force in Victorian development. During these years Victoria depended more than at any stage of its history upon external trade. Millions of ounces of gold were exported annually in exchange for practically every consumption item required by its fast-growing population. So long as gold digging proved such a lucrative activity, there was little incentive to produce even the most basic items within the State itself and every incentive to import them. In these exceptional years, almost everything was imported—breadstuffs, timber, livestock for meat from neighbouring colonies, and, from overseas, apart from the normal range of manufactures, great quantities of goods such as candles, beer, preserved butter, and even prefabricated houses.

This very high degree of reliance upon imports financed by gold shipments did not last more than a few years. Gold itself remained Victoria's key export for the rest of the nineteenth century, at a time when every other State relied primarily upon pastoral and agricultural produce, and above all upon wool. Until well into the 1870's, gold accounted for the greater part of the value of Victorian exports of domestic origin, and it was not until the early years of the present century that gold was ousted from its position as leading single export, when wool came to resume something of its former pre-eminence. From the 1870's, the value of wool shipped from Victorian ports was considerably greater than that of gold. The bulk of this wool, however, originated in other States, and especially in the Riverina district of New South Wales.

After the Gold Rushes

Because of the boost from gold and the accompanying influx of people attracted by gold, Victoria dominated the course of Australian economic development in the second half of the nineteenth century. Melbourne became the financial and commercial centre of Australia, and this was clearly reflected in the character of Victoria's trade. Until the 1880's, Victoria was the great re-exporting and trans-shipping State

of Australia. Melbourne became the collecting and distributing centre for the imports and exports of other parts of Australasia, a characteristic further encouraged by its central geographical position. Manufactured goods from Britain and the Continent and tropical produce from Asia were brought to Melbourne to be sorted, repacked, and often further processed for the purpose of re-export to neighbouring Australian colonies, New Zealand, and the Pacific islands. At the same time Melbourne received great quantities of primary produce from other colonies for re-export overseas—gold from New Zealand, metals from Tasmania, wheat from South Australia, and wool from New South Wales and elsewhere. Wool, in particular, became one of Victoria's great re-export trades. Considerable quantities of wool were shipped to Melbourne from Sydney, Adelaide, Hobart, and Launceston, in addition to the overland trade in wool from the Riverina and, to a lesser extent, South Australia. These shipments were partly attracted to Melbourne by the high reputation of Port Phillip wools at the London sales.

Protection and its Consequences

The most distinctive feature of Victorian trade in the latter decades of the nineteenth century was the policy of protection. This can be attributed largely to the gold rushes which had provided an ideal set of conditions for policies designed to protect and stimulate domestic industries. A large domestic market, abundant capital resources and surplus labour force, all resulting from the gold rushes, provided the logical justification for such policies. The existence of democratic institutions and an electorate dominated by miners and ex-miners provided the means for putting such policies into force. In these circumstances, a moderately protective tariff was introduced in 1866, and in succeeding years increased progressively to the point where Victoria could be regarded as a highly protectionist State by the early 1890's.

Such a degree of protection had important consequences. Victoria's tariffs were considerably more severe than those of other States, and for more than 30 years proved to be a major source of inter-colonial friction and wrangling. Such a degree of protection for a wide range of manufactures also meant that Victoria became the dominant manufacturing State within Australia. This was especially pronounced during the 1860's and 1870's and was clearly reflected in the pattern of Victoria's trade. Tariffs enabled domestic industries to compete more successfully with imports and Victoria was, in fact, the first Australian State to achieve widespread reductions in the import of a range of manufactured items. The replacement of imports occurred not only in the more easily produced and semi-sheltered items such as beer, candles, and furniture, but also in more competitive trades, such as clothing, boots and shoes, agricultural machinery, and carriages. More than this, Victoria became a supplier of manufactures for neighbouring areas of Australasia, particularly in clothing and boots and shoes, and also in a range of processed foodstuffs such as butter, flour, and refined sugar. During the slump of the 1890's, a greatly enlarged interstate trade in manufactures proved to be an important source of recovery for the

acutely depressed Victorian economy. It was from Victoria also that there developed the first export trade in a genuinely manufactured commodity, namely, agricultural machinery, which came to be exported in considerable quantities, particularly to Latin America.

Decline in the Late Nineteenth Century

During the closing years of the nineteenth century, Victoria's trade lost many of its distinctive characteristics. During and after the 1880's, Sydney encroached increasingly upon Melbourne's commercial leadership. It became itself a great entrepot and trans-shipping centre, as oversea shipping services to New South Wales improved, and as Sydney began to handle a large part of the growing base metal trade of South Australia and Tasmania, as well as the general trade of a rapidly developing Queensland. The depression of the 1890's which hit Melbourne more severely than Sydney, together with the long-run tendency for the external trade of the smaller States to be conducted directly with the oversea countries concerned, finally brought to an end this distinctive role of Melbourne as the centre of Australian trade and commerce.

Similarly, Victoria's leadership in manufacturing and the reflection of this in its pattern of trade faded as New South Wales gradually overtook Victoria in the 1880's and surpassed her during the depression of the 1890's. Victoria's distinctive and, for a time at least, effective policy of protection was finally brought to an end with the creation of the Commonwealth in 1901 and the transference to the Federal Government of all powers relating to customs duties and oversea trade relations. With the elimination of barriers to interstate trade and the adoption of a common set of tariffs for the whole of Australia, the pattern of Victorian industrial development and trade in manufactured goods merged into a wider Australian pattern.

Pattern since Federation

Probably the most fundamental change in the pattern of Australian trade in the present century has been the increasing role of foodstuffs as a major export item. By the First World War, foodstuffs accounted for about one-quarter of Australia's export income and, during the interwar years, not far short of two-fifths, which was considerably more than the value of the wool cheque during these years. Victoria reflected these trends fully, and if anything was a leader in this movement, with a greater range of major foodstuff exports than other States. Butter, mutton, and lamb were exported from Victoria from the early 1890's, wheat and flour in quantity from the early years of the twentieth century, and dried fruits from the 1920's. Long before the First World War, exports of foodstuffs were collectively more important than the export of wool of Victorian origin, and by the Second World War may have accounted for about one-half of Victoria's oversea exports of domestic origin.

Victoria illustrates other trends in the composition of Australian oversea trade in a similar manner. The recovery of wool, especially in the decade after the Second World War, was seen in the increased share of wool in Victoria's exports. With respect to imports, Victoria has again reflected most of the changes—the greatly diminished importance of certain items such as clothing and textiles, resulting from the rapid growth of domestic industry, and the greatly increased importance of items such as machinery, motor vehicles, and petroleum. At the same time, however, some significant differences have become visible indicating differences in the pattern of Victorian development from that of other States. Among the more important of these perhaps have been the dominant position of Victoria in the import of items such as yarns and fibres, crude petroleum, and motor vehicle parts, giving some indication of the relative strength of Victorian enterprise in the manufacture of textiles, in oil refining, and in the production of motor vehicles respectively.

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 1933–62.

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 Commonwealth of Nations. 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 some 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 1933–62, *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 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 44 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.

After the changes made in February, 1960, only about 10 per cent. of imports remained subject to control. The remaining restrictions were removed in October, 1962, for all commodities with the exception of a small group which were retained under control for reasons of association with the protection of the Australian industries concerned.

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* 1959 makes provision to ensure that the full proceeds of exports are received, in a manner prescribed, into the Australian banking system.

Australian Trade Missions

Over the last decade, Trade Missions have become an integral part of the Commonwealth Department of Trade's campaign to develop and expand Australia's export trade.

They have proved successful in creating an awareness, especially in new markets, of Australia as a producer of quality primary and secondary products, in establishing Australia as a source of supply, in establishing a basis for long-term business, and in producing valuable export business from "on the spot" trading. Trade Missions have been directly responsible for substantial and permanent increases in export earnings.

Since 1954, Australia has sent overseas fourteen major Trade Missions, three Trade Ships, five Trade Survey Missions, and two Specialized Selling Missions. The countries visited include South Africa, East Africa, West Africa, the Rhodesias, Singapore, Malaya, India, Pakistan, Ceylon, Thailand, Hong Kong, the Philippines, Japan, British North Borneo, New Guinea, the Solomons, Fiji, New Caledonia, New Zealand, U.S.A., Canada, Arabian Gulf, Egypt, Saudi Arabia, Jordan, Lebanon, Syria, Turkey, Cyprus, Greece, Malta, Venezuela, Colombia, Ecuador, Peru, Chile, Argentina, Uruguay, Brazil, and the West Indies. Some of these countries have been visited more than once.

There are various types of trade missions. The Trade Survey Mission is designed to carry out a survey of a particular area, obtain commercial information, assess the market potential for Australian commodities, and recommend a programme of trade publicity and promotion in the area. This programme may include the organization of a full-scale trade mission to visit the area. A trade survey mission usually comprises five or six members.

The major Trade Mission usually comprises between 20 and 40 businessmen from all sectors of commerce, agriculture, finance, and industry, together with Department of Trade representatives. The function of major Trade Missions is first to sell, and secondly to publicize and promote Australia as an exporting nation. The success of these missions depends entirely on the selling and negotiating capacities of the businessmen who participate.

More recently, the Department has introduced a new type of specialized trade mission. These missions are smaller and are confined to one industry at a time. Recently, a Building Industry Materials Mission visited Singapore and Malaya. A Food Survey Mission visited Japan early in 1963.

Oversea Trade : Recorded Value of Imports and Exports

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

Oversea Trade of Victoria

General

Statistics of Australia's oversea 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 oversea trade of Victoria for each of the five years 1957-58 to 1961-62 are set out below. Exports do not include the value of stores shipped at Victorian ports on board oversea ships.

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

Year Ended 30th June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
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
1962 ..	305,292	281,716	5,084	286,800	18,492

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1957-58 to 1961-62 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.			%		
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
1962 ..	884,746	1,077,284	1,962,030	34·5	26·6	30·2

Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1959-60 to 1961-62 grouped in 21 statistical classes :—

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

Classification	Imports			Exports		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
I. Foodstuffs of Animal Origin	3,222	3,838	3,549	54,759	47,839	53,909
II. Foodstuffs of Vegetable Origin	10,152	10,830	9,687	34,935	47,230	70,484
III. Spirituous and Alcoholic Liquors	237	453	631	602	586	569
IV. Tobacco and Preparations thereof	4,314	5,518	4,840	32	28	31
V. Live Animals	134	97	117	64	95	69
VI. Animal Substances	3,100	3,568	2,219	118,099	105,924	119,706
VII. Vegetable Substances and Fibres	7,567	7,775	7,466	128	151	229
VIII. (a) Yarns and Manufactured Fibres	9,993	13,883	10,548	829	784	1,059
(b) Textiles	30,494	32,872	28,590	352	476	482
(c) Apparel	5,325	6,953	3,676	101	167	171
IX. Oils, Fats and Waxes	38,119	36,973	37,220	9,390	7,619	10,938
X. Pigments, Paints and Varnishes	2,784	2,965	2,377	205	315	353
XI. Rocks, Minerals and Hydrocarbons	2,302	2,084	1,883	952	1,499	1,021
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery)	78,576	96,754	51,299	7,393	9,751	8,561
(b) Dynamo Electrical Machinery and Appliances	11,402	13,316	11,539	734	1,067	867
(c) Machines and Machinery (Except Dynamo Electrical)	47,449	58,178	45,481	3,842	4,266	4,562
XIII. (a) Rubber and Rubber Manufactures	10,387	10,429	7,667	420	534	559
(b) Leather and Leather Manufactures	483	681	619	1,376	1,087	1,062
XIV. Wood and Wicker	4,215	5,098	2,886	214	197	157
XV. Earthenware, Cement, China, Glass, &c.	5,173	6,230	5,135	103	225	176
XVI. (a) Pulp, Paper and Board	14,633	17,869	13,271	218	337	397
(b) Paper Manufactures and Stationery	4,729	5,795	5,727	540	583	621
XVII. Sporting Material, Toys, Jewellery, &c.	3,629	4,267	4,266	300	501	452
XVIII. Optical, Surgical, and Scientific Instruments, &c.	4,849	5,603	5,347	832	1,004	990
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	14,223	17,081	16,732	2,873	2,912	3,329
XX. Miscellaneous	21,739	30,718	22,379	4,774	11,789	6,042
Total Merchandise	339,230	399,828	305,151	244,067	246,966	286,796
XXI. Gold and Silver, Bronze Specie	119	144	141	3	5	4
Grand Total	339,349	399,972	305,292	244,070	246,971	286,800

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1961-62 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 14 per cent.; metal manufactures and machinery, 35 per cent.; oils, fats, and waxes, 12 per cent.; paper, paper manufactures, and stationery, 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1961-62 amounted to 85 per cent. of merchandise exports. Wool alone amounted to 36 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 1959-60 to 1961-62 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
	'000			£'000 f.o.b.		
Fish lb.	20,852	21,433	19,146	2,500	2,803	2,615
Coffee, Raw and Kiln Dried .. lb.	14,690	13,428	9,844	1,862	1,557	1,015
Tea lb.	23,129	22,701	23,924	4,919	4,697	4,758
Tobacco, Unmanufactured .. lb.	11,937	15,121	12,591	3,845	5,067	4,384
Cotton, Raw lb.	13,407	12,925	9,879	1,588	1,695	1,338
Wool lb.	4,963	5,697	3,195	1,306	1,508	787
Sisal Fibre cwt.	346	284	131	1,138	1,640	686
Cotton Yarns—No. 50 Count and Finer lb.	3,675	3,966	2,554	1,406	1,650	1,031
Sewing Threads lb.	1,379	1,897	1,371	1,101	1,599	1,144
Nylon and Other Polyamides— Yarns Known as Raw .. lb.	1,323	1,702	1,400	1,086	1,468	1,284
Corn and Flour Sacks doz.	883	1,103	735	1,038	2,047	1,233
Cotton Piecegoods— Grey Unbleached .. sq. yd.	19,442	19,778	14,194	1,556	1,903	1,240
Bleached, Printed, Dyed, or Coloured sq. yd.	76,222	77,428	81,649	11,111	11,419	11,470
Carpets and Carpeting .. sq. yd.	1,737	2,121	1,133	2,288	3,032	1,543
Petroleum, Crude gall.	1,069,857	1,124,463	1,114,444	27,756	26,477	25,137
Motor Spirit gall.	38,965	53,983	54,517	3,306	2,803	2,720
Power Kerosene gall.	19,004	16,310	13,983	1,006	816	693
Mineral Lubricating Oil .. gall.	16,958	18,878	15,900	2,245	2,802	2,217
Dyes, Including Organic Pig- ment Dyestuffs <i>n.e.i.</i> .. lb.	2,000	1,911	1,840	1,468	1,438	1,255
Iron and Steel— Bar and Rod cwt.	95	422	130	1,250	2,380	1,360
Plate and Sheet—Plain .. cwt.	244	1,557	171	1,713	5,913	1,214
—Tinned cwt.	478	797	414	2,105	3,891	1,885
—Galvanised cwt.	111	212	88	491	1,006	383
Beams and Girders cwt.	187	446	65	503	1,179	166
Hand Tools .. .. . ..	..	..	..	1,300	1,315	1,100
Aeroplanes .. .. . ..	..	..	..	8,184	2,755	1,415
Aircraft Parts .. .. . ..	..	..	..	3,567	3,206	2,958
Motor Vehicles, Chassis, Bodies, and Parts .. .. .	..	..	..	45,947	52,667	27,408
Radio and Television Equipment	..	..	..	1,884	1,959	2,389
Tractors—Crawler Type .. ..	..	..	..	1,498	1,437	805
—Wheeled Type .. .. . ..	..	..	..	4,046	3,950	2,945
Tractor Parts .. .. . ..	..	..	..	2,401	2,894	1,785
Knitting Machines .. .. . ..	..	..	..	961	1,419	1,315
Bearings, Roller and Ball .. ..	..	..	..	2,543	3,460	2,083
Crude Rubber (Including Crepe and Latex) lb.	39,800	37,646	32,686	6,548	5,461	3,898
Synthetic Rubber (Including Latex) lb.	18,525	22,975	14,124	2,089	2,554	1,641
Timber, Undressed— Douglas Fir sup. ft.	32,299	30,417	23,395	1,477	1,402	931
Crockery .. .. . ..	..	..	..	1,108	1,138	981
Plate Glass, Polished and Patent sq. ft.	6,935	7,084	3,822	1,359	1,408	804
Pulp for Paper-making ton	61	66	43	3,025	3,477	2,293
Newsprinting Paper, Not Glazed &c. ton	76	91	65	5,487	6,284	4,469
Transparent Cellulose lb.	6,426	6,195	6,431	1,717	1,694	1,743
Books, Magazines, &c. .. ..	..	..	..	3,278	3,772	3,825
Rock Phosphate ton	472	555	632	1,305	1,514	1,370
Polyethylene (Polythene) Resin lb.	5,936	10,475	8,632	979	1,523	1,097
Polyamide (Nylon, &c.) Resins lb.	6,501	7,303	4,681	2,159	2,446	1,542
Army, Navy, and Air Force Stores and Equipment .. .. .	..	..	..	2,320	1,403	1,625
Outside Packages .. .. . ..	..	..	..	6,503	7,417	5,151
All Other Articles .. .. . ..	..	..	..	149,077	192,627	157,801
Total Imports .. .. . ..	..	..	..	339,349	399,972	305,292

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 1959-60 to 1961-62 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
		'000			£'000 f.o.b.	
Meats Preserved by Cold Process—						
Beef and Veal lb.	63,081	41,652	81,085	8,799	5,934	10,645
Lamb lb.	29,440	34,209	18,022	2,036	3,122	1,192
Mutton lb.	47,512	50,042	76,284	3,203	4,680	5,638
Rabbits and Hares—Skinned lb.	17,934	13,972	14,629	2,067	1,743	1,712
Meats, Tinned—						
Beef or Veal lb.	30,387	21,689	23,046	3,269	2,693	2,563
Mutton lb.	17,079	4,918	6,527	1,845	543	829
Sausage Casings—Natural Bundle	1,625	1,523	1,756	1,189	1,198	1,449
Milk—						
Preserved, Sweetened .. lb.	49,145	36,998	33,803	3,421	2,463	2,214
Dried or in Powdered Form—						
Full Cream lb.	7,791	8,224	7,512	1,075	1,377	1,289
Skim lb.	41,891	29,240	28,192	1,788	1,194	1,042
Butter lb.	104,898	100,219	121,311	17,872	14,633	17,159
Cheese lb.	20,933	22,584	25,201	2,839	2,935	2,998
Wheat ton	255	665	1,401	6,249	16,333	36,269
Barley ton	36	115	17	692	2,178	386
Oats ton	91	121	150	2,029	2,370	3,164
White Flour—Plain .. cental	3,497	4,271	3,880	4,867	6,176	5,742
Malt lb.	41,803	78,051	106,172	989	1,878	2,505
Fruit, Fresh—Pears .. bush.	916	839	1,146	1,467	1,479	1,884
Dried—Sultanas .. lb.	79,570	90,771	113,637	5,910	5,702	7,507
Tinned—Peaches .. lb.	35,174	19,988	34,663	2,180	1,239	2,079
—Pears .. lb.	81,146	80,661	81,920	5,354	5,306	5,226
Hides and Skins—						
Sheep and Lamb Skins with						
Wool on lb.	71,031	71,950	77,182	9,752	9,166	10,720
Other .. ..	..	..	..	3,034	1,758	2,212
Wool—						
Greasy lb.	339,012	346,581	372,401	91,482	83,841	94,361
Washed and Scoured .. lb.	19,239	20,166	21,390	6,151	5,724	6,334
Carbonized lb.	5,992	5,135	6,779	1,883	1,472	1,864
Tallow, Inedible cwt.	752	525	903	2,243	1,361	2,619
Petroleum Oils—						
Diesel Distillate (Incl. Gas Oil) gall.	51,224	56,915	51,880	3,002	2,893	2,721
Topped Crude Oil (Incl. Residual Oil) gall.	85,499	71,783	131,346	3,381	2,487	4,063
Iron and Steel Scrap .. cwt.	1,161	1,368	976	840	1,098	847
Motor Vehicles and Parts .. ..	..	..	..	2,438	4,490	3,026
Aircraft and Parts .. ..	..	..	..	1,078	903	980
Casein cwt.	138	159	221	1,223	1,429	1,845
All Other Articles .. ..	..	..	..	38,423	45,173	41,716
Total Exports .. ..	..	..	..	244,070	246,971	286,800

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 1959-60 to 1961-62 is shown in the following table :—

**VICTORIA—OVERSEA IMPORTS AND EXPORTS :
COUNTRIES OF ORIGIN AND CONSIGNMENT
(£'000 f.o.b.)**

Country	Imports			Exports		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
COMMONWEALTH COUNTRIES—						
United Kingdom	126,017	129,421	97,433	65,967	54,678	61,286
Borneo (British)	4,879	1,608	3,226	757	756	786
Canada	10,350	15,280	11,163	4,267	4,558	5,234
Ceylon	4,081	3,682	3,736	2,382	2,514	3,154
Hong Kong	1,908	2,299	2,256	2,253	2,302	3,426
India	5,311	7,085	4,784	3,806	3,122	10,866
Malaya, Federation of	6,108	5,283	3,690	4,309	3,656	3,318
New Zealand	6,075	6,082	4,066	14,969	16,353	18,182
Pakistan	1,458	1,982	1,443	644	1,106	865
Singapore	230	189	267	3,887	3,356	4,470
Other Commonwealth Countries ..	8,142	8,119	6,330	8,570	8,349	9,295
Total Commonwealth Countries ..	174,559	181,030	138,394	111,811	100,750	120,882
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	4,542	4,178	7,748	295	557	445
Saudi Arabia	4,488	7,396	8,650	359	486	481
Qatar	12,364	7,829	2,518	37	51	58
Other Arabian States	128	..	2	65	37	30
Belgium-Luxembourg	3,089	4,292	2,794	4,051	4,444	5,157
China, Republic of (Mainland) ..	1,381	1,298	1,238	2,501	12,186	16,375
Czechoslovakia	1,014	1,072	999	3,387	1,859	1,453
France	4,916	6,003	4,267	21,043	16,426	18,648
Germany, Federal Republic of ..	25,793	32,977	21,889	7,796	6,571	8,996
Indonesia	5,196	4,786	3,506	1,425	2,321	1,052
Iran	871	5,115	6,477	651	424	492
Italy	5,049	5,995	4,564	15,735	13,523	16,114
Japan	14,799	21,674	17,202	29,143	36,426	39,807
Mexico	772	799	431	1,316	1,930	1,895
Netherlands	9,321	5,873	5,166	1,355	1,197	1,656
Poland	96	194	158	2,555	2,707	3,049
South Africa, Republic of	2,051	2,485	2,334	2,825	3,405	3,806
Sweden	3,883	5,263	4,209	800	754	690
Switzerland	3,866	4,495	4,533	675	396	331
U.S.S.R.	391	208	230	4,566	2,070	3,046
United States of America	49,439	82,749	56,115	16,774	22,028	22,118
Yugoslavia	29	29	83	2,440	2,657	1,720
Other Foreign Countries	11,192	14,088	11,644	12,462	13,761	18,495
Total Foreign Countries	164,670	218,798	166,757	132,256	146,216	165,914
All Countries (Transfers of Bullion and Specie)	120	144	141	3	5	4
Grand Total	339,349	399,972	305,292	244,070	246,971	286,800

Interstate Trade

The available statistics of trade between Victoria and other Australian States are incomplete and relate mainly to seaborne trade. Although a substantial quantity of freight is carried by road and rail transport between Victoria and neighbouring States, no details of this traffic are available. A small tonnage of freight is carried interstate by air (see page 844).

Interstate Trade by Sea

Quantity-wise, the principal cargoes carried interstate by ship to and from Victorian ports are coal, oils, steel, sugar, and timber. In addition, however, there is a considerable trade in foodstuffs, motor vehicles, and other manufactured goods particularly through the Port of Melbourne.

The following tables show tonnages of the principal commodities of interstate origin or destination handled in the Ports of Melbourne and Geelong respectively during the five years 1958 to 1962. Some cargoes, as indicated, are recorded in tons weight, while others are recorded in units of 40 cubic feet, which measurement is taken as the equivalent of 1 ton.

VICTORIA—PORT OF MELBOURNE : PRINCIPAL INTERSTATE EXPORTS

('000)

Commodity and Unit of Quantity	1958	1959	1960	1961	1962
Ale, Beer and Stout 40 c.ft.	22	23	17	14	11
Fruit, Fresh and Preserved .. 40 c.ft.	15	15	18	19	27
Groceries 40 c.ft.	28	24	19	22	14
Malt ton	16	15	7	4	6
Machinery ton	24	34	16	15	16
Metal Manufactures ton	12	12	8	11	13
Motor Vehicles 40 c.ft.	71	73	114	72	93
Motor Parts and Accessories .. 40 c.ft.	19	23	22	19	20
Oils—					
Aviation Spirit (Bulk) .. 40 c.ft.	18	21	27	51	28
" Turbine Fuel (Bulk) 40 c.ft.	7	4	11	15	..
Fuel Oil (Bulk) .. 40 c.ft.	150	191	168	178	248
Kerosene 40 c.ft.	2	8	9	25	5
Motor Spirit (Bulk) .. 40 c.ft.	40	29	31	117	70
Paper and Stationery 40 c.ft.	27	29	21	16	23
Plaster ton	10	9	7	7	8
Scrap Metal ton	67	50	22	12	..
Steel ton	14	10	6	6	5
Tourists' Cars 40 c.ft.	27	64	81	83	88
All Other	238	224	294	393	454
Total	807	858	898	1,079	1,129

VICTORIA—PORT OF MELBOURNE : PRINCIPAL
INTERSTATE IMPORTS
(’000)

Commodity and Unit of Quantity	1958	1959	1960	1961	1962
Barley ton	10	36	34	39	48
Cement ton	43	14	5	8	7
Coal ton	787	771	587	589	495
Gypsum ton	102	79	121	73	102
Iron ton	45	42	11	13	36
Molasses ton	16	33	22	20	33
Oils—					
Fuel Oil 40 c.ft.	359	236	212	138	70
Kerosene 40 c.ft.	14	35	30	25	48
Motor Spirit (Bulk) 40 c.ft.	58	30	74	149	97
Paper and Stationery 40 c.ft.	74	83	92	78	137
Pipes, Tubes and Fittings ton	42	47	53	44	43
Pyrites ton	53	53	46	60	43
Steel ton	294	311	264	295	306
Sugar ton	180	173	175	174	203
Timber 40 c.ft.	139	154	163	129	136
Tourists' Cars 40 c.ft.	21	35	61	72	80
Wire ton	38	28	27	16	6
All Other	225	339	278	359	348
Total	2,500	2,499	2,255	2,281	2,238

VICTORIA—PORT OF GEELONG : PRINCIPAL INTERSTATE
EXPORTS AND IMPORTS
(’000 tons)

Commodity and Unit of Quantity	1958	1959	1960	1961	1962
EXPORTS					
Refined Oils 40 c.ft.	625	711	813	773	890
Scrap Iron ton	12	8	12	11	2
Wheat ton	139	4	7	2	5
Wool ton	2	2	3	1	1
General Cargo	1	3	1	1	5
Total Exports	779	728	836	788	903
IMPORTS					
Cement Clinkers ton	..	..	..	4	47
Coal ton	212	246	266	257	205
Oils (Various) 40 c.ft.	35	329	303	347	216
Pig Iron and Steel ton	45	35	16	14	17
Sulphate of Ammonia ton	..	..	2	5	5
Timber and General Cargo	1	1	1	*	2
Total Imports	293	611	588	627	492

*Under 500 tons.

Trade of Victoria with Western Australia and Tasmania

Detailed statistics of the interstate trade between Victoria and other States are available only for trade with Western Australia and Tasmania. The principal items of the trade between Victoria and Western Australia during the years 1959-60 to 1961-62 are given in the next table.

In recent years, the value of exports by Victoria to Western Australia has been above £50 mill. per annum and has represented more than 40 per cent. of the total value of goods imported by that State from all States of the Commonwealth. Apparel, foodstuffs, machinery, and motor vehicles account for more than half of this total.

Exports from Victoria are valued at "landed cost" (i.e., on a c.i.f. basis) at the port of entry. Imports from Western Australia are valued at the f.o.b. equivalent (f.o.r. in the case of the small proportion of goods received by rail) at the port of shipment of the price at which the goods were sold.

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
EXPORTS TO WESTERN AUSTRALIA						
Apparel .. .. .	..	..	..	7,363	6,369	6,407
Builders' Hardware .. .. .	..	..	..	749	849	813
Electrical Equipment .. .. .	..	..	..	271	433	549
Explosives .. .. .	..	..	..	966	1,061	1,091
Foodstuffs—						
Cheese lb.	2,708	2,265	2,780	495	418	493
Confectionery lb.	3,471	2,696	2,712	640	544	570
Milk Products lb.	7,479	6,293	8,091	1,001	818	1,072
Other .. .. .	..	..	..	3,571	3,349	3,561
Footwear .. .. .	..	..	..	2,001	1,948	1,788
Machinery—						
Agricultural .. .. .	..	..	..	2,564	1,504	2,638
Tractors and Parts .. .. .	..	..	..	1,217	1,165	1,334
Other .. .. .	..	..	..	2,670	2,653	3,301
Paper and Paper Board, &c. .. .. .	..	..	..	1,267	1,360	1,118
Petroleum Oils and Spirits gall.	12,909	13,500	12,280	1,069	1,118	747
Piecegoods .. .. .	..	..	..	1,319	1,016	1,141
Radio and T.V. Equipment .. .. .	..	..	..	1,172	909	720
Tobacco and Cigarettes lb.	1,961	2,010	2,525	2,273	2,311	2,876
Tyres and Tubes .. .. .	..	..	..	1,931	1,743	1,916
Vehicles and Parts .. .. .	..	..	..	8,143	9,279	9,278
Other Commodities .. .. .	..	..	..	13,385	11,413	11,681
Total .. .. .	..	..	..	54,067	50,260	53,094

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
IMPORTS FROM WESTERN AUSTRALIA						
Asbestos fibre .. cwt.	39	24	33	186	120	180
Foodstuffs—						
Confectionery .. lb.	1,039	806	675	151	116	109
Meat .. lb.	2,300	1,980	2,486	393	349	376
Vegetables, Fresh .. lb.	3,723	4,336	7,275	162	172	190
Other .. ..	..	..	..	191	171	150
Hides and Skins .. lb.	1,236	833	1,023	150	76	126
Iron and Steel .. ..	..	..	..	2,125	2,483	2,141
Machines and Machinery (Except Tractors) .. ..	..	..	..	473	498	385
Petroleum Oils and Spirits .. gall.	94,496	74,181	66,084	4,198	3,727	3,356
Textiles (Except Apparel) .. ..	..	..	..	238	229	197
Timber .. sup. ft.	4,219	2,417	2,849	234	156	181
Tobacco Leaf .. lb.	1,023	928	614	517	379	159
Tractors and Parts .. ..	..	..	..	718	566	452
Wool .. lb.	2,918	3,024	2,100	792	752	565
Other Commodities .. ..	..	..	..	1,787	1,385	1,290
Total .. ..	..	..	..	12,315	11,179	9,857

The next table shows the principal items of the trade by sea between Victoria and Tasmania during the years 1959-60 to 1961-62. Exports and imports are both valued on an f.o.b. basis :—

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
EXPORTS TO TASMANIA						
Alcoholic Beverages—						
Wines and Spirits .. gall.	117	145	190	369	333	454
Other Alcoholic Beverages .. gall.	302	338	321	245	280	266
Chemicals (Inc. Fertilizer) .. ..	..	..	..	1,086	828	1,043
Foodstuffs—						
Biscuits .. ..	..	..	..	251	215	198
Confectionery .. lb.	1,486	1,206	741	451	308	222
Fruit, Fresh .. bush.	331	323	309	658	625	587
Milk, Processed .. lb.	4,112	5,242	5,426	433	462	663
Sugar .. ton	3	6	7	230	718	651
Tea .. lb.	1,089	1,778	1,870	337	538	554
Other .. ..	..	..	..	3,062	2,898	2,046
Metals, Metal Manufactures and Machinery—						
Machinery .. ..	..	..	..	2,112	2,406	3,189
Other .. ..	..	..	..	4,747	5,137	5,947

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
EXPORTS TO TASMANIA—<i>continued</i>						
Motor Cars (Complete) No.	15	17	17	13,220	14,641	14,838
Petroleum and Oils—						
Motor Spirit .. gall.	24,561	17,455	24,192	1,683	1,148	1,511
Other .. .. .	..	..	..	2,002	2,057	1,888
Paper and Stationery ..	..	..	..	1,320	1,141	1,504
Rubber Manufactures ..	..	..	..	566	507	1,014
Soap .. .. .	..	..	..	314	329	246
Tobacco and Cigarettes ..	..	..	..	2,099	3,712	4,727
Wool lb.	4,520	5,659	3,211	1,572	1,757	1,024
Other Commodities ..	..	..	..	5,174	4,560	5,534
Total .. .. .	..	..	..	41,931	44,600	48,006

IMPORTS FROM TASMANIA

Foodstuffs—						
Butter cwt.	18	16	14	339	299	232
Fish .. .. .	..	..	..	117	165	172
Fruit—						
Fresh bush.	59	269	166	59	275	175
Dried, Preserved, &c lb.	4,424	5,122	3,385	266	280	187
Hops lb.	393	586	1,649	119	191	528
Potatoes ton	3	4	7	51	118	212
Other * .. .. .	..	..	..	3,564	3,940	3,962
Hides cwt.	29	24	13	264	191	99
Metals and Ores—						
Zinc Ingots ton	13	12	14	1,391	1,268	1,457
Other .. .. .	..	..	..	1,928	2,379	2,466
Metal Manufactures ..	..	..	..	560	992	346
Motor Vehicles .. No.	9	9	10	6,519	7,231	7,678
Timber—						
Dressed sup. ft.	14,041	12,315	9,020	1,006	1,436	962
Undressed sup. ft.	46,311	40,331	36,012	2,465	2,462	2,354
Wool lb.	3,797	2,503	2,195	798	531	477
Other Commodities† ..	..	..	..	9,585	10,488	10,443
Total .. .. .	..	..	..	29,031	32,246	31,750

* Includes confectionery—not available for publication.

† Includes calcium carbide, hardboard, paper and stationery, and plywood—not available for publication.

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 1959-60 to 1961-62. 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	1959-60	1960-61	1961-62
I. Foodstuffs of Animal Origin, &c.	161	229	185
II. Foodstuffs of Vegetable Origin ; Non-alcoholic Beverages, &c.	756	849	878
III. Spirituous and Alcoholic Liquors	802	842	911
IV. Tobacco, Cigars, Cigarettes and Snuff ..	4,761	5,338	5,290
V. Live Animals .. ..	..	..	..
VI. Animal Substances, not Foodstuffs	3	2	2
VII. Vegetable Substances and Fibres, &c. ..	57	60	58
VIII. (a) Yarns and Manufactured Fibres ..	260	406	405
(b) Textiles	3,436	4,078	3,749
(c) Apparel	1,310	1,732	1,035
IX. Oils, Fats and Waxes—			
Aviation Spirit	62	115	..
Motor Spirit and Solvents	2,864	2,922	2,418
Aviation Turbine Fuel	23	26	22
Diesel Fuel	7	15	58
Other Oils, Fats and Waxes	668	736	644
X. Pigments, Paints, Varnishes	99	136	137
XI. Rocks, Minerals and Hydro-carbons, &c. ..	24	23	23
XII. (a) Metals and Metal manufactures—			
Motor Vehicles	4,454	5,292	2,988
Other	1,541	2,417	1,773
(b) Dynamo Electrical Machinery, Electrical Appliances, &c.	1,188	1,633	1,254
(c) Machines and Machinery	3,721	5,003	3,631
XIII. (a) Rubber and Rubber Manufactures ..	168	238	208
(b) Leather, Leather Manufactures, &c. ..	73	110	100
XIV. Wood and Wicker	519	645	318
XV. Earthenware, Cement, China, &c.	715	931	864
XVI. (a) Pulp, Paper and Board	268	511	540
(b) Paper Manufactures and Stationery ..	205	316	338
XVII. Sporting Material, Toys, Jewellery, &c. ..	880	1,138	1,147
XVIII. Optical, Surgical, and Scientific Instruments, &c.	289	421	388
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	481	591	629
XX. Miscellaneous	1,108	1,737	1,942
Primage and Sundry Duties	815	951	790
Total Gross Customs Duties	31,718	39,443	32,725

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 1959-60 to 1961-62. 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		
	1959-60	1960-61	1961-62	1959-60	1960-61	1961-62
	'000			£'000		
Beer gall.	65,813	68,206	68,497	32,358	33,534	33,677
Spirits (Potable) .. proof gall.	486	512	506	1,660	1,752	1,753
Tobacco lb.	3,863	3,528	3,128	3,557	3,249	2,881
Cigars and Cigarettes .. lb.	14,509	15,207	15,393	23,049	24,153	24,434
Petrol gall.	320,775	347,472	366,108	15,344	16,621	17,832
All Other Articles .. ..	..	..	..	2,617	2,342	2,202
Total .. .. .	..	..	..	78,585	81,651	82,779

The overseas trade and the gross revenue collected at Victorian ports during the year 1961-62 are shown in the following table :—

**VICTORIA—OVERSEA TRADE AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1961-62
(£'000)**

Particulars	Melbourne*	Geelong	Portland	Total
Oversea Trade—				
Imports	282,978	21,430	884	305,292
Exports	232,271	47,429	7,100	286,800
Total	515,249	68,859	7,984	592,092
Gross Revenue—				
Customs	31,867	192	666	32,725
Excise	80,294	1,672	813	82,779
Total	112,161	1,864	1,479	115,504

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

AUSTRALIA—VALUE OF OVERSEA TRADE, GROSS
CUSTOMS, AND EXCISE DUTY COLLECTED BY
STATES, 1961-62
(£'000)

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	412,910	322,762	— 90,148	41,379	106,426
Victoria	305,292	286,800	— 18,492	32,725	82,779
Queensland	48,862	172,443	123,581	6,347	30,371
South Australia ..	51,693	121,988	70,295	6,080	20,784
Western Australia ..	50,089	144,081	93,992	3,578	17,853
Tasmania	13,624	28,598	14,974	1,278	7,242
Northern Territory ..	2,084	612	— 1,472	276	552
Australian Capital Territory	192	..	— 192	31	6
Australia	884,746	1,077,284	192,538	91,694	266,013

NOTE—Minus (—) sign denotes excess of imports.

Transport

Shipping

Introduction

In recent years there has been a continued decline in the size of the interstate shipping fleet, as many of the older vessels reached the end of their economic life and were either broken up or sold off the Australian coast.

The decrease in numbers and deadweight tonnage of dry cargo ships has been accentuated by the desire to replace older units with more modern, specialized tonnage which, in general terms, can carry more cargo at higher speeds and with less reliance on shore labour. The result is that far fewer ships are now needed to perform a carrying task which has not increased to any appreciable extent over the past seven or eight years.

The main cargo of the coastal fleet is still provided by the bulk trades, primarily ironstone and other related commodities used in the steel industry, and coal. Here, more than in any other trades, the effect of modern shipbuilding and operating practice has been felt. In terms of deadweight tonnage and number of ships, the bulk carrying fleet is smaller than it has been for many years, yet the quantity of cargo carried is much greater.

Shipments of coal have been affected in recent years by the increased use of petroleum by-products. As a result, the quantity of coal being carried to such ports as Melbourne and Geelong has declined.

Although the dry cargo position cannot be said to have improved in the last twelve months, the coastal fleet nevertheless continues to move towards complete modernization and to offer competition to other forms of transport, competition which has sometimes succeeded in recapturing general cargo trade earlier lost to road and rail. One example of this is in the Melbourne to Brisbane general cargo service which has been revitalized by the introduction of Australian National Line vessels operating on the container and unit load principle.

During 1962, further steps were taken to evaluate more fully the contribution to the nation's economy of the new type of cargo ship which has in recent years been introduced to the Australian coast. These vessels include the "roll-on, roll-off" ships and the container ships, and many of them operate principally to and from Melbourne, notably to the Tasmanian ports, a trade which offers the best opportunities for utilizing improved cargo handling methods because of freedom from the competition with other means of transport.

The "Princess of Tasmania" and "Bass Trader" maintain a regular "roll-on, roll-off" passenger and cargo service, whilst two heavy lift container/unit load ships are also regularly engaged in this trade. A third "roll-on, roll-off" cargo ship commenced operations in South Australian waters, whilst eastern and southern States are now connected with Western Australia by a regular container ship service.

The end of a regular passenger service by Australian-owned interstate liners was virtually witnessed during 1961-62 when the last of the one-time fleet of fine passenger ships was sold. Apart from the State-run cargo/passenger service between Western Australian ports and Darwin, the only interstate passenger service at the moment is that provided by the Australian National line, operating between Melbourne and Devonport.

The following table gives details of the searoad service between Victoria and Tasmania :—

VICTORIA-TASMANIA : SEAROAD SERVICE, 1961-62

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles*	Commercial Units, &c. †	Mail Vans
"Princess of Tasmania" .. Tasmania ..	86,792	19,172	2,795	6,802	317
"Bass Trader" ..	1,201	..	3,518	14,469	296
"South Esk" ..	..	..	..	18,161	..
Total ..	87,993	19,172	6,313	39,432	613

* Motor vehicles available for sale.

† Includes container units, trailers, timber packs, &c., as well as powered commercial vehicles.

Vessels Entered and Cleared

The number of vessels entering Victorian ports, the number cleared from those ports, and their total tonnage in each of the five years 1957-8 to 1961-62 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
Entrances No.	3,075	3,210	3,355	3,404	3,545
'000 net tons	11,283	12,224	13,277	14,343	14,909
Clearances No.	3,049	3,208	3,351	3,412	3,537
'000 net tons	11,184	12,195	13,269	14,417	14,872

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—				
	1958	1959	1960	1961	1962
VESSELS ENTERED					
COMMONWEALTH COUNTRIES—					
Australian States	4,397	4,848	4,878	5,080	5,548
United Kingdom	1,668	1,548	1,747	1,590	1,513
Nauru	343	403	421	324	348
Borneo (British)	265	78	241	125	194
Canada	268	252	340	441	378
India, Pakistan, and Ceylon ..	141	223	186	193	257
Singapore, and the Federation of Malaya	202	273	237	243	270
New Zealand	290	301	275	306	452
Other Commonwealth Countries	164	263	274	392	535
Total Commonwealth Countries	7,738	8,189	8,599	8,694	9,495
FOREIGN COUNTRIES—					
Arabian States	1,179	1,378	1,508	1,326	1,313
China, (Mainland) .. ..	..	2	12	38	77
Germany, Federal Republic of ..	192	385	386	420	335
Indonesia	253	202	271	297	308
Iran	143	77	56	395	364
Italy	217	235	247	231	225
Japan	364	379	512	766	838
Netherlands	103	146	212	201	189
United States of America	397	473	526	777	548
Other Foreign Countries	409	378	513	704	682
Total Foreign Countries	3,257	3,655	4,243	5,155	4,879
Grand Total	10,995	11,844	12,842	13,849	14,374

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

Country	Year Ended 30th June—				
	1958	1959	1960	1961	1962
VESSELS CLEARED					
COMMONWEALTH COUNTRIES—					
Australian States	5,067	5,300	5,892	6,098	5,912
United Kingdom	1,569	1,556	1,508	1,469	1,630
Nauru	230	232	205	198	195
Canada	149	206	308	290	308
India, Pakistan, and Ceylon..	244	195	200	192	314
Singapore, and the Federation of Malaya	240	306	289	228	361
New Zealand	310	302	354	436	454
Hong Kong	94	98	113	131	268
Other Commonwealth Countries	162	196	167	215	293
Total Commonwealth Countries	8,065	8,391	9,036	9,257	9,735
FOREIGN COUNTRIES—					
Arabian States	986	1,114	1,356	1,365	1,324
China, (Mainland)	10	37	27	275	259
Germany, Federal Republic of..	137	185	240	276	248
Indonesia	187	105	99	124	170
Iran	89	112	134	292	240
Italy	241	321	313	388	281
Japan	417	495	584	692	593
Netherlands	75	152	58	119	140
Poland	14	78	142	65	57
United States of America ..	273	260	308	377	437
Other Foreign Countries ..	379	486	436	651	791
Total Foreign Countries ..	2,808	3,345	3,697	4,624	4,540
Grand Total	10,873	11,736	12,733	13,881	14,275

The nationalities of vessels which entered or were cleared at Victorian ports during the years 1960–61 and 1961–62 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING
(‘000 Net Tons)

Nationality	Vessels Entered		Vessels Cleared	
	1960–61	1961–62	1960–61	1961–62
Commonwealth—				
Australian	1,751	1,833	1,787	1,807
United Kingdom	6,254	6,358	6,283	6,372
New Zealand	140	149	141	142
Hong Kong	158	149	161	146
Other Commonwealth ..	228	271	221	270
Total Commonwealth ..	8,531	8,760	8,593	8,737

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

Nationality	Vessels Entered		Vessels Cleared	
	1960-61	1961-62	1960-61	1961-62
Foreign—				
Danish	276	377	297	368
French	116	275	123	248
Dutch	936	888	944	883
German (Federal Republic) ..	274	286	269	285
Italian	522	577	514	567
Japanese	498	545	479	542
Liberian	520	400	519	387
Norwegian	1,264	1,294	1,291	1,255
Swedish	471	575	451	592
United States of America ..	259	213	269	216
Panamanian	284	302	291	303
Other Foreign	392	417	377	489
Total Foreign	5,812	6,149	5,824	6,135
Grand Total	14,343	14,909	14,417	14,872

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1960-61 and 1961-62 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
	Number					
Oversea—						
Direct	330	295	186	267	3	5
Other	1,453	1,495	276	225	54	86
Interstate	979	1,062	113	108	10	2
Total	2,762	2,852	575	600	67	93
	’000 Net Tons					
Oversea—						
Direct	2,024	1,887	1,412	1,938	14	26
Other	7,318	7,575	1,517	1,212	308	459
Interstate	1,528	1,632	203	180	18	*
Total	10,870	11,094	3,132	3,330	340	485

* Less than 500 tons.

Cargoes Discharged and Shipped

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1960-61 and 1961-62, as well as the tonnage of oversea cargoes discharged and shipped during the years 1959-60 to 1961-62 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	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
DISCHARGED						
Interstate—						
Weight	1,625	1,600	618	519	51	64
Measure	611	476	*	5	..	3
Oversea—						
Weight	3,020	2,820	2,631	3,012	56	47
Measure	1,549	1,003	52	6	..	..
SHIPPED						
Interstate—						
Weight	550	512	941	948	5	8
Measure	528	497	1	1	..	..
Oversea—						
Weight	758	716	1,293	2,011	56	77
Measure	515	512	..	*	..	17

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—	1959-60		1960-61		1961-62	
	Dis-charged	Shipped	Dis-charged	Shipped	Dis-charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	78	9	6	10	3	15
United Kingdom ..	2,595	969	3,142	1,028	2,638	1,404
New Zealand	89	91	85	96	59	138
Other Commonwealth	72	87	106	147	127	122
Total Commonwealth Countries	2,834	1,156	3,339	1,281	2,827	1,679

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

Vessels Registered at Ports in—	1959-60		1960-61		1961-62	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	308	69	277	99	291	92
France	136	12	136	20	366	10
Germany, Federal Republic of	155	22	180	63	146	78
Greece	13	15	32	263	26	302
Italy	258	14	59	25	243	118
Japan	178	52	88	77	116	64
Liberia	698	70	1,004	22	721	70
Netherlands	165	159	261	189	279	143
Norway	1,107	278	1,192	352	1,121	508
Panama	458	97	332	38	276	100
Sweden	251	37	324	121	361	95
United States of America	58	21	72	34	45	26
Other Foreign	1	33	12	38	70	48
Total Foreign Countries	3,786	879	3,969	1,341	4,061	1,654
Grand Total	6,620	2,035	7,308	2,622	6,888	3,333

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

Port Phillip Sea Pilots

Thirty-four former shipmasters are licensed by the Marine Board of Victoria to perform all pilotage duty within Port Phillip Bay. One is in charge of the Williamstown office as Secretary-Treasurer ; the others, in turn, take a week in command of the pilot steamer cruising off Point Lonsdale to put pilots aboard incoming ships or take them off departing vessels.

Thirty-two pilots are rostered for the various pilotage duties : from the Heads to Port Melbourne, Williamstown, and Geelong ; between Geelong and Melbourne ; in the Yarra River or Victoria Dock ; or elsewhere as required. Pilots for inward ships are organized by the Pilot-in-Charge of the steamer ; those for departing ships and ships berthing by the Williamstown office staff.

Tide is the pilot's greatest hazard at the Heads. Flowing over an uneven, rocky bottom at a rate of up to 10 knots, it creates a steep and turbulent sea at the narrowest part of the entrance. These strong tides have scoured out a deep gutter round Point Nepean, and the main stream of the tide follows this gutter and has the effect of setting ships sideways, towards the dangerous reefs bordering Point Nepean.

Inside the Heads is the 12-mile long South Channel for deep-loaded ships and the shorter and narrower West Channel for ships under 17 feet draught. Geelong's oil refinery is at the end of another 16 miles of channel, with another 8 miles to the Port Melbourne, Williamstown, Yarra River, and Victoria Dock berths.

Vacancies in the Pilot Service are filled by shipmasters who have traded regularly to the port with a pilotage exemption certificate. Each pilot must purchase a share in the pilot vessels and other necessary plant. Pilotage dues are set and collected by the Marine Board. Ten per cent. of these are taken out for expenses and contributions to the Pilots Sickness and Superannuation Fund, 90 per cent. being paid to the pilots for disbursements, crew and staff wages, and for pilots' remuneration.

The following table shows the number of ships (sailing inwards and outwards) piloted through Port Phillip Heads during the years 1955 to 1962 :—

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

Year			No. of Ships	Year			No. of Ships
1955	..	..	3,271	1959..	..	..	3,593
1956	..	..	3,042	1960..	..	..	3,768
1957	..	..	3,054	1961..	..	..	4,228
1958	..	..	3,311	1962..	..	..	4,177

Further Reference

A history of the Port Phillip Pilot Service is to be found on pages 762 to 764 of the Victorian Year Book 1963.

Principal Ports of Victoria

Port of Melbourne

General

The principal sea terminal for Victoria is the Port of Melbourne which handles shipping at the average rate of one arrival or departure every 90 minutes throughout every day and night of the year. The Port comprises a total area of 10½ square miles, with 90 per cent. of its 108 berths set along both sides of the lower reaches of the Yarra River. The wharves extend over 12 miles in length with transit shed accommodation covering just over 46 acres, road and rail facilities, and wharf and mobile cargo handling equipment to meet the requirements of the shipping and cargo trade.

Out of the total number of berths in the Port, 81 are in regular commercial use. The remainder are berths which are under reconstruction or repair, and which cater for non-trading vessels such as the Port's dredging fleet, tugs owned by the Port Authority and towage companies, and Customs launches.

The Port is owned and controlled by an independent administration set up by Act of the Victorian Parliament in 1876. The Port Authority is the Melbourne Harbor Trust Commissioners, consisting of a

permanent chairman, and five part-time commissioners who have specialized knowledge of the Port's trade requirements, i.e., shipping, primary products, imports, exports, and port labour.

Recently, an increasing degree of specialization of ships and cargo handling has been introduced, and the Port Authority has been concentrating its efforts to meet these new requirements. In addition to specialized steel, coal, phosphate, and oil cargo handling facilities, roll-on roll-off loading facilities, and bulk handling of gypsum, special areas for the handling of container and unit cargo have been provided and more are being planned.

Port Facilities

North Side. On the northern bank of the Yarra near the city lie seventeen berths, which are the main centre of the interstate cargo trade, although some oversea cargo is also handled in this area. Guaranteed depth of water up to 28 feet is provided for shipping.

South Side. Extending from the city there are 30 berths, including specialized steel, gypsum, and container cargo-handling berths. Depths are to 31 feet.

Victoria Dock. A 96-acre basin excavated in swampland and first opened to shipping in 1893. Almost in the heart of the city, the Dock is the hub of the Port's oversea import and export trade. Rail trucks bring primary produce right to the ship's side for export. The depth of water is 31 feet.

Appleton Dock. This is the latest and most modern port installation. An initial five berths have been built including two for handling bulk coal and phosphatic rock. The cargo transit sheds are the largest and most modern in Australia, each with a length of 600 feet, almost the length of one city block in Melbourne, and a width of 150 feet. The depth of water is 31 feet.

Lower River. Special wharves at Footscray, Yarraville, Newport, and Coode Island directly service Victorian industries. The berths handle bulk raw sugar from Queensland; sulphur from Texas, U.S.A.; pyrites from Tasmania and Queensland; oil from the Middle East and South-East Asia; and petro-chemicals from U.S.A. The depth is to 33 feet.

Williamstown. The original port for the City of Melbourne and haven for the sailing ships of days gone by. Breakwater Pier, originally built over a century ago, was reconstructed as a modern oil terminal. In the area are the Harbor Trust's workshops, slipways, and floating dock for small ships, and the Royal Australian Navy installations, including a Government Graving Dock and dockyard. A start has been made in converting the 103-year-old Gellibrand pier into a modern oil terminal to cater for supertankers up to 85,000 dw. tons and 875 feet in length. The depth is 39 feet.

Port Melbourne. The principal oversea passenger terminal of Melbourne, with eight deep water berths for passenger liners up to 45,000 tons, and modern deep-draught tankers. The depth is 36 feet. The Harbor Trust provides all the passenger, customs, and

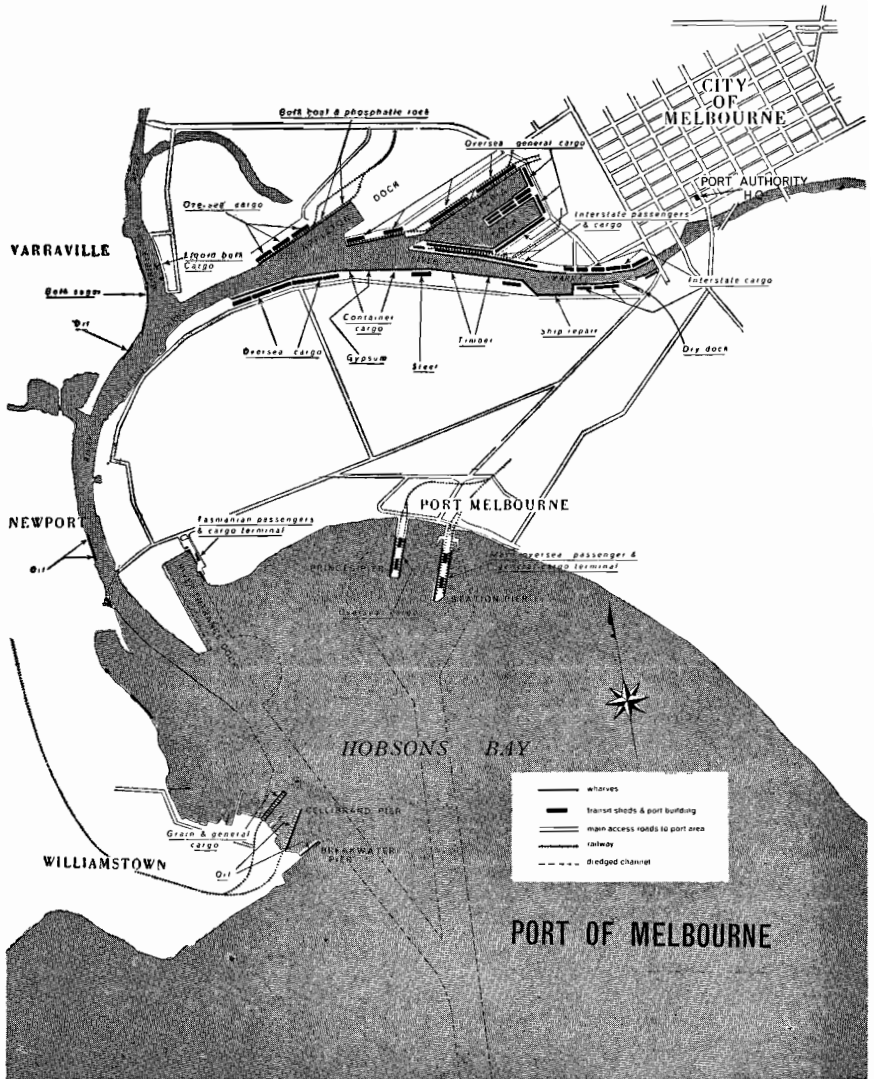


FIGURE 21.—Map showing shipping entrance to Melbourne.

cargo-handling facilities at both Station Pier and Princes Pier, but the Customs officers work directly under the Department of Customs and Excise.

River Entrance. Two berths have been provided to cater for ships with "roll-on, roll-off" loading facilities, whereby road vehicles can be driven straight on board over the stern. Normal cargo-handling facilities are also provided. The terminal caters for the Melbourne-Tasmania passenger service.

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1958 to 1962 :—

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

Particulars	1958	1959	1960	1961	1962
REVENUE					
Wharfage and Tonnage Rates ..	2,044	2,101	2,492	2,304	2,442
Rent of Sheds	88	94	105	95	104
Special Berth Charges	94	126	152	148	181
Rent of Lands	168	195	221	280	305
Crane Fees	419	536	680	648	648
Other	208	240	298	316	299
Total Revenue	3,021	3,292	3,948	3,791	3,979
EXPENDITURE					
Administration and General Expenses	124	211	217	221	237
Port Operating Expenses	635	694	792	802	882
Maintenance—					
Dredging	136	272	469	654	411
Harbour	23	24	32	35	30
Wharves	196	227	241	297	328
Approaches	29	25	29	32	36
Railways	39	34	25	28	23
Cranes	82	109	124	125	122
Other Properties	38	30	25	45	22
Interest	474	535	586	650	692
Depreciation and Renewals	349	341	502	163	441
Insurance	283	35	139	41	43
Sinking Fund	130	232	181	261	202
Payments to Consolidated Revenue	413	424	502	465	492
Other	8	9	8	7	5
Total Expenditure	2,959	3,202	3,872	3,826	3,966
Net Surplus (+) or Deficit (—) ..	+62	+90	+76	—35	+13
CAPITAL OUTLAY					
Land and Property	67	27	65	164	50
Reclamation	26	14	15	32	12
Deepening Waterways	440	370	115	66	268
Wharves and Sheds Construction ..	567	727	770	622	439
Wharf Cranes, &c.	196	65	131	75	36
Approaches Construction	64	35	10	26	107
Floating Plant	182	175	90	274	309
Other Works, &c.	117	45	72	90	88
Total Capital Outlay	1,659	1,458	1,268	1,349	1,309
Loan Indebtedness at 31st December	12,907	13,833	14,199	14,241	14,875

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—progressively being widened to 400 feet. Seventeen berths spread over a distance of approximately 5 miles provide the port's wharf facilities. Maximum water depths are 32 feet at nine berths and 36 feet at eight 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. Pt. Wilson Explosives Pier, owned and operated by the Commonwealth is within the geographical limits of the Port of Geelong.

The Harbor Trust has floating plant which includes six tugs, six barges, and one diesel-powered floating crane.

Particulars of the financial operations of the Geelong Harbor Trust for the years 1958 to 1962 are shown in the following table :—

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

Particulars	1958	1959	1960	1961	1962
REVENUE					
Wharfage, Tonnage, and Special Berth Rates	764	770	898	927	998
Rents, Fees, and Licences	15	16	16	16	16
Freezing Works and Abattoirs	25	16	17	17	18
Other	193	191	219	255	257
Total Revenue	997	993	1,150	1,215	1,289
EXPENDITURE					
Management Expenses	87	95	124	120	121
Maintenance—					
Wharves and Approaches	10	16	19	23	21
Harbour	26	33	41	41	37
Floating Plant	11	6	6	8	10
Other	2	6	6	6	8
Interest on Loans	164	149	141	139	155
Sinking Fund	29	29	29	28	31
Freezing Works and Abattoirs	9	..	..	..	..
Depreciation Provision	128	146	158	166	189
Other	162	175	208	224	230
Total Expenditure	628	655	732	755	802
Net Surplus	369	338	418	460	487

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

Particulars	1958	1959	1960	1961	1962
CAPITAL OUTLAY (NET)					
Floating Plant	7	..	28	85	36
Land and Property	313	42	34	56	27
Deepening Waterways	68	24	..	117	326
Wharves and Approaches ..	318	296	206	425	182
Other	18	11	14	22	3
Total Capital Outlay ..	724	373	282	705	574
LOAN INDEBTEDNESS AT 31ST DECEMBER					
State Government	211	164	150	147	117
Public	2,675	2,775	2,745	2,650	2,950
Total Loan Indebtedness..	2,886	2,939	2,895	2,797	3,067

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. It is protected by two breakwaters, one 4,200 feet and the other 3,800 feet in length. These leave an entrance about 800 feet wide between their outer extremities.

At the present stage of development, there are two wharves providing berths for three vessels. Two berths are provided with transit sheds for general cargo, while one is reserved for bulk cargoes. Rail and road access is provided at each berth. A new oil tanker berth was brought into commission during 1963, from which petroleum products will be pumped to bulk terminals at North Portland.

Total expenditure on the project at 30th June, 1962, amounted to £6,943,000.

During the year 1961-62, 101 vessels aggregating 870,431 gross registered tons, used the port to handle 280,535 tons of cargo.

Particulars of the financial operations of the Portland Harbor Trust for the years 1957-58 to 1961-62 are set out in the following table :—

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

Particulars	1957-58	1958-59	1959-60	1960-61	1961-62
REVENUE					
Wharfage Rates	26	29	36	37	49
Tonnage Rates	4	4	5	6	8
Shipping Services	3	3	4	6	18
State Government Grant	129	144	193	324	302
Other	12	10	9	14	27
Total Revenue	174	190	247	387	404
EXPENDITURE					
Administration	10	12	12	19	24
Maintenance	22	20	15	22	47
Shipping Services	3	3	3	8	24
Depreciation	1	1	1	1	7
Interest on Loans	113	158	202	240	256
Sinking Fund	13	17	21	24	22
Other	5	5	4	3	2
Total Expenditure	167	216	258	317	382
Net Surplus (+) or Deficit (—)	+7	-26	-11	+70	+22
Fixed Assets at 30th June	3,500	4,559	5,605	6,439	6,785
Loan Indebtedness at 30th June—					
State Government	1,101	1,354	1,605	1,857	2,046
Public	2,552	3,402	4,201	4,625	4,897
Total Loan Indebtedness	3,653	4,756	5,806	6,482	6,943

Lighthouses

Introduction

The Admiralty List of Lights, published annually by the Hydrographic Department of the Admiralty in London, records nearly three hundred lights in the State of Victoria, but the majority of these consists of lights situated in harbours and sheltered waters, and only 24 are seaward lights with powerful beams intended primarily for the guidance of ships passing along the coastwise tracks.

Briefly, the purpose of lighthouses is to guide ships to their destination and to warn them of dangers on the way. In the first half of the last century, the practice of navigation involved many inaccuracies, and a shipmaster, approaching a coast after a long ocean voyage out of sight of land, chose as his landfall a salient feature of the coast, which could be readily recognized, and with deep water free from rocks in its approaches. Thereafter, he shaped his course

to his port of destination as directly as possible while keeping well clear of all intervening dangers. Similarly, ships on passage from port to port along a coast set their courses, as far as practicable, from one salient point to the next. Without lights to mark these points at night, the mariner had to waste time by "standing off" and awaiting daylight; or, worse still, if his reckoning was out, he found himself aground before daylight came.

A glance at the map of Victoria shows that the prominent features of the coastline are few. Proceeding eastwards from the South Australian boundary, the first is that formed by Cape Bridgewater and Cape Nelson, with Danger Point and Lawrence Rock jutting out to the east. Eighty-three miles to the eastward, Moonlight Head, over 500 feet high, thrusts out from the run of the coastline, and thirteen miles further on, the bluff projection of Cape Otway constitutes the second salient feature. One hundred and thirty-six miles further east, across the wide bight at the head of which lies the entrance to Port Phillip, the rugged mountainous Wilson's Promontory, with its off-lying islands, is encountered. One hundred and fifty-eight miles east-north-eastward, the fourth and last salient commences at Cape Everard and continues for 39 miles to the New South Wales boundary at Cape Howe, with Ram Head, Sand Patch Point, Little Ram Head, and Gabo Island forming its most prominent features.

History

Probably the first lighthouse to be established on the coast of what later became the State of Victoria was a wooden tower erected in 1842 on Shortland Bluff, Queenscliff, to guide ships through "the Rip". In 1848, a lighthouse which had been built on Cape Otway came into operation, and in 1853, a wreck with loss of life, in the vicinity of Gabo Island resulted in a temporary wooden tower being erected on that island, from which a fixed light was exhibited. The following year saw the establishment of the original lighthouse and signal station at Point Lonsdale, on the western side of the entrance to Port Phillip; and, in the same year, two lightships were moored, one at each end of the West Channel through the sand banks lying off the Bellarine Peninsula. In 1857, lights were established at Sandridge (Port Melbourne) and Williamstown. During 1859, lights were put in operation at Wilson's Promontory, and at Cape Schanck on the Mornington Peninsula; a lightship was moored off Williamstown to mark the Gellibrand Shoal; and lights were established at Warrnambool, Port Fairy, and Portland. In 1862, the temporary light on Gabo Island was replaced by a permanent light exhibited from an imposing tower built of red granite quarried on the island.

Within the span of twenty years, therefore, the basic needs of coastwise shipping off Victoria had been met. But there remained much to be accomplished in defining the channels into and within Port

Phillip, and the approaches and waters of the many small ports along the coast which were to play an important part in the transport of primary products during the following 60 years. With the establishment of lights on Clifty Island, 17 miles north-east of Wilson's Promontory Light, and on Cape Nelson in 1884, on Cape Everard in 1890, and on Split Point (Eagle Nest Point), 27 miles west-south-west of Point Lonsdale, in 1891, the pattern of coastal navigational aids was practically complete, though it was not until well into this century that the mariner's needs along the coast between Wilson's Promontory and Cape Schanck were adequately provided for by the establishment of several automatic lights.

Identification of Lights

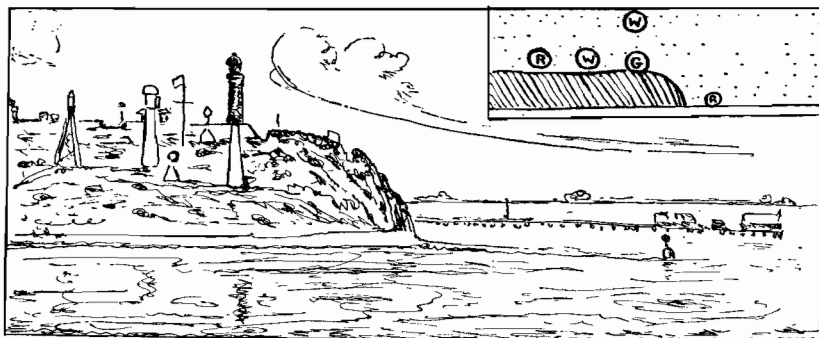
In keeping with a world-wide practice for the purpose of ready identification, each important light along the coast possesses a characteristic phase, giving, at a regular interval, either a single flash or a group of flashes.

At some lighthouses, the lanterns are fitted to show a light of a different colour in certain directions. Cape Nelson, Cape Otway, and Gabo Island each have red sectors to indicate to a mariner his proximity to dangers on the coast on either side of the lighthouse. Thus, a mariner approaching Gabo Island from the north-east, and seeing a group of three red flashes, would know that his course would take him too close to the rocks lying off the shore to the east of the island.

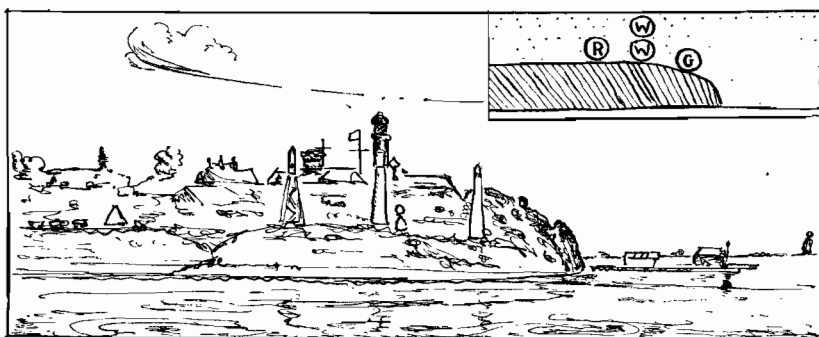
In the approaches to, and within, harbours and inlets, extensive use is made of a means of indicating the safe course between sand-banks, &c., which is more accurate than coloured sectors. This is by the establishment of "leading lights". Such an aid consists of a pair of lights, one behind the other, the rear one being shown from a greater height than the front one, and so placed relatively to each other and the deep water that, when seen to appear exactly in line one above the other, they will indicate the line leading along the middle of the channel. It then remains for the mariner to steer so as to bring the lights in line and then to keep them right ahead until he has passed the dangers. The most notable example of this method in Victoria is at Queenscliff, where a combination of one rear light and three front lights, one red, one white, and one green, is such that it indicates to ships passing through Port Phillip Heads, not only the centre line of the deep channel, but also its eastern and western limits. To facilitate their use, each of these four lights has a period of light of 12.5 seconds followed by an eclipse of only 2.5 seconds and all four are synchronized. The accompanying diagram indicates how these lights appear from a ship between the Heads.

QUEENSLIFF LEADING LIGHTS

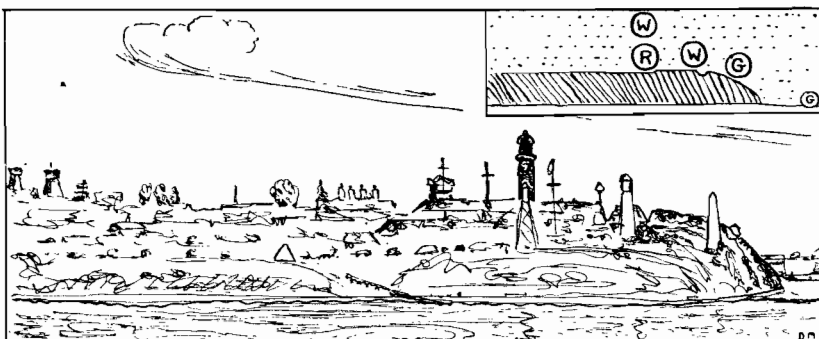
The diagrams show the Lights—Obelisk Light, Low Light and Hume Tower Light—as they appear relative to the High Light when viewed from a ship between the Heads while entering or leaving Port Phillip. The inset diagrams show the appearance during darkness.



On the eastern edge of the 43 feet Channel—the Obelisk Light (Green) is in line with the High Light (White).



On the line 200 feet east of the centre line of the 48 feet Channel—the Low Light (White) is in line with the High Light (White).



On the western edge of the 38 feet Channel—the Hume Tower Light (Red) is in line with the High Light (White).

FIGURE 22.

Operation of Lighthouses

Only the most important light-stations are manned, either by two or three lightkeepers ; the remainder are automatic lights capable of operating for many months without attention. Except at Point Lonsdale, lightkeepers reside continuously on the stations with their families in houses near the light-tower.

The source of light used is one of three types : electric, incandescent mantle, or acetylene flame. All lanterns are fitted with lenses for concentrating the rays horizontally, resulting in a very powerful light at sea level. The most powerful marine light in the State is that at Cape Schanck, the candle power of which is 2,350,000; that at Gabo Island is 1,000,000. In the case of the larger electric lights, and the incandescent mantle equipment, the lenses have an additional function. In these, a constant light is emitted from the source, and the flashes are projected by revolving the lenses round the source.

In the automatic acetylene lights, the lens is fixed, and the flashes are achieved by a device known as a "flasher" which turns the gas on for a fraction of a second at precise intervals. A further automatic control is exercised by a "sun-valve" which starts the flasher mechanism when the sun's light fades at sunset, and stops it at about sunrise.

Fog Signals and Communications

In consequence of the prevalence of fog in Bass Strait during summer, fog signal apparatus is installed, and includes an explosive rocket apparatus at Cape Otway and Gabo Island, and a diaphone fog-horn at Point Lonsdale and on Cliffy Island. In addition, Cape Otway and Cape Schanck each have a radio beacon which, in fog, transmits a distinctive signal every six minutes, with a range of 100 miles. These signals, if picked up by a ship fitted with radio direction-finding apparatus, may be used to determine the ship's position. A similar radio beacon will be established at Gabo Island in the near future.

Manned light-stations on the Victorian mainland and also that on Gabo Island are connected to the trunk line telephone system. Cliffy Island is in communication with Wilson's Promontory by radio telephone.

The Point Lonsdale Signal Station, now located in a building at the base of the lighthouse, performs an important service by controlling shipping entering and leaving Port Phillip, by reporting arrivals and departures to Melbourne, and by maintaining communication with pilots on board ships, and with the pilot steamer on station outside the Heads, either by visual morse signals or by V.H.F. Radio telephone.

Responsible Authorities

There are five authorities responsible for the control and maintenance of navigational aids in the State. For those which lie within the limits of the ports of Melbourne, Geelong, and Portland, the appropriate Harbor Trust is the authority. The manned lights at Cape Nelson, Cape Otway, Cape Schanck, Wilson's Promontory, Clifty Island, Cape Everard, and Gabo Island, and the automatic lights at Split Point and Cape Liptrap, and that on Citadel Island, are controlled by the Commonwealth Department of Shipping and Transport. All other lights in Port Phillip, along the coast, within the smaller ports, and in the waters leading to these are under the control of the Ports and Harbors Branch of the State Department of Public Works.

Most of the coastal lighthouses on the mainland are now accessible by road, inspection and maintenance presenting little difficulty. The conveyance of heavy stores, construction material, station staff and servicing mechanics is performed by the lighthouse steamer "Cape York", which makes four trips a year from Melbourne to Wilson's Promontory, Clifty Island, Cape Everard, Gabo Island, and Citadel Island. In addition, mails and fresh provisions are conveyed to each manned station once a fortnight either by road transport or by launch. The Ports and Harbors Branch and the three Harbor Trusts maintain fleets of work boats and launches for servicing lights on beacons and piles.

Railways

Centralized Traffic Control

A system of centralized traffic control (C.T.C.) came into operation in Victoria in February, 1963. The fully electronic system is completely transistorized, and has been installed at the Railways Head Office in Melbourne to control a major section—Wodonga to Seymour—of the new standard gauge line between Melbourne and Sydney.

Nerve centre of the whole system is in the Train Control Division at Head Office, where the Train Controller will eventually operate the points and signals along the 188 miles of standard gauge track between West Footscray and Wodonga and regulate the movement of all passenger and freight trains on the line. The C.T.C. circuits enable him to transmit his instructions to the field stations and receive indications back about the response of the equipment and the presence of trains on the line. In place of the oral reports from stations, lights glow on a 14 feet wide track diagram and thus show the actual position of trains, points, and signals. This information is gleaned by an electronic process that scans the entire system every three seconds, making a permanent record of train movements. Records are made on a chart by electrically operated pens.

In the event of trouble developing on the system, duplicate generator sets are provided and can be switched in immediately. Maintenance staff in Head Office attend to local faults, and other staff are available at various points along the line to Wodonga. To cope with faults outside the City, the electrical fitter located nearest the fault is called by the Train Controller pressing the Fitter's Call push button.

To carry the lines for communication, signal controls, and power for signals, a new pole line was built throughout most of the standard gauge line. Post telephones at places along the track provide direct communication with the Train Controllers. They can be used both for normal and emergency operations.

Automatic power signalling is a necessity for C.T.C. as the safety of the trains is governed by the track circuits and interlocking circuits in the field and not by the C.T.C. circuits. Coloured light signals of the searchlight type are used. Wherever possible, they are placed in such a position that drivers can readily identify them and know to which line they apply. The spacing of signals has been arranged for passenger train speeds of 80 m.p.h. and freight trains at 60 m.p.h.

New Bogie Exchange

The total quantity of goods handled by the Victorian Railways between the northern and western States, via Victoria, has increased during the six months ended December 31st, 1962, by 209,000 tons, or 44 per cent. over the corresponding period of the previous year. The over-all effect of this increase has been to raise the relative importance of inter-system business. This now earns 26 per cent. of the total Victorian Railways goods revenue (compared with 19 per cent. previously). This increase has been made possible by the opening of the Melbourne-Albury standard gauge line, and, more recently by the introduction of the bogie exchange.

Introduced into Australia by the Victorian Railways, the transfer of bogies beneath a loaded wagon enables it to move along the broad gauge tracks of the Victorian-South Australian systems to the standard gauge track to New South Wales and Queensland without transshipment of its freight. Bogie exchange is ideally suited to dovetail into the overall traffic operating pattern in Melbourne, and the elimination of the break-of-gauge point at Albury has provided the unbroken, high-speed rail link between Melbourne and Sydney.

Bogie exchange will be used at other break-of-gauge points as an alternative to gauge standardization, as it is nearly as effective as gauge conversion and much faster than manual transfer methods. Damage, pilferage, and loss of stowage space have also been eliminated. The Bogie Exchange Centre has, in effect, relegated the break-of-gauge

in Melbourne from the status of a major obstacle to traffic movement to that of a minor integral part of the re-marshalling that is essential in any case for traffic passing from one side of a principal railway terminal to the other. As a result, the Victorian Railways can now compete with other forms of transportation on a much improved basis.

Further References

An historical outline of the Victorian Railways will be found on pages 682 to 685 of the Victorian Year Book 1961. Post-war developments are described in pages 722 to 724 of the Victorian Year Book 1962.

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 828.

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 Railway Department as at 30th June of each of the five years 1958 to 1962 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		
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
1962	145,504	974	10	146,632

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1962, this amounted to £144,189.

* 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, 1962, the capital cost of the broad gauge rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, was £43,486,328 ; of the narrow gauge, £5,431 ; of the uniform gauge, £996,953 ; and of the road motor coaches and trucks, £2,205.

Loan Liability and Interest

The face value of stock and bonds allocated to the Railway Department, as reduced in accordance with the *Railways (Finances Adjustment) Act 1936*, amounted to £149,628,718 at 30th June, 1962. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£17,653,152), the total liability on current loans outstanding at that date was £131,975,566.

The total liability of the State for railways construction, &c., as at 30th June, 1962 (which includes the liability of £131,975,566 referred to in the previous paragraph) was £180,504,047. Deduction of securities purchased by the National Debt Sinking Fund and cancelled (£26,146,455) together with cash at credit in the Fund (£67,637) reduced the amount outstanding at the end of the year to a net liability of £154,289,955.

The *Railways (Funds) Act 1961* provided that interest and other charges on moneys borrowed for the purposes of the *Railways Act 1958*, should not henceforth be included in the accounts of the Victorian Railways, but would be charged against the revenues of the State. Annual interest payable by the State on the liability of £154,289,955 at 30th June, 1962, amounted to £6,860,282 at an average rate of £4 8s. 11d. per cent. In addition, the State is required to pay a contribution of £974,090 at a rate of £4 10s. per cent. on cancelled securities.

Additional funds, which amounted to £24,142,649 at 30th June, 1962, 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 against railway revenue 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 690.)

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 1957–58 to 1961–62 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
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
1962	17,624	11,356	28,980	34,457

Railways Traffic

The mileage and traffic of the railways (exclusive of road motor services) for each of the years 1957–58 to 1961–62 are given in the following table. The opening of the standard gauge line in January, 1962, resulted in an increase in the mileage of lines with two or more tracks as at June, 1962.

VICTORIA—RAILWAYS MILEAGE AND TRAFFIC

(Excluding Road Motor Services)

Particulars	At 30th June—				
	1958	1959	1960	1961	1962
LINES OPEN FOR TRAFFIC					
	route miles				
Single Track	4,036	3,963	3,911	3,912	3,790
Double Track	353	358	367	367	426
Other Multi-track	12	12	12	12	75
Total Route Mileage	4,401	4,333	4,290	4,291	4,291
	During Year Ended 30th June—				
Traffic Train Mileage '000	18,353	18,426	18,282	18,232	18,902
Passenger Journeys '000	167,662	163,484	158,294	149,929	152,768
Goods and Livestock Carried '000 tons	8,892	9,295	9,687	10,977	10,350

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1957-58 to 1961-62 are illustrated in the following table:—

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

Class of Goods	Quantity Carried				
	1957-58	1958-59	1959-60	1960-61	1961-62
Grain—					
Barley	189	253	165	248	175
Wheat	771	1,021	938	1,902	1,902
Other	130	278	199	272	289
Flour	186	172	176	192	179
Fruit—					
Fresh	110	134	138	119	112
Dried	67	71	55	55	64
Beer	124	120	119	121	121
Briquettes	605	633	920	1,676	1,608
Cement	344	389	475	491	473
Coal—					
Black	276	251	290	222	245
Brown	1,580	1,372	1,243	778	422
Galvanized Iron	58	84	92	111	116
Iron, Steel Bar Rods, &c., Un- prepared	36	81	229	323	206
Manures	702	661	728	712	751
Petrol, Benzine, &c.	155	181	200	203	205
Pulpwood	128	127	110	106	91
Pulp and Paper	107	113	133	130	138
Timber	224	245	261	234	197
Wool	152	150	151	133	134
All Other Goods	2,441	2,504	2,658	2,657	2,658
Total Goods	8,385	8,840	9,280	10,685	10,086
Total Livestock.. .. .	507	455	407	292	264
Grand Total Goods and Livestock	8,892	9,295	9,687	10,977	10,350

Railways Revenue and Expenditure

The revenue and expenditure of the Railway Department during each of the five financial years 1957-58 to 1961-62 were as follows:—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(£’000)

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
REVENUE					
Passenger, &c., Business—					
Passenger Fares	11,203	12,057	12,156	12,169	12,513
Parcels, Mails, &c.	1,322	1,340	1,375	1,404	1,405
Other	55	48	46	41	38
Goods, &c., Business—					
Goods	19,134	20,546	21,159	25,265	24,362
Livestock	1,521	1,337	1,397	990	924
Miscellaneous	196	246	324	330	450

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

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
REVENUE— <i>continued</i>					
Miscellaneous—					
Dining Car and Refreshment Services	1,494	1,508	1,514	1,517	1,528
Rentals	549	589	685	708	768
Bookstalls	351	385	400	395	404
Advertising	82	82	93	106	100
Other	159	109	91	112	117
Total Revenue	36,066	38,247	39,240	43,037	42,609
EXPENDITURE					
Working Expenses—					
Way and Works	8,009	7,766	8,081	8,538	8,504
Rolling Stock	11,281	11,210	11,495	12,154	11,796
Transportation	12,034	12,140	12,600	13,017	13,782
Electrical Engineering Branch	2,008	2,052	1,987	2,070	2,111
Stores Branch	523	527	587	580	567
Pensions	1,713	1,845	1,970	2,127	2,258
Service Grants and Retiring Gratuities* .. .. .	..	..	..	250	775
Contributions to Railway Renewals and Replacement Fund	200	200	200	200	200
Contributions to Railway Accident and Fire Insurance Fund	371	434	489	483	504
Pay-roll Tax	693	700	738	779	835
Long Service Leave	579	628	607	558	623
Other	941	766	862	†947	†1,024
Total Working Expenses	38,352	38,268	39,616	41,703	42,979
Net Revenue	-2,286	-21	-376	1,334	-370
Debt Charges—					
Interest Charges and Expenses†	3,286	3,472	3,636	3,779	} §
Exchange on Interest Payments and Redemption	123	147	174	190	
Contribution to National Debt Sinking Fund	187	197	208	211	
Net Result for Year	-5,882	-3,837	-4,394	-2,846	..
Per Cent.					
Proportion of Working Expenses to Revenue	106·3	100·1	101·0	96·9	100·9

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

† Including interest in 1961 of £42,885 and in 1962 of £80,042 paid to Commonwealth under Railways Standardization Agreement.

‡ Including Loan Conversion Expenses.

§ Under provisions of the *Railway (Funds) Act* 1961, interest and other charges on borrowed moneys were not charged to Railways Accounts.

Revenue for 1961-62 decreased by £428,000 compared with 1960-61. Total working expenses increased by £1,276,000 as compared with the previous year.

Under the provisions of the *Railways (Funds) Act* 1961, an account was created in the Trust Fund and called the "Railway Equalization Account". The Act provided for the annual appropriation out of the Consolidated Revenue and the payment into the

Equalization Account of any excess of railway income over railway operating expenses for the preceding year. Moneys standing to the credit of the Account are to be available for the purpose of supplementing railway income in the event of its falling short of railway operating expenses. The amounts paid into the Equalization Account were £920,346 for the year 1960-61 and £3,659 for 1961-62. The calculation of these amounts was based on Treasury figures (which on the income side are mainly cash records) and not on net revenue shown in the previous table.

The earnings, expenses charged to railway revenue, and net revenue per average mile of railway worked for each of the five years 1957-58 to 1961-62 were as shown in the following table :—

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

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
Average Number of Miles Open for Traffic	4,402	4,357	4,292	4,290	4,291
Gross Revenue per Average Mile Open £	8,170	8,759	9,133	10,023	9,921
Working Expenses per Average Mile Open £	8,672	8,749	9,213	9,703	9,999

Road Motor Services

The following table gives, for each of the five years 1957-58 to 1961-62, 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—				
	1958	1959	1960	1961	1962
Car Mileage	413,914	408,179	371,621	352,661	326,094
Passenger Journeys ..	1,916,008	1,778,609	1,571,445	1,372,891	1,308,416
Gross Revenue £	47,225	46,150	42,263	39,865	37,384
Working Expenses £	77,262	74,647	74,674	76,497	73,408
Interest Charges and Exchange £	1,325	211	213	329	*
Capital Expenditure at End of Year (Less Depreciation Written Off) .. £	48,384	37,625	29,819	19,992	10,205

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.

* Under provisions of the *Railway (Funds) Act 1961*, interest and exchange were not charged to Railways Accounts.

Tramways

General

Tramways in Melbourne, Ballarat, and Bendigo at 30th June, 1962, comprised 165 miles of electric lines, of which 143 miles were double and 22 miles single track.

Melbourne and Metropolitan Tramways Board

The Melbourne and Metropolitan Tramways Act provides for a Board consisting of chairman, deputy chairman, and member appointed by the Governor in Council. Subject to the direction of the Minister, the Board controls, manages, operates, and maintains the tramways of the Metropolitan Area, and a fleet of buses plying on routes permitted by the Transport Regulation Board.

The Board's main function is to carry in a safe and efficient manner the people of Melbourne on their lawful occasions for as low a fare as possible consistent with a balanced budget. Within these limitations it aims at providing a frequent and convenient service by comfortable, well-appointed vehicles which keep to scheduled times. Street congestion renders time-keeping very difficult at times.

As the community grows and the use of private motor vehicles extends, passengers using public transport become fewer and this causes financial strain. Notwithstanding this, the Board has a policy of expansion and in 1961 acquired a privately owned network of buses in the rapidly developing suburbs of Box Hill, Nunawading, Ringwood, Mitcham, Doncaster, Bulleen, and Warrandyte, and extended some other services.

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 1957-58 to 1961-62 :—

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.	
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
1962..	143	22	19,656	173,255	7,214	7,369	762	4,483

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1958-59 to 1961-62 are shown in the following table:—

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

(£'000)

Particulars	Year Ended 30th June—			
	1959	1960	1961	1962
REVENUE				
Traffic Receipts	8,277	8,679	8,883	8,595
Miscellaneous Operating Receipts	67	66	67	66
Non-operating Receipts ..	167	153	158	162
Total Revenue ..	8,511	8,898	9,108	8,823
EXPENDITURE				
Traffic Operation Costs ..	3,714	3,861	3,934	3,930
Maintenance of Permanent Way	384	408	400	399
Maintenance of Tramcars ..	983	1,071	1,126	1,094
Maintenance of Buses ..	315	325	355	411
Maintenance of Electrical Equipment of Lines and Sub-stations	173	168	191	205
Maintenance of Buildings and Grounds	87	85	97	93
Electric Traction Energy ..	508	503	493	482
Fuel Oil for Buses ..	119	112	103	114
Bus Licence and Road Tax Fees	17	10	10	11
General Administration and Stores Department Costs	439	455	453	454
Pay-roll Tax	139	146	148	150
Workers Compensation Payments	156	193	195	166
Depreciation	683	686	695	443
Non-operating Expenses ..	22	24	28	27
Provisions—				
Fire Damage	19	..	..	..
Long Service Leave ..	112	120	114	120
Retiring Gratuities ..	231	216	198	213
Accrued Sick Leave ..	26	12	3	6
Public Risk Insurance ..	81	74	78	87
Interest on Loans ..	439	479	484	487
Obsolescence in Stores Stock	..	..	..	5
Total Expenditure ..	8,647	8,948	9,105	8,897
Net Surplus (+) or Deficit (-)	-136	-50	+3	-74
Capital Outlay	407	462	608	430
Loan Indebtedness at 30th June	9,776	9,867	9,719	9,670

Particulars relating to the tramways systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1957-58 to 1961-62 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS
BOARD : TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling- Stock	Persons Em- ployed
	miles		'000		£'000		No.	
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
1962..	138	4	18,814	167,250	7,116	7,085	715	4,298

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 1957-58 to 1961-62 :—

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 Em- ployed
			'000		£'000		No.
1958 ..	39	5,940	34,577	1,154	1,690	269	869
1959 ..	53	5,920	32,242	1,321	1,639	215	849
1960 ..	58	5,836	31,286	1,399	1,662	210	869
1961 ..	60	5,926	30,282	1,435	1,716	209	886
1962* ..	123	6,993	31,313	1,479	1,785	238	937

* On 2nd July, 1961, the service was extended into Doncaster, Templestowe, Warrandyte areas.

The following tables give an analysis of operating receipts, operating expenses, &c., for each of the five years 1957-58 to 1961-62 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS : OPERATING RECEIPTS, OPERATING EXPENSES, &c., PER MILE, &c.

Year Ended 30th June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	£'000	<i>d.</i>	<i>d.</i>	£'000	<i>d.</i>	%
1958	6,167	70·492	7·506	6,938	80·048	112·509
1959	7,015	82·190	9·081	6,986	82·544	99·580
1960	7,338	88·523	9·823	7,262	88·304	98·955
1961	7,507	92·639	10·390	7,361	91·555	98·056
1962	7,172	90·774	10·211	7,085	90·379	98·790

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS : OPERATING RECEIPTS, OPERATING EXPENSES, &c., PER MILE, &c.

Year Ended 30th June—	Operating Receipts			Operating Expenses		Ratio Operating Expenses to Operating Receipts
	Amount	Per Vehicle Mile	Per Passenger	Amount	Per Vehicle Mile	
	£'000	<i>d.</i>	<i>d.</i>	£'000	<i>d.</i>	%
1958	1,157	46·647	8·013	1,690	68·283	146·067
1959	1,329	53·559	9·834	1,639	66·452	123·374
1960	1,406	57·541	10·733	1,662	68·334	118·154
1961	1,443	58·120	11·774	1,716	69·512	118·932
1962	1,489	50·775	11·399	1,785	61·254	119·851

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 1957-58 to 1961-62 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.	
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
1962..	5	18	841	6,005	98	284	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. Later historical developments are set out on page 729 of the Victorian Year Book 1962 and pages 771 to 772 of the Victorian Year Book 1963.

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, 1962, 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. (An additional fee of £1 is payable by all applicants for new licences.)
Instructors' Licences	£10 issued for a period of three years.

* 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 1957-58 to 1961-62, 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—				
	1958	1959	1960	1961	1962
	VEHICLES ON REGISTER				
Class of Registration—					
Private Vehicles	556,550	593,471	646,387	689,664	723,657
Commercial Vehicles	96,511	99,029	102,982	104,660	105,385
Hire Cars	5,328	5,302	5,338	5,503	5,658
Omnibuses*	770	813	766	792	791
Primary Producers	35,980	36,372	36,762	37,250	37,517
Tractors†	24,671	27,157	28,819	30,827	32,268
Motor Cycles	24,308	23,435	21,968	19,274	17,124
Total Motor Vehicles	744,118	785,579	843,022	887,970	922,400
Traction Engines	3	3	2	4	4
Trailers	11,820	12,312	13,120	13,676	14,294
	LICENCES IN FORCE				
Drivers' and Riders' Licences	879,779	908,343	967,952	1,032,431	1,079,751
Dealers' Licences	1,259	1,315	1,328	1,342	1,263
	REVENUE				
Total Revenue Received during Year Ended 30th June £'000	9,226	9,667	11,049	11,269	11,667

* Operating within 8 miles of the corporate limits of the City of 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 1957-58 to 1961-62 :—

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

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
	NEW VEHICLES REGISTERED				
Private	53,530	55,584	73,225	68,543	60,793
Commercial and Hire	10,904	11,187	12,435	11,446	9,687
Primary Producer	4,403	3,752	4,043	4,079	3,681
Motor Cycles	2,296	2,216	2,219	1,336	735
	USED VEHICLES RE-REGISTERED				
Private	20,142	19,188	20,072	28,281	22,382
Commercial and Hire	4,566	4,592	4,455	4,894	4,492
Primary Producer	4,295	4,656	3,952	4,449	4,385
Motor Cycles	3,839	3,545	2,989	2,673	2,498
	RENEWALS OF REGISTRATION				
Private	482,878	518,699	553,090	599,840	640,482
Commercial and Hire	86,369	88,552	92,196	94,615	97,655
Primary Producer	51,953	55,121	57,586	59,549	61,719
Motor Cycles	18,173	17,674	16,760	15,265	13,891

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	
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
1962..	55,569	17,578	5,677	3,269	3,902	564	86,559	712

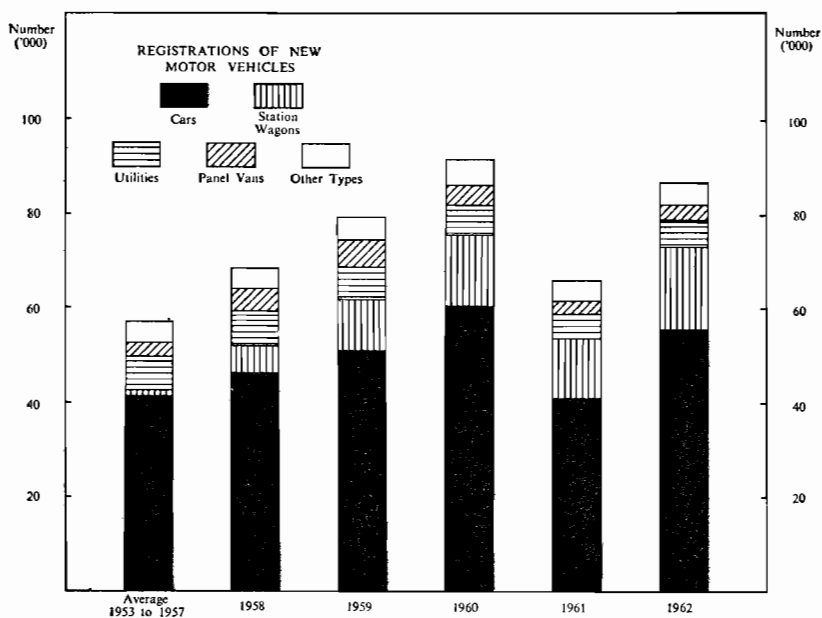


FIGURE 23.—Graph showing new motor vehicle registrations, 1953 to 1962.

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

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

Make	Motor Cars			Station Wagons		
	1960	1961	1962	1960	1961	1962
Austin	3,289	1,265	1,351	44	401	673
Chevrolet	619	458	540	..	..	3
Chrysler	671	261	2,154	5	..	..
Fiat	1,213	291	504	32	57	34
Ford	9,177	7,442	10,892	2,150	3,025	5,328
Hillman	2,178	818	1,506	1,111	338	252
Holden	19,953	16,777	19,591	10,405	8,270	10,371
Humber	499	560	525	4	3	2
Morris	3,914	3,093	6,894	32	227	56
Peugeot	620	240	329	157	65	61
Renault	522	312	400	1	..	41
Simca	2,126	559	491	..	29	395
Standard	640	289	237	486	326	58
Studebaker	77	243	433	20	45	46
Triumph	2,358	1,375	364	..	..	..
Vauxhall	1,885	1,419	1,678	..	..	5
Volkswagen	7,784	3,219	4,818	132	70	81
Wolseley	749	465	999	..	..	..
Other	2,223	1,746	1,863	238	175	172
Total	60,497	40,832	55,569	14,817	13,031	17,578

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

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

Make	1961				1962			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin	11	89	273	373	16	12	283	311
Bedford	22	104	1,565	1,691	4	81	1,765	1,850
Commer	4	80	176	260	3	154	195	352
Dodge	81	42	189	312	72	26	264	362
Ford	1,056	390	585	2,031	1,369	757	471	2,597
Holden	2,941	1,278	5	4,224	2,898	1,302	4	4,204
International	185	41	914	1,140	345	32	925	1,302
Land Rover	348	..	..	348	337	2	1	340
Morris	23	189	95	307	39	269	92	400
Standard	177	31	1	209	152	8	..	160
Volkswagen	183	522	21	726	198	603	24	825
Other	186	16	392	594	244	23	442	709
Total	5,217	2,782	4,216	12,215	5,677	3,269	4,466	13,412

* 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 Vehicles 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, 1962, there were no basic changes in the organization of road transport in Victoria. There was an increase in the number of licences issued for commercial goods vehicles during the year, mainly in the “ as of right ” licence group which showed an increase of 4,400.

Metropolitan Omnibus Services maintained a relatively stable position during the year. Although there were further increases in costs, particularly wages, which tended to offset some of the benefits of the general fare increase in 1960, fare increases and reductions in service were comparatively few and insufficient to bring about any notable change in fare structure or service groupings.

The number of permits— temporary authority to operate vehicles outside conditions of licence—issued during the year was 116,161. This was 2,698 permits less than in the previous year.

Motor Boats

The Board was appointed, under the *Motor Boating Act 1961*, as the registration authority for motor boats, and up to the 30th June, 1962, 13,664 boats were registered.

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

Tow Trucks

On 25th October, 1961, the Commercial Goods Vehicles (Tow Trucks) Act was passed. The principal intention of the amendments introduced was :—

- (a) To remove licences for tow trucks from the “as of right” licence issuing provisions of Section 5 of the principal Act, thus giving the Board power to grant or refuse licences at its discretion; and
- (b) to provide for powers to make appropriate regulations as to the construction, equipment and usage of tow trucks including the certificating of drivers.

The amending Act was proclaimed on 19th December, 1961, to become effective as from 1st January, 1962. The regulations came into force from 1st June, 1962.

Up to 30th June, 1962, there were 768 tow trucks specially licensed. A total of 1,185 drivers' certificates have been issued and 27 certificates refused.

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 1957–58 to 1961–62 :—

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

Type of Licence	Year Ended 30th June—				
	1958	1959	1960	1961	1962
	No.				
Temporary Licences—					
Commercial Passenger Vehicles	110	116	114	114	161
Commercial Goods Vehicles	308	586	786	1,025	2,621
Permanent “Discretionary” Licences—					
Commercial Passenger Vehicles	5,430	5,455	5,622	5,773	5,797
Commercial Goods Vehicles	3,873	4,605	5,861	7,005	7,226
Licences Issued “As of Right”—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	10,127	11,029	12,176	12,607	13,194
Ballarat	436	1,438	1,456	1,465	1,538
Bendigo	391				
Geelong	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	7,453	7,392	7,991	7,879	7,688
Primary Producers (vehicles over 2 tons capacity)	11,466	12,695	14,359	15,131	15,804
Commercial Goods Vehicles owned by butter and cheese factories	683	731	759	811	852
Commercial Goods Vehicles authorized to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	24,313	28,078	35,690	37,370	39,785
Commercial Goods Vehicles being used as—					
Carriers of all “Third Schedule” goods ..	7,107	7,757	8,397	8,882	9,699
Racehorse Floats					
Tank Waggon for carriage of petroleum products					
Commercial Travellers' Cars					
Additional Licences to Commercial Goods Vehicles to carry passengers	106	104	87	85	79
Total Licences Issued	72,369	79,986	93,298	98,147	104,444

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

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
	£'000				
Financial Transactions—					
Revenue	616	623	671	719	722
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	543	534	585	638	701
Balance	73	89	86	81	21
Road charges collected and transferred direct to Country Roads Board	1,570	1,836	2,119	2,255	2,263
* Motor Boat Registration Fees collected and paid to Tourist Fund .. .. .	..	..	..	..	44

* Registration of Motor Boats commenced January, 1962.

Traffic Commission

General

The Traffic Commission was constituted by the provisions of the *Road Traffic Act 1958* and consists of three members—one member nominated by the Police Department, one by the Country Roads Board, and one by the Melbourne and Metropolitan Board of Works.

The function of the Commission is to advise the Governor in Council on any matter for the improvement of traffic conditions and control of traffic, and to make such inquiries as it thinks fit on that behalf.

The Commission draws up the Road Traffic Regulations and recommends them to the Governor in Council. These Regulations not only prescribe rules to be observed by persons using roads, but also require highway authorities to obtain the Commission's approval before erecting major traffic control items such as traffic signals, stop signs, etc.

The Commission advises municipal councils of the standards required for traffic control items and on matters relating to the control of traffic. The principal traffic control items in use in Victoria as at 30th November, 1962 were :—

- 273 stop-go traffic signals at intersections;
- 152 pedestrian-operated stop-go signals not controlling an intersection ; and
- 263 pedestrian crossings.

Accident Recording

In order that the Commission should be able to give authoritative advice on road safety matters, the Commission, with the co-operation of the Victoria Police and the Deputy Commonwealth Statistician has instituted a modern traffic accident record system, which is based upon

a standard report form prepared by the police officer investigating the accident. The form provides for recording which of some 260 selected factors was present in the accident.

After police have completed the form it is forwarded to the Deputy Commonwealth Statistician, who transfers to a punched card the information on the form and then sends the forms together with the punched cards to the Traffic Commission. In the Commission's offices, the forms are filed in a location file and each accident is pinned on an accident spot map using different sized pins to indicate different types of accidents. Information on punched cards is then mechanically analyzed.

A wide range of information is expected to become available by the use of these methods.

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) 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 152.

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			
1958	6,599	216	8,195
1959	7,988	281	10,028
1960	8,035	313	10,166
1961	8,024	367	10,461
1962	7,646	398	9,972
REMAINDER OF STATE			
1958	4,634	355	6,820
1959	4,474	380	6,756
1960	4,232	385	6,429
1961	4,116	406	6,296
1962	3,993	420	6,102
VICTORIA			
1958	11,233	571	15,015
1959	12,462	661	16,784
1960	12,267	698	16,595
1961	12,140	773	16,757
1962	11,639	818	16,074

Note: The boundary of the Metropolitan Area was redefined and enlarged from 1st January, 1961.

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1959-60 to 1961-62 :—

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

Description	1959-60		1960-61		1961-62	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	198	2,642	227	2,579	240	2,411
Driver of Motor Vehicle Other than Motor Cycle	221	5,302	260	5,498	283	5,416
Motor Cyclist ..	31	881	24	715	16	569
Passenger (Any Type) ..	197	6,373	207	6,721	237	6,494
Pedal Cyclist	48	1,332	53	1,145	38	1,111
Other	3	65	2	99	4	73
Total ..	698	16,595	773	16,757	818	16,074

Particulars of victims of road traffic accidents during the years 1959-60 to 1961-62 are shown according to age in the following table :—

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

Age Group (Years)	1959-60		1960-61		1961-62	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	34	580	24	604	30	596
5 and under 7 ..	10	401	8	422	6	402
7 and under 17 ..	57	2,260	60	2,176	59	2,205
17 and under 21 ..	77	2,652	88	2,772	92	2,596
21 and under 30 ..	111	3,579	135	3,617	162	3,312
30 and under 40 ..	90	2,481	104	2,526	119	2,370
40 and under 50 ..	76	1,822	82	1,856	77	1,763
50 and under 60 ..	74	1,257	91	1,335	87	1,295
60 and over	160	1,247	168	1,222	174	1,321
Not Stated	9	316	13	227	12	214
Total	698	16,595	773	16,757	818	16,074

Civil Aviation

Control of Aviation

The *Victorian State Air Navigation Act 1958* prescribes that control of aviation within the State shall be vested in the Commonwealth. The Air Navigation Act and Regulations in Victoria are consequently administered by the Department of Civil Aviation through its Regional Director in Melbourne.

The functions performed by the Department include the following :—

- (1) The registration and marking of aircraft ;
- (2) the determination and enforcement of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design ;
- (3) the licensing of pilots, navigators, aircraft radio operators, flight engineers, and aircraft maintenance engineers ;
- (4) the licensing of airline, aerial work, and charter operators and supervision of their activities ;
- (5) the provision and maintenance of aeronautical communications, navigation aids, aerodromes, and landing grounds ;

- (6) the establishment and operation of Air Traffic Control, Aeronautical Information, and Search and Rescue Services ; and
- (7) the investigation of aircraft accidents, incidents, and defects.

Aerodromes

Victoria is served by Commonwealth Government owned aerodromes at Melbourne (Essendon and Moorabbin), Avalon, Bacchus Marsh, Benalla, Echuca, Hamilton, Mallacoota, Mangalore, and Sale, and by licensed aerodromes at Ararat, Ballarat, Bairnsdale, Kerang, Mildura, Morwell, Nhill, Shepparton, Swan Hill, Warrnambool, Warracknabeal, and Yarram.

In addition to these main aerodromes, there are many authorized landing grounds which serve the needs of the growing number of light aircraft users throughout the State. The development of ownership of aerodromes by local government authorities is described below.

The Melbourne (Essendon) Airport has been recognized as an International Airport since 1950. Planning is proceeding for a new main airport for Melbourne to be constructed at Tullamarine shortly.

International aircraft movements at Melbourne are currently approximately 900 per year. Domestic air services operate out of Melbourne to Bairnsdale, Hamilton, Kerang, Mallacoota, Mildura, Nhill, Sale, Swan Hill, Warrnambool, and Warracknabeal, to all interstate capital cities, to the National Capital, and to some other important centres in adjacent States.

Classification of Flying Activities

The Air Navigation Regulations define the following categories of flying :—

(1) *Private Operations*

In this category, aircraft are used for the personal purposes of the owner. The extent of this activity within the State may be gauged from the fact that there are 90 aircraft registered in the private category and approximately 750 licensed private pilots in Victoria.

(2) *Aerial Work Operations*

Aerial survey, spotting, agricultural, advertising, flying training and aerial ambulance operations and flying for government purposes are included in this category. Hours flown by training organizations in recent years have been :—

VICTORIA—HOURS FLOWN BY TRAINING ORGANIZATIONS

Year	Hours Flown
1958-59	25,900
1959-60	26,900
1960-61	26,000
1961-62	26,100

Since 1951, the Commonwealth has subsidized flying training organizations and has provided aerodromes, taxiways, hangars and other facilities to encourage flying for defence and commercial purposes.

The most recent form of Commonwealth subsidy is embodied in the Australian Flying Scholarships which were launched during 1962. Under this scheme, selected pilots are assisted to a maximum of 70 per cent. of flying training fees, to obtain commercial licences and, in some cases, instructor ratings. Thirty-two Victorian resident pilots commenced training under the scheme in the initial allocation of scholarships in July, 1962. It is intended to allocate further scholarships each year.

(3) *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 show the hours flown by Victorian based charter operators and indicate the marked increase which has occurred in this type of operation during recent years :—1958—2,860 ; 1959—1,825 ; 1960—3,198 ; 1961—6,530. There are at present 34 Victorian based operators who are licensed to conduct charter operations.

(4) *Regular Public Transport*

The airline services 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. A network of regular services is operated from Melbourne Airport by the two major Australian airlines. Intra-state services, however, are limited to Ansett—A.N.A.

A recent variation of the pattern of regular public transport operation was the introduction of a helicopter service between the City of Melbourne and Melbourne Airport.

Gliding Clubs

Gliding is carried out in the main in clubs which operate 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 concerns each individual flight, Airport Control which applies to all movements on or within 20 miles of an aerodrome, and Area Control which controls aircraft along the main air routes, particularly to ensure safe separation.

In conjunction with Air Traffic Control, the Department maintains a wide range of Air Navigation Aids and a comprehensive Search and Rescue Organization.

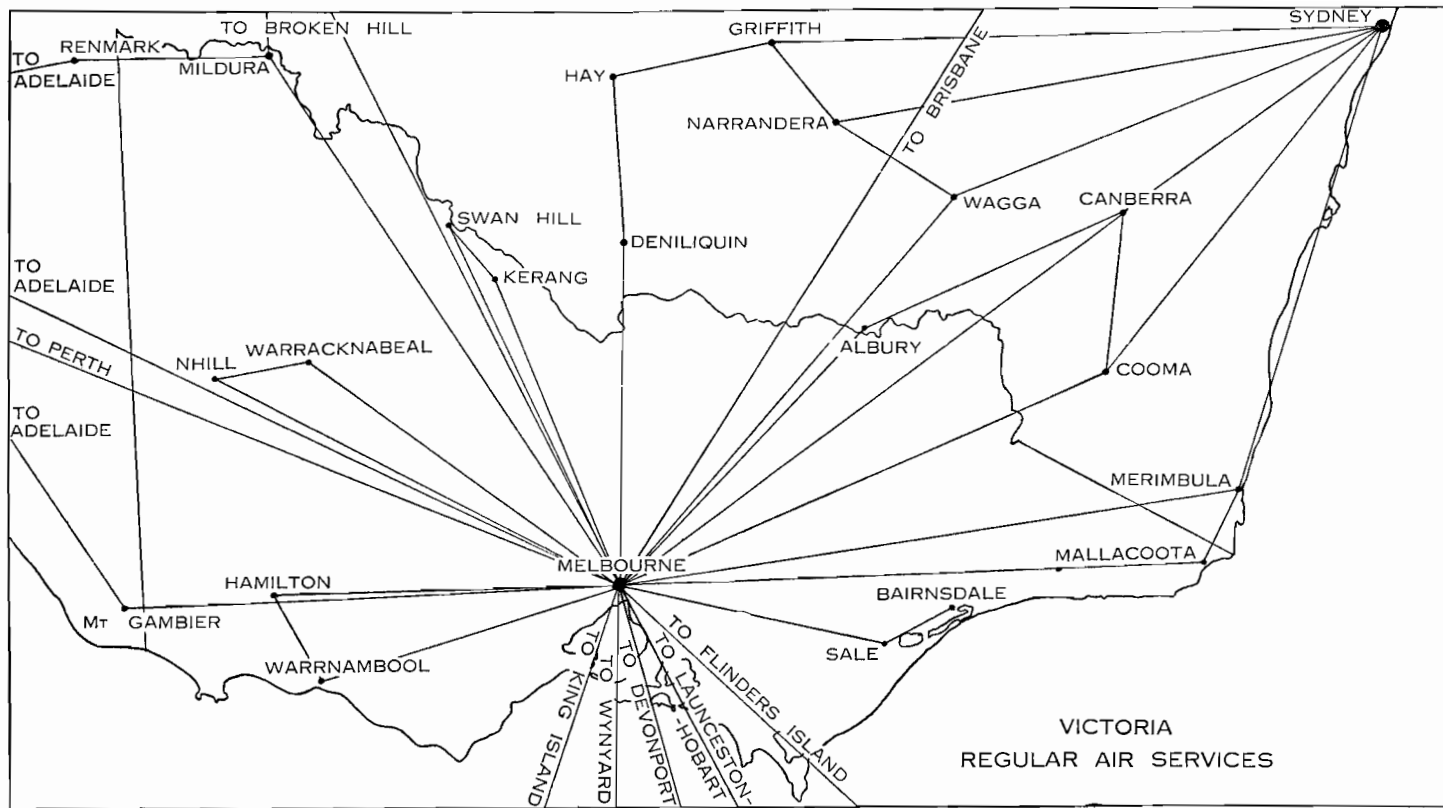


FIGURE 24.—Victoria : Regular Air Services.

Aircraft Parts and Materials

There are 191 organizations in Victoria which have been approved by the Department of Civil Aviation to supply aircraft parts and materials.

Aerodrome Local Ownership Plan

Prior to 1958, the Commonwealth Government's policy regarding aerodromes which it owned was that every facility on the aerodrome should be owned by the Commonwealth Government, and the services available there should be leased to authorities, private organizations, and individuals on a rental basis.

Various factors have contributed to the discontinuance of such a policy. The rapid growth of civil aviation required funds allocation by the Commonwealth for the provision of facilities at a rate that could not be sustained; local interests have often demanded facilities out of proportion to the wealth of the locality and the air traffic which it generated; and it has been realized that an aerodrome should be an integral part of the area that it serves and that this can best be achieved by a local authority rather than a centralized one.

Therefore, in 1958, a policy known as the Local Ownership Plan was introduced which provided that as far as possible, community aerodromes should be owned, operated, and maintained by the appropriate local authority. This policy follows the practice, over a number of years, in the United Kingdom, United States of America, and New Zealand. The Local Ownership Plan limits Commonwealth financial assistance to aerodromes licensed by the Department of Civil Aviation. All licensed aerodromes serving a regular airline service are eligible for maintenance grants on a £1 for £1 basis, whereas aerodromes licensed to approved local authorities are automatically eligible for these grants. However, international and capital city airports, which serve the travelling public of a State and of the Commonwealth (e.g., Melbourne), airports serving charter, aircraft manufacturing and servicing sectors of the industry, and flying training, as well as aerodromes required for defence purposes are not classified under the Local Ownership Plan.

Since it was implemented in 1958, the Plan has been well received and local government owned aerodromes in Victoria at Warrnambool, Ararat, Nhill, Bairnsdale, Ballarat, Kerang, Mildura, and Swan Hill have accepted the Plan. In addition to these, the licensed aerodromes in Victoria which have been developed by local bodies at Shepparton, Yarram, Morwell, Warracknabeal, and Ballarat have also accepted the Plan. Several aerodrome authorities, which are not as yet licensed, have displayed a keen interest in qualifying for inclusion in the scheme and propose to develop aerodromes to licence standard. In 1961-62, the Commonwealth Government paid Victorian local government authorities £7,324 for development and £4,312 for maintenance.

Statistics

The following table shows particulars for 1962 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, 1962

Particulars		Overseas	Interstate	Intrastate	Total All Services
Miles Flown	'000	290·0	15,888·3	265·8	16,444·1
Paying Passengers	'000	8·1	1,284·8	17·6	1,310·5
Passenger Miles	'000	12,731·7	524,402·4	3,007·6	540,141·7
Freight—					
Gross Tons	'000	111·2	32,921·2	33·1	33,065·5
Ton Miles	'000	178·1	12,982·6	5·8	13,166·5
Mail—					
Gross Tons	'000	11·1	3,220·6	15·9	3,247·6
Ton Miles	'000	17·3	1,486·5	2·6	1,506·4

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	1962
Registered Aircraft Owners ..	95	101	109	124	149
Registered Aircraft	257	260	330	279	307
Student Pilot Licences	656	564	582	679	852
Private Pilot Licences	522	559	608	693	757
Commercial Pilot Licences	202	207	190	195	187
Airline Pilot Licences	307	300	305	314	341
Aircraft Maintenance Engineers Licences	506	558	645	648	681

MELBOURNE AIRPORT

Particulars	1958-59	1959-60	1960-61	1961-62
Domestic Aircraft Movements ..	34,467	37,178	38,560	35,740
Passengers Embarked	474,849	578,158	573,500	569,150
Passengers Disembarked	472,573	586,998	581,300	564,385
International Aircraft Movements ..	2,042	1,128	1,050	888
Passengers Arriving/Departing Overseas	23,228	21,072	28,000	21,728

Further Reference

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 28,500 persons who provide, operate, and maintain the speedy and intricate systems of communications. Post office facilities are available throughout Victoria at 324 official and 1,895 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.

Melbourne-Sydney Coaxial Cable Link

Introduction

Fourteen years after the development of the electric telegraph by Samuel B. Morse in 1844, Sydney and Melbourne were joined by a single telegraph line erected on poles. Shortly after the turn of the century, a second open-wire pole route was established and the first telephone circuit between Sydney and Melbourne was opened for business on 14th June, 1907. Over the succeeding years this telephone route was modified and improved to provide additional facilities between the two capitals and to give service to the intermediate towns until its capacity of ten 12-channel carrier telephone systems was reached.

Increasing telephone traffic following the Second World War called for increased facilities, and another open-wire pole route was established. This followed an alternative route as a safeguard against failure of the older route and was likewise developed to its capacity with ten 12-channel carrier telephone systems.

It was recognized at the time that the provision of this alternative route would furnish sufficient telephone channels for a limited period only. Also, because the older route was inevitably reaching the end of its useful life, with increasing maintenance costs and with technical characteristics inferior to those necessary in a modern telecommunication system, planning studies were undertaken leading to the decision to establish the Melbourne-Sydney coaxial cable system. The planning work which led to this decision had as one of its objectives the provision of a system which could be developed progressively over a considerable period of years to furnish the numbers of telecommunication circuits required, having regard to developments which could be foreseen, and the provision of channels for the relaying of television programmes.

Having determined that a six-tube coaxial cable system was the most suitable for the purpose, the Post Office invited world-wide tenders and in June, 1959, two contracts were signed. A West German firm won the contract for supply of the cable with associated accessories such as gas pressure alarm systems, jointing materials, testing instruments, &c., whilst the contract for the supply and installation of the carrier and power equipment was awarded to an Australian company. It was also decided that a substantial proportion of the cable would be manufactured in Victoria, and that all cable would be installed by the Post Office with its own staff.

Route Selection, Survey, and Pre-Planning

The general route for the cable in Victoria from Albury to Melbourne through Wangaratta, Benalla, Euroa, and Seymour had been selected in 1950. The detailed selection, initial measurement, and pegging of the route were commenced early in 1960, the main purpose of this initial measurement being the selection of sites for repeater stations.

The complete cable route was then examined in detail by an engineer who noted on the strip plans the work required by each of the installation parties and from this information a works estimate for each section of the route was prepared.

The first length of cable was laid in Sydney in January, 1960. Thus commenced the task of laying 600 miles of cable at a depth of four feet. Included in this distance the cable was to traverse some extremely rugged country—over mountains, across gorges and rivers. In all, more than 120 creeks and rivers were crossed.

Much of the mechanized equipment—some of it unique in Australia—had been specially developed for the project and was instrumental in enabling the team to lay cable at the creditable average daily rate of 1·2 miles. On 9th January, 1961, the advance parties began work on the Victorian section from Albury to Melbourne.

The final length of cable in the link between the two cities was laid on the 10th November, 1961. Electronic equipment was then installed at terminal points and at 116 repeater stations, to derive multiple telephone circuits from the cable. Following extensive testing, the first telephone channel over the coaxial cable between Sydney and Melbourne went into service on the 9th April, 1962.

Installation of the cable brings very much closer the day when a telephone user in Melbourne can dial direct to a telephone in Sydney and vice versa. It will ensure, for many years to come, that a telephone trunk service will be available, virtually on demand at all times, between the two largest Australian cities and between them and the developing country areas along the route.

On the 9th April, 1962, there were 155 lines in operation between Melbourne and Sydney and this was increased by 60 to 215 lines when the coaxial cable was brought into service on that day. A further eighteen new channels were provided on 17th April, 1962, bringing the total to 233 lines. The present line arrangements are:—Melbourne–Sydney 118 lines; Sydney–Melbourne 115 lines. These

total of 1,450. Included in this figure are 120 international calls. At present, Australian Telex subscribers are able to arrange calls with subscribers in more than 40 oversea countries.

Recent facilities provided for the convenience of subscribers include the teleprinting of originating international telegrams direct by subscribers to the Overseas Telecommunications Commission Office in Melbourne. Those subscribers who so desire, may, by having international telegrams addressed to their Telex number, have such telegrams teleprinted directly from the O.T.C. office to their service, thus reducing delay in receipt to the absolute minimum.

With the availability of improved up-to-date machines, subscribers may receive telegrams, or have trunk line calls, including international calls, connected to their service during the after-hours periods when their premises are closed; and these services have been made possible by the "answer-back" facility.

Refinements on late model machines provide for tape transmitter attachment; printing of multiple copies (the printing impact of the keys is varied to suit the number of copies being prepared); receiving messages on tape; and, where accurate indexing is required between the printed copy of machines operating together, sprocket feed operation may be provided.

Radio Broadcasting

The first stage of a new high power Matrix Switch at Radio Australia, Shepparton, was cut over on 31st August, 1962. This switch is designed to overcome the problem of switching the ten high power transmitters at radio frequency operating power of 100 k.w. to any one of the 36 aerials spread over the 600 acre departmental property and is now in full operation.

Television

Buildings to house transmitting equipment have now been completed at Mt. Alexander (ABEV 1, Bendigo), Lookout Hill (ABRV 3, Ballarat), Mt. Tassie (ABLV 4, Traralgon), and Mt. Major (ABGV 3, Shepparton). Installation of equipment is well advanced at the Bendigo, Ballarat and Traralgon stations, and at the various repeater stations along the routes.

A 150 foot tower and a two storied building for the Surrey Hills radio telephone terminal have been erected and equipment is being installed. Programmes originating at television station ABV Channel 2 will be fed via coaxial cable through a television switching centre at the City West Telephone Exchange to the terminal and relayed on to the country stations.

Radio Communications

Civil radio communication stations are licensed and controlled by the Radio Branch of the Telecommunications Division; there was a total of 12,000 in Victoria at the end of 1962. Technical standards for equipment design and performance have been set and these are

rigidly enforced by regular inspection, by the monitoring of transmissions and by frequency checking of the transmitted wave. Approximately 24,000 frequency measurements are made each year.

The Australian Post Office, as a party to the International Telecommunications Union, observes and checks all transmissions heard in Australia. The results of observations made in Victoria are submitted regularly to the International Frequency Registration Board in Geneva, Switzerland.

Complaints by television viewers and broadcast listeners of interference to reception are also investigated and these totalled 3,250 in 1962.

Further Reference

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 1957-58 to 1961-62 are contained in the following table :—

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

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
REVENUE					
Postage	8,738	9,268	11,140	12,425	12,662
Money Order Commission	246	255	294	301	299
Poundage on Postal Notes					
Private Boxes and Bags	57	59	63	66	67
Miscellaneous*	898	1,001	980	19	17
Total Postal	9,939	10,583	12,477	12,811	13,045
Telegraph	1,471	1,539	1,688	1,831	1,906
Telephone	16,240	17,540	21,111	24,169	24,980
Total Revenue	27,650	29,662	35,276	38,811	39,931
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	11,260	11,560	13,079	13,098	13,695
General Expenses	1,236	1,311	1,501	1,654	1,712
Stores and Material	573	654	651	674	603
Mail Services	844	875	908	931	981
Engineering Services (Other than New Works)	9,002	9,625	10,973	11,217	11,675
Rents, Repairs, Maintenance, Fittings, &c. ..	440	427	445	508	525
Proportion of Audit Expenses	12	14	16	17	18
New Works—					
Telegraphs, Telephones, and Wireless ..	8,440	9,620	10,604	10,749	11,853
New Buildings, &c.	1,225	1,102	1,153	1,309	1,472
Total Expenditure	33,032	35,188	39,330	40,157	42,534

* In respect of the years 1960-61 and 1961-62 amounts formerly classified as Miscellaneous revenue have been allocated to Telegraph and Telephone revenue.

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 1957-58 to 1961-62 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*	
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	2,510	1,142	719	28,274
1962	2,219	167	16,154	8,148	2,495	1,071	727	28,595

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

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1957-58 to 1961-62 are as follows :—

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

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

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
1962	..	..	489,436	2,953	74,364	4,486

DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH

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
1962	..	..	40,530	544	12,743	441

TOTAL POSTED AND RECEIVED

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
1962	..	..	529,966	3,497	87,107	4,927

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1957-58 to 1961-62 :—

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
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
1962.. ..	*2,526	23,710	*2,622	23,881	3,959	1,999	5,443	2,474

* Estimated for 1961-62.

Of the money orders issued in 1961-62, 2,401,000 for £23,300,696 were payable in the Commonwealth of Australia, and 125,067 for £408,622 in other countries. The orders paid included 2,577,000 for £23,592,597 issued in the Commonwealth, and 45,634 for £287,712 in other countries.

Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1957-58 to 1961-62 :—

VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
Number of Telegraph Offices (Including Railway Telegraph Offices)	2,330	2,320	2,303	2,294	2,268
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—					
Ordinary, Urgent, and Press	4,131	4,050	4,093	3,834	3,851
Lettergrams	15	17	13	10	9
Radiograms	6	6	6	6	6
Meteorological	124	127	140	147	160
Unpaid Telegrams Dispatched—					
Service	150	148	145	137	129
Total	4,426	4,348	4,397	4,134	4,155
Beyond the Commonwealth—					
Dispatched	452	465	499	488	488
Received	527*	427*	428*	430*	424*
Total	979	892	927	918	912
Total Number of Telegrams Dispatched and Received	5,405	5,240	5,324	5,052	5,067

* Estimated figure.

Information relating to the telephone service is given below for the years 1957-58 to 1961-62 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1958	1959	1960	1961	1962
Telephone Exchanges	1,775	1,794	1,783	1,764	1,744
Public Telephones	5,645	5,939	6,052	6,306	6,498
Services in Operation	425,588	450,889	469,750	508,567	536,229
Instruments Connected	609,973	646,966	677,468	707,937	728,704
Instruments per 1,000 of Population ..	222.5	229.9	234.3	238.9	243.9

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1959 to 1962 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—			
	1959	1960	1961	1962
Transmitting and Receiving—				
Fixed Stations*—				
Aeronautical	7	6	6	6
Services with Other Countries ..	15	15	14	13
Other	132	142	153	179
Land Stations†—				
Aeronautical	10	9	8	19
Base Stations—				
Land Mobile Services ..	588	690	752	860
Harbour Mobile Services ..	10	15	16	17
Coast‡	10	10	11	14
Special Experimental	35	48	60	95
Mobile Stations§—				
Aeronautical .. .. .	..	..	..	185
Land Mobile Services ..	5,109	6,027	6,913	8,096
Harbour Mobile Services ..	92	105	110	115
Ships .. .. .	..	..	..	283
Amateur Stations	1,217	1,258	1,307	1,351
Total Transmitting and Receiving	7,225	8,325	9,350	11,233
Receiving Only—				
Fixed Stations*	189	190	191	173
Mobile Stations§	34	34	34	43
Total Receiving Only	223	224	225	216
Grand Total	7,448	8,549	9,575	11,449

* 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 1957-58 to 1961-62 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—				
	1958	1959	1960	1961	1962
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	2	2	2	2	6
Broadcast Listeners ..	557,960	605,340	606,587	589,437	585,752
Television Viewers ..	147,721	270,073	353,091	401,395	460,558
Amateur	1,140	1,217	1,258	1,307	1,351

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

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

Overseas Telecommunications Commission

General

The Overseas Telecommunications Commission (Australia) is the authority responsible for Australia's external telecommunication services by cable and radio.

The Commission was established in August, 1946, under the Overseas Telecommunications Act. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunication services of the British Commonwealth countries

concerned and for establishment of a representative advisory board, the Commonwealth Telecommunications Board, to co-ordinate their development.

The Commission provides telegraph, telex, phototelegraph and, in conjunction with the Postmaster-General's Department, telephone services with overseas countries and Australian territories. Leased one and two-way circuits are also provided for large commercial users. In addition, it operates the Australian coastal radio services for communication with ships at sea in Australian waters and high frequency radio services in communication with ships in any part of the world. The Commission's coastal radio stations also provide certain services to a number of remote stations within Australia and its territories.

To meet Australia's increasing demand for overseas communication channels, and because of limitations to performance and capacity inherent in current forms of telegraph cables and high frequency radio systems, the Commission is at present engaged, in partnership with the overseas telecommunications authorities of Britain, Canada, and New Zealand, in constructing and laying a large capacity co-axial submarine cable across the Pacific Ocean connecting Australia, New Zealand, and Canada via Suva and Hawaii.

This project stems from the Pacific Cable Conference held in Sydney, 28th September to 20th October, 1959, at which representatives of Britain, Canada, Australia, and New Zealand met to discuss and make recommendations on the feasibility of such a cable, and to formulate a financial and construction programme.

Following agreement of the four governments concerned in the plan, work was commenced in August, 1960, and the first section, the trans-Tasman link, between Australia (Sydney) and New Zealand (Auckland) was opened on 9th July, 1962; on 3rd December, 1962, the Auckland-Suva section was opened. When completed by December, 1963, the cable formed part of the projected British Commonwealth round-the-world large capacity cable scheme in which a complementary cable between Britain and Canada was officially opened by Her Majesty the Queen late in 1961.

Services

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 overseas countries. Overseas telex calls in 1962 totalled 713,129 paid minutes (as compared with 539,983 paid minutes in the previous year, an increase of 32 per cent).

Another comparatively recent service is that providing leased radio channels on a continuous basis to customers for communication with their overseas offices. In 1962, these two-way leased circuits operated for a total of 114,983 hours (an increase of 66 per cent.) and one-way circuits for a total of 21,922 hours.

During 1962 the number of words transmitted by oversea telegraph services totalled nearly 77 million.

Radiotelephone calls exchanged between subscribers in the Australian Post Office internal network and oversea subscribers totalled 606,250 paid minutes in 1962, an increase of 5½ per cent.

A total of 5,699 phototelegrams was handled during 1962.

Traffic handled by the Commission's coastal radio service during 1962 included a total of over 16 mill. paid words for radiotelegraph messages, and over 89,000 paid minutes for radiotelephone calls.

The following tables give statistics of Australia's oversea radiotelephone services, and oversea cable and radio telegraph services over a five-year period.

**AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : OVERSEA RADIOTELEPHONE SERVICES :
NUMBER OF PAID MINUTES
('000)**

Particulars	Year Ended 31st March—				
	1958	1959	1960	1961	1962
United Kingdom—					
From Australia	48	62	67	64	62
To Australia	43	49	53	58	58
Total	91	111	120	122	120
Other British Commonwealth Countries—					
From Australia	74	77	93	110	114
To Australia	82	87	103	132	140
Total	156	164	196	242	254
Non-British Countries—					
From Australia	61	79	101	107	110
To Australia	53	67	86	104	122
Total	114	146	187	211	232
All Countries—					
From Australia	183	218	261	281	286
To Australia	178	203	242	294	320
Total	361	421	503	575	606

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

('000)

Particulars	Year Ended 31st March—				
	1958	1959	1960	1961	1962
United Kingdom—					
From Australia	13,644	15,064	12,806	13,297	12,251
To Australia	17,886	18,989	17,506	17,963	18,707
Total	31,530	34,053	30,312	31,260	30,958
Other British Commonwealth Countries—					
From Australia	8,836	9,301	9,508	10,934	9,848
To Australia	10,447	10,115	11,111	11,772	11,399
Total	19,283	19,416	20,619	22,706	21,247
Non-British Countries—					
From Australia	11,682	12,139	13,453	13,767	13,403
To Australia	9,563	9,538	10,375	11,352	11,288
Total	21,245	21,677	23,828	25,119	24,691
All Countries—					
From Australia	34,162	36,504	35,767	37,998	35,502
To Australia	37,896	38,642	38,992	41,087	41,394
Total	72,058	75,146	74,759	79,085	76,896

Further References

The Official Year Book of the Commonwealth No. 37, 1946, gives details of services operating before 1946, on pages 220 to 224. A history of the Commission in Victoria appears on pages 752–753 of the Victorian Year Book 1962.