

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, 1956–57, and 1961–62 from returns supplied by all retail establishments in Australia.

In general terms, these Censuses have covered the trading activities of establishments which normally sell goods at retail to the general public from shops, rooms, kiosks, and yards. 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			
			Total		Per Head of Population	
	1956-57	1961-62	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	61,927	19·2	20·9
Fresh Fruit and Vegetables	3,683	4,429	22,863	28,374	8·7	9·6
Bread, Cakes and Pastry	6,127	7,725	21,826	27,449	8·3	9·3
Confectionery, Ice Cream, &c.	8,634	10,434	27,903	37,742	10·6	12·8
Other Types of Food	3,952	5,606	13,425	19,209	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	3,502	55,293	63,149	21·1	21·3
Drapery, Piece Goods, &c.	1,796	2,327	20,989	27,155	8·0	9·2
Footwear—Men's and Boys'	1,509	1,724	6,259	7,887	2·4	2·7
Footwear—Women's, Girls' and Infants'	1,306	1,453	11,176	15,664	4·3	5·3
Hardware‡, Electrical Goods, &c.—						
Domestic Hardware, &c.	2,713	3,247	17,136	19,952	6·5	6·7
Radios, Radiograms, &c.	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, &c.	2,142	2,303	10,488	17,029	4·0	5·8
Furniture and Floor Coverings—						
Furniture (Including 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	24,914	7·3	8·4
Total (Excluding Motor Vehicles, &c.)	§	§	601,216	758,580	229·0	256·3
Motor Vehicles, &c. ||—						
Motor Vehicles (Including Motor Cycles)—						
New	847	852	68,245	85,750	26·0	29·0
Used	1,068	1,130	37,099	57,495	14·1	19·4
Motor Parts, Accessories, &c.	2,763	3,795	19,445	25,348	7·4	8·6
Petrol, Oils, &c.	3,536	4,262	35,106	47,023	13·4	15·9
Total Motor Vehicles	§	§	159,895	215,616	60·9	72·9
GRAND TOTAL	34,754¶	37,268¶	761,111	974,196	289·9	329·2

* 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	4,381	106,537	136,333	12,034	13,526
Butchers	2,242	2,628	50,120	61,105	523	493
Fruiters	2,038	2,135	23,290	27,636	451	480
Bakers	1,371	1,350	17,016	20,452	384	522
Confectioners and Milk Bars	3,129	4,007	31,715	52,676	1,714	2,742
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	13,212	273	519
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	4,123	89,617	98,343	22,227	25,688
Footwear Stores	711	818	12,305	15,819	4,272	4,937
Hardware, Electrical Goods, and Furniture Stores, &c.—						
Domestic Hardware Stores	997	1,078	9,499	11,423	2,656	3,236
Electrical Goods, &c., Stores	1,057	1,108	27,938	36,494	4,975	7,095
Furniture, &c., Stores	710	739	25,438	27,419	6,277	6,687
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	1,259	10,991	13,743	2,372	2,763
Total (Excluding Motor Vehicle Dealers)	31,360	32,893	601,654§	757,893§	81,630	97,714
Motor Vehicle Dealers—						
New Motor Vehicle Dealers, Garages and Service Stations	2,887	3,717	132,520	177,883	13,863	17,026
Used Motor Vehicle Dealers	258	308	19,803	29,348	2,192	3,234
Motor Parts and Tyre Dealers	249	350	7,134	9,072	1,402	1,459
Total Motor Vehicle Dealers, Garages and Service Stations, &c.	3,394	4,375	159,457¶	216,303¶	17,457	21,719
GRAND TOTAL	34,754	37,268	761,111	974,196	99,087	119,433

* 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 716 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	23,781	513,724	669,533
Central	2,797	3,014	50,302	63,565
North-Central	1,010	1,031	14,315	16,291
Western	2,544	2,574	54,015	64,444
Wimmera	941	927	16,358	18,583
Mallee	835	900	17,573	22,185
Northern	2,159	2,241	39,875	51,410
North-Eastern	976	1,038	18,540	23,287
Gippsland	1,560	1,762	36,409	44,898
Total	34,754	37,268	761,111	974,196

NOTE.—For boundaries of Statistical Divisions, see map opposite page 126.

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, 1961-62

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 ..	46,209	1,030,206	311,541	1,341,747	164,064
Victoria	37,268	758,580	215,616	974,196	119,433
Queensland	17,065	350,821	109,005	459,826	57,142
South Australia ..	11,812	225,782	71,572	297,354	37,703
Western Australia ..	8,559	180,152	66,927	247,079	30,592
Tasmania	4,270	83,030	26,936	109,966	15,065
Total	125,183	2,628,571	801,597	3,430,168	423,999

* Table refers to establishments with total retail sales of £500 or more. Excludes Australian Capital Territory and Northern Territory.

† 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 1958-1959 to 1962-63 :—

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

Commodity Group	Year Ended 30th June—				
	1959	1960	1961	1962	1963
Groceries	99·2	105·9	116·9	116·3	118·6
Butchers' Meat	51·4	56·2	62·1	62·1	64·6
Other Food†	91·5	100·3	107·0	113·3	117·3
Total Food and Groceries ..	242·1	262·4	286·0	291·7	300·5
Beer, Wine and Spirits†† ..	68·9	72·3	75·9	75·9	78·5
Clothing and Drapery	116·5	127·0	131·0	129·4	132·9
Footwear	20·3	22·5	23·6	23·6	23·9
Domestic Hardware, China, &c.‡ ..	19·8	20·0	20·0	20·0	20·3
Electrical Goods§	49·0	49·9	47·0	47·2	47·6
Furniture and Floor Coverings ..	29·5	35·3	34·7	33·1	33·4
Chemists' Goods	26·4	29·9	34·3	36·9	39·7
Newspapers, Books and Stationery	21·9	24·0	24·3	25·8	25·4
Other Goods|| .. .. .	63·1	71·0	75·1	75·8	79·4
Total (Excluding Motor Vehicles, Parts, Petrol, &c.)	657·5	714·3	751·9	759·4	781·6
Motor Vehicles, Parts, Petrol, &c.¶	189·5	231·6	230·1	215·0	256·0
GRAND TOTAL	847·0	945·9	982·0	974·4	1037·6

* 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 sales made by licensed clubs, canteens, &c.

‡ Excludes basic building materials, builders' hardware and supplies.

§ Includes radios, 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

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 overseas countries is subject to the customs laws of the Commonwealth Government.

By the Commonwealth of Australia Constitution Act, the power to make laws about trade and commerce with other countries was

conferred on the Federal Parliament, and by the same Act, the collection and control of customs and excise duties passed to the Executive Government of the Commonwealth on the 1st January, 1901.

The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the uniform duties came into effect throughout Australia. The Tariff Act received assent on the 16th September, 1902. The tariff has been extensively altered since that date, and that at present in operation is the Customs Tariff 1933-63.

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 States of Malaya, 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 1933-63, *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. Following the dissolution of the Federation in December, 1963, the agreement has been applied on a provisional basis to each of the three constituent territories—Southern Rhodesia, Northern Rhodesia, and Nyasaland.
Malaysia ..	Dated 1958. Agreement negotiated with the former Federation of Malaya. Since formation of Malaysia in September, 1963, agreement applies only to that part of Malaysia formerly comprising the Federation. Records exchange of British Preferential treatment with special protection for Australia's wheat and flour markets in Malayan States, and for Malayan rubber in Australia.
Japan	Dated 1963. Mutual exchange of most-favoured-nation treatment. Japan to accord preferential treatment to Australian wool and wheat as well as expanded opportunities for imports into Japan of other Australian primary produce and motor vehicles. Australia to consult Japan on temporary protection cases affecting Japanese products.
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 60 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.

Between March, 1952, and February, 1960, import restrictions were 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, four trade ships, six 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, Israel, 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.

VICTORIA'S PATTERN OF TRADE

Year Book 1964 (781-785).

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 1958-59 to 1962-63 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	
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
1963 ..	390,029	294,105	4,335	298,440	91,589

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1958-59 to 1962-63 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.			%		
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
1963 ..	1,081,335	1,075,906	2,157,241	36·1	27·8	32·0

Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1960-61 to 1962-63 grouped in 21 statistical classes :—

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

Classification	Imports			Exports		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
I. Foodstuffs of Animal Origin	3,838	3,549	3,608	47,839	53,909	65,868
II. Foodstuffs of Vegetable Origin	10,830	9,687	9,996	47,230	70,484	55,183
III. Spirituous and Alcoholic Liquors	453	631	507	586	569	678
IV. Tobacco and Preparations thereof	5,518	4,840	5,544	28	31	95
V. Live Animals	97	117	210	95	69	151
VI. Animal Substances	3,568	2,219	3,164	105,924	119,706	126,865
VII. Vegetable Substances and Fibres	7,775	7,466	10,533	151	229	301
VIII. (a) Yarns and Manufactured Fibres	13,883	10,548	13,978	784	1,059	1,114
(b) Textiles	32,872	28,590	31,670	476	482	740
(c) Apparel	6,953	3,676	4,168	167	171	195
IX. Oils, Fats and Waxes	36,973	37,220	43,305	7,619	10,938	12,287
X. Pigments, Paints and Varnishes	2,965	2,377	3,283	315	353	492
XI. Rocks, Minerals and Hydrocarbons	2,084	1,883	2,502	1,499	1,021	476
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery)	96,754	51,299	80,077	9,751	8,561	10,002
(b) Dynamo Electrical Machinery and Appliances	13,316	11,539	15,937	1,067	867	1,220
(c) Machines and Machinery (Except Dynamo Electrical)	58,178	45,481	58,883	4,266	4,562	5,862
XIII. (a) Rubber and Rubber Manufactures	10,429	7,667	9,608	534	559	685
(b) Leather and Leather Manufactures	681	619	798	1,087	1,062	1,230
XIV. Wood and Wicker	5,098	2,886	3,414	197	157	137
XV. Earthenware, Cement, China, Glass, &c.	6,230	5,135	6,292	225	176	160
XVI. (a) Pulp, Paper and Board	17,869	13,271	15,413	337	397	555
(b) Paper Manufactures and Stationery	5,795	5,727	7,813	583	621	680
XVII. Sporting Material, Toys, Jewellery, &c.	4,267	4,266	4,825	501	452	416
XVIII. Optical, Surgical, and Scientific Instruments, &c.	5,603	5,347	5,905	1,004	990	989
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	17,081	16,732	21,234	2,912	3,329	4,016
XX. Miscellaneous	30,718	22,379	27,188	11,789	6,042	7,998
Total Merchandise	399,828	305,151	389,855	246,966	286,796	298,395
XXI. Gold and Silver; Bronze Specie	144	141	174	5	4	45
Grand Total	399,972	305,292	390,029	246,971	286,800	298,440

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1962-63 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 13 per cent. ; metal manufactures and machinery, 40 per cent. ; oils, fats, and waxes, 11 per cent. ; paper, paper manufactures, and stationery, 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1962-63 amounted to 83 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 1960-61 to 1962-63 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
	'000			£'000 f.o.b.		
Fish lb.	21,433	19,146	19,934	2,803	2,615	2,590
Coffee, Raw and Kiln Dried .. lb.	13,428	9,844	10,943	1,557	1,015	1,250
Tea lb.	22,701	23,924	24,182	4,697	4,758	4,611
Tobacco, Unmanufactured .. lb.	15,121	12,591	13,957	5,067	4,384	4,916
Cotton, Raw lb.	12,925	9,879	12,603	1,695	1,338	1,647
Wool lb.	5,697	3,195	5,720	1,508	787	1,477
Sisal Fibre cwt.	284	131	220	1,640	686	1,399
Cotton Yarns—No. 50 Count and Finer lb.	3,966	2,554	2,033	1,650	1,031	761
Sewing Threads lb.	1,897	1,371	1,346	1,599	1,144	1,078
Nylon Fibres lb.	1,702	1,400	2,223	1,468	1,284	1,842
Nylon Yarns lb.	159	244	4,066	139	199	2,493
Corn and Flour Sacks doz.	1,103	735	974	2,047	1,233	1,413
Cotton Piecegoods— Grey Unbleached .. sq. yd.	19,778	14,194	18,614	1,903	1,240	1,521
Bleached, Printed, Dyed, or Coloured sq. yd.	77,428	81,649	91,698	11,419	11,470	11,805
Carpets and Carpeting .. sq. yd.	2,121	1,133	1,306	3,032	1,543	1,671
Petroleum, Crudes gall.	1,124,463	1,114,444	1,330,299	26,477	25,137	29,230
Petroleum—Enriched Crudes ..				289	2,123	2,191
Motor Spirit gall.	53,983	52,517	57,449	2,803	2,720	3,016
Mineral Lubricating Oil .. gall.	18,878	15,900	20,401	2,802	2,217	2,849
Dyes, Including Organic Pig- ment Dyestuffs <i>n.e.i.</i> .. lb.	1,911	1,840	2,643	1,438	1,255	1,953
Iron and Steel— Bar and Rod cwt.	422	130	163	2,380	1,360	1,503
Plate and Sheet—Plain .. cwt.	1,557	171	654	5,913	1,214	2,764
—Tinned cwt.	797	414	299	3,891	1,885	1,309
—Galvanised cwt.	212	88	35	1,006	383	122
Beams and Girders cwt.	446	65	78	1,179	166	237
Hand Tools				1,315	1,100	1,220
Aircraft				2,755	1,415	643
Aircraft Parts				3,206	2,958	5,041
Motor Vehicles, Chassis, Bodies, and Parts				52,667	27,408	49,308
Radio and Television Equipment ..				1,959	2,389	2,605
Tractors—Crawler Type				1,437	805	1,427
—Wheeled Type				3,950	2,945	3,673
Tractor Parts				2,894	1,785	2,658
Knitting Machines				1,419	1,315	1,544
Bearings, Roller and Ball				3,460	2,083	3,324
Crude Rubber (Including Crepe and Latex) lb.	37,646	32,686	42,689	5,461	3,898	4,742
Synthetic Rubber (Including Latex) lb.	22,975	14,124	16,277	2,554	1,641	2,024
Timber, Undressed— Douglas Fir (Oregon) sup. ft.	30,417	23,395	21,539	1,402	931	960
Crockery				1,138	981	1,121
Plate Glass, Polished and Patent sq. ft.	7,084	3,822	7,199	1,408	804	1,409
Pulp for Paper-making ton	66	43	61	3,477	2,293	2,962
Newsprinting Paper, Not Glazed &c. ton	91	65	73	6,284	4,469	5,081
Transparent Cellulose				1,694	1,743	2,122
Books, Magazines, &c.				3,772	3,835	5,656
Rock Phosphate ton	555	632	558	1,514	1,720	1,626
Polyethylene (Polythene) Resin lb.	10,475	8,632	9,567	1,523	1,097	1,094
Polyamide (Nylon, &c.) Resins lb.	7,303	4,681	12,426	2,446	1,542	3,577
Army, Navy, and Air Force Stores and Equipment				1,403	1,625	858
Outside Packages				7,417	5,151	6,783
All Other Articles				193,015	156,172	192,883
Total Imports .. .. .	..	..	..	399,972	305,292	390,029

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 oversea countries from Victorian ports during each of the years 1960-61 to 1962-63 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
	'000			£'000 f.o.b.		
Meats Preserved by Cold Process—						
Beef and Veal lb.	41,652	81,085	117,314	5,934	10,645	15,911
Lamb lb.	34,209	18,022	27,674	3,122	1,192	2,557
Mutton lb.	50,042	76,284	95,057	4,680	5,638	8,251
Rabbits and Hares—Skinned lb.	13,972	14,629	11,509	1,743	1,712	1,469
Meats, Tinned—						
Meat Loaf lb.	12,135	15,126	10,276	1,482	1,691	1,137
Beef or Veal lb.	9,553	7,919	10,199	1,211	872	1,282
Sausage Casings—Natural Bundle	1,523	1,756	1,659	1,198	1,449	1,661
Milk—						
Preserved, Sweetened .. lb.	36,998	33,803	52,551	2,463	2,214	3,288
Dried or in Powdered Form—						
Full Cream lb.	8,224	7,512	9,036	1,377	1,289	1,422
Skim lb.	29,240	28,192	40,427	1,194	1,042	1,498
Butter lb.	100,219	121,311	121,145	14,633	17,159	17,357
Cheese lb.	22,584	25,201	31,561	2,935	2,998	3,716
Wheat ton	665	1,401	845	16,333	36,269	22,286
Barley ton	115	17	10	2,178	386	238
Oats ton	121	150	173	2,370	3,164	3,590
White Flour—Plain .. cental	4,271	3,880	3,714	6,176	5,742	5,164
Malt lb.	78,051	106,172	111,930	1,878	2,505	2,712
Fruit, Fresh—Pears .. bush.	839	1,146	723	1,479	1,884	1,185
Dried—Sultanas .. lb.	90,771	113,637	104,695	5,702	7,507	6,532
Canned—Peaches .. lb.	19,988	34,663	36,594	1,239	2,079	2,164
—Pears .. lb.	80,661	81,920	72,036	5,306	5,226	4,472
Hides and Skins—						
Sheep and Lamb Skins with Wool on lb.	71,950	77,182	85,101	9,166	10,720	12,953
Other .. ..	..	..	..	1,758	2,212	2,800
Wool—						
Greasy lb.	346,581	372,401	363,938	83,841	94,361	97,117
Washed and Scoured .. lb.	20,166	21,390	23,540	5,724	6,334	7,164
Carbonized lb.	5,135	6,779	6,774	1,472	1,864	1,891
Tallow, Inedible cwt.	525	903	1,084	1,361	2,619	2,636
Petroleum Oils—						
Diesel Distillate (Incl. Gas Oil) gall.	56,915	51,880	59,406	2,893	2,721	3,211
Topped Crude Oil (Incl. Residual Oil) gall.	71,783	131,346	180,314	2,487	4,063	5,013
Iron and Steel Scrap .. cwt.	1,368	976	1,553	1,098	847	834
Motor Vehicles and Parts ..	..	..	..	5,080	3,433	5,317
Agricultural Machinery and Parts ..	..	..	..	723	739	1,214
Casein cwt.	159	221	240	1,429	1,845	1,969
All Other Articles .. ..	..	..	..	45,306	42,379	48,429
Total Exports .. ..	..	..	..	246,971	286,800	298,440

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 1960-61 to 1962-63 is shown in the following table :—

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

Country	Imports			Exports		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
COMMONWEALTH COUNTRIES—						
United Kingdom	129,421	97,433	121,788	54,678	61,286	58,645
Borneo (British)	1,608	3,226	1,351	756	786	882
Canada	15,280	11,163	15,852	4,558	5,234	6,473
Ceylon	3,682	3,736	3,150	2,514	3,154	1,916
Hong Kong	2,299	2,256	2,749	2,302	3,426	4,538
India	7,085	4,784	5,460	3,122	10,866	8,126
Malaya, Federation of	5,283	3,690	4,652	3,656	3,318	4,555
New Zealand	6,082	4,066	5,599	16,353	18,182	19,754
Pakistan	1,982	1,443	2,132	1,106	865	2,565
Singapore	189	267	394	3,356	4,470	6,637
Other Commonwealth Countries ..	8,119	6,330	7,927	8,349	9,295	11,566
Total Commonwealth Countries ..	181,030	138,394	171,054	100,750	120,882	125,657
FOREIGN COUNTRIES—						
Arabian States—						
Kuwait	4,178	7,748	11,250	557	445	606
Saudi Arabia	7,396	8,650	13,730	486	481	911
Qatar	7,829	2,518	2,006	51	58	86
Other Arabian States .. ..	..	2	173	37	30	268
Belgium-Luxembourg	4,292	2,794	2,500	4,444	5,157	5,271
China, Republic of (Mainland) ..	1,298	1,238	1,846	12,186	16,375	12,566
Czechoslovakia	1,072	999	979	1,859	1,453	1,021
France	6,003	4,267	7,585	16,426	18,648	19,881
Germany, Federal Republic of ..	32,977	21,889	28,026	6,571	8,996	8,487
Indonesia	4,786	3,506	4,004	2,321	1,052	744
Iran	5,115	6,477	4,351	424	492	769
Italy	5,995	4,564	7,331	13,523	16,114	12,177
Japan	21,674	17,202	22,684	36,426	39,807	41,775
Mexico	799	431	750	1,930	1,895	1,681
Netherlands	5,873	5,166	4,749	1,197	1,656	1,995
Poland	194	158	201	2,707	3,049	1,941
South Africa, Republic of	2,485	2,334	2,624	3,405	3,806	3,914
Sweden	5,263	4,209	5,471	754	690	974
Switzerland	4,495	4,533	5,004	396	331	186
U.S.S.R.	208	230	232	2,070	3,046	4,129
United States of America	82,749	56,115	80,277	22,028	22,118	29,821
Yugoslavia	29	83	21	2,657	1,720	3,585
Other Foreign Countries	14,088	11,644	13,007	13,761	18,495	19,950
Total Foreign Countries ..	218,798	166,757	218,801	146,216	165,914	172,738
All Countries (Transfers of Bullion and Specie)	144	141	174	5	4	45
Grand Total	399,972	305,292	390,029	246,971	286,800	298,440

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 777).

Interstate Trade by Sea

In relation to quantity, 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 1959 to 1963. 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	1959	1960	1961	1962	1963
Ale, Beer and Stout 40 c.ft.	23	17	14	11	9
Fruit, Fresh and Preserved .. 40 c.ft.	15	18	19	27	33
Groceries 40 c.ft.	24	19	22	14	17
Malt ton	15	7	4	6	8
Machinery ton	34	16	15	16	19
Metal Manufactures ton	12	8	11	13	9
Motor Vehicles 40 c.ft.	73	114	72	93	113
Motor Parts and Accessories .. 40 c.ft.	23	22	19	20	24
Oils—					
Aviation Spirit (Bulk) .. 40 c.ft.	21	27	51	28	14
" Turbine Fuel (Bulk) 40 c.ft.	4	11	15	..	6
Fuel Oil (Bulk) 40 c.ft.	191	168	178	248	98
Kerosene 40 c.ft.	8	9	25	5	1
Motor Spirit (Bulk) .. 40 c.ft.	29	31	117	70	114
Paper and Stationery 40 c.ft.	29	21	16	23	19
Plaster ton	9	7	7	8	8
Scrap Metal ton	50	22	12	..	1
Steel ton	10	6	6	5	6
Tourists' Cars 40 c.ft.	64	81	83	88	89
All Other ton or 40 c.ft.	224	294	393	454	554
Total	858	898	1,079	1,129	1,142

**VICTORIA—PORT OF MELBOURNE : PRINCIPAL
INTERSTATE IMPORTS**

('000)

Commodity and Unit of Quantity	1959	1960	1961	1962	1963
Barley ton	36	34	39	48	16
Cement ton	14	5	8	7	8
Coal ton	771	587	589	495	423
Gypsum ton	79	121	73	102	121
Iron ton	42	11	13	36	43
Molasses ton	33	22	20	33	35
Oils—					
Fuel Oil 40 c.ft.	236	212	138	70	253
Kerosene 40 c.ft.	35	30	25	48	11
Motor Spirit (Bulk) 40 c.ft.	30	74	149	97	281
Paper and Stationery 40 c.ft.	83	92	78	137	131
Pipes, Tubes and Fittings ton	47	53	44	43	43
Pyrites ton	53	46	60	43	37
Steel ton	311	264	295	306	237
Sugar ton	173	175	174	203	168
Timber 40 c.ft.	154	163	129	136	143
Tourists' Cars 40 c.ft.	35	61	72	80	79
Wire ton	28	27	16	6	4
All Other ton or 40 c.ft.	339	278	359	348	472
Total	2,499	2,255	2,281	2,238	2,505

**VICTORIA—PORT OF GEELONG : PRINCIPAL INTERSTATE
EXPORTS AND IMPORTS**

('000)

Commodity and Unit of Quantity	1959	1960	1961	1962	1963
EXPORTS					
Refined Oils 40 c.ft.	711	813	773	890	803
Scrap Iron ton	8	12	11	2	..
Wheat ton	4	7	2	5	2
Wool ton	2	3	1	1	1
General Cargo ton or 40 c.ft.	3	1	1	5	8
Total Exports	728	836	788	903	814
IMPORTS					
Cement Clinkers ton	..	..	4	47	70
Coal ton	246	266	257	205	215
Oils (Various) 40 c.ft.	329	303	347	216	99
Pig Iron and Steel ton	35	16	14	17	64
Sulphate of Ammonia ton	..	2	5	5	6
Timber and General Cargo ton or 40 c.ft.	1	1	*	2	3
Total Imports	611	588	627	492	457

*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 1960-61 to 1962-63 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)		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
EXPORTS TO WESTERN AUSTRALIA						
Apparel .. .. .	..	..	..	6,369	6,407	6,955
Builders' Hardware .. .. .	..	..	..	849	813	997
Explosives .. .. .	..	..	..	1,061	1,091	1,209
Foodstuffs—						
Cheese lb.	2,265	2,780	2,597	418	493	439
Confectionery lb.	2,696	2,712	3,629	544	570	753
Milk Products lb.	6,293	8,091	7,978	818	1,072	929
Other .. .. .	..	..	..	3,349	3,561	3,928
Footwear .. .. .	..	..	..	1,948	1,788	1,988
Machinery—						
Agricultural .. .. .	..	..	..	1,504	2,638	2,180
Tractors and Parts .. .. .	..	..	..	1,165	1,334	1,456
Other .. .. .	..	..	..	2,653	3,301	3,543
Paper and Paper Board, &c. .. .. .	..	..	..	1,360	1,118	1,258
Petroleum Oils and Spirits gall.	13,500	12,280	9,884	1,118	747	579
Piecegoods .. .. .	..	..	..	1,016	1,141	1,127
Plastic Material and Manufactures .. .. .	..	..	..	721	655	896
Radio and T.V. Equipment .. .. .	..	..	..	909	720	806
Soaps .. .. .	..	..	..	744	530	787
Tobacco and Cigarettes lb.	2,010	2,525	2,632	2,311	2,876	3,133
Tyres and Tubes .. .. .	..	..	..	1,743	1,916	2,533
Vehicles and Parts .. .. .	..	..	..	9,279	9,278	16,682
Other Commodities .. .. .	..	..	..	10,381	11,045	15,586
Total .. .. .	..	..	..	50,260	53,094	67,764

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
IMPORTS FROM WESTERN AUSTRALIA						
Asbestos Fibre .. cwt.	24	33	62	120	180	309
Foodstuffs—						
Confectionery .. lb.	806	675	730	116	109	115
Meat .. lb.	1,980	2,486	1,502	349	376	242
Vegetables, Fresh .. lb.	4,336	7,275	4,218	172	190	131
Other .. ..	..	..	..	171	150	274
Hides and Skins .. lb.	833	1,023	1,616	76	126	123
Iron and Steel .. cwt.	1,192	1,003	1,508	2,483	2,141	3,321
Machines and Machinery (Except Tractors) .. ..	..	..	..	498	385	452
Petroleum Oils and Spirits .. gall.	74,181	66,084	56,702	3,727	3,356	2,835
Textiles (Except Apparel) .. ..	..	..	..	229	197	267
Timber sup. ft.	2,417	2,849	3,454	156	181	216
Tobacco Leaf .. lb.	928	614	86	379	159	27
Tractors and Parts .. ..	..	..	..	566	452	689
Wool lb.	3,024	2,100	2,759	752	565	781
Other Commodities .. ..	..	..	..	1,385	1,290	1,460
Total .. ..	..	..	..	11,179	9,857	11,242

The next table shows the principal items of the trade by sea between Victoria and Tasmania during the years 1960-61 to 1962-63. 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)		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
EXPORTS TO TASMANIA						
Alcoholic Beverages—						
Wines and Spirits .. gall.	145	190	133	333	454	428
Other Alcoholic Beverages .. gall.	338	321	337	280	266	280
Chemicals (Inc. Fertilizer) .. ..	..	..	..	828	1,043	1,102
Foodstuffs—						
Biscuits .. ..	..	..	..	215	198	315
Confectionery .. lb.	1,206	741	1,103	308	222	318
Fruit, Fresh .. bush.	323	309	158	625	587	295
Milk, Processed .. lb.	5,242	5,426	5,816	462	663	726
Sugar ton	6	7	9	718	651	810
Tea lb.	1,778	1,870	1,895	538	554	561
Other .. ..	..	..	..	2,898	2,046	2,301
Metals, Metal Manufactures and Machinery—						
Machinery .. ..	..	..	..	2,406	3,189	3,015
Other .. ..	..	..	..	5,137	5,947	5,977

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA—
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (£'000)		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
EXPORTS TO TASMANIA—<i>continued</i>						
Motor Cars (Complete) No.	17	17	19	14,641	14,838	16,744
Petroleum and Oils—						
Motor Spirit .. gall.	17,455	24,192	26,150	1,148	1,511	1,553
Other .. .. .	..	..	..	2,057	1,888	2,185
Paper and Stationery .. .. .	..	..	..	1,141	1,504	2,026
Rubber Manufactures .. .. .	..	..	..	507	1,014	1,042
Soap .. .. .	..	..	..	329	246	420
Tobacco and Cigarettes .. .. .	..	..	..	3,712	4,727	4,914
Wool lb.	5,659	3,211	3,505	1,757	1,024	1,132
Other Commodities .. .. .	..	..	..	4,560	5,434	5,983
Total .. .. .	..	..	..	44,600	48,006	52,127

IMPORTS FROM TASMANIA

Foodstuffs—						
Butter cwt.	16	14	19	299	232	311
Fish .. .. .	..	..	..	165	172	201
Fruit—						
Fresh bush.	269	166	44	275	175	44
Dried, Preserved, &c lb.	5,122	3,385	3,149	280	187	182
Hops lb.	586	1,649	1,010	191	528	338
Potatoes ton	4	7	2	118	212	39
Other * .. .. .	..	..	..	3,940	3,962	4,350
Hides cwt.	24	13	11	191	99	94
Metals and Ores—						
Zinc Ingots ton	12	14	14	1,268	1,457	1,565
Other .. .. .	..	..	..	2,379	2,466	1,960
Metal Manufactures .. .. .	..	..	..	992	346	276
Motor Vehicles No.	9	10	10	7,231	7,678	8,120
Timber—						
Dressed sup. ft.	12,315	9,020	10,030	1,436	962	1,111
Undressed sup. ft.	40,331	36,012	36,536	2,462	2,354	2,593
Wool lb.	2,503	2,195	2,114	531	477	450
Other Commodities† .. .. .	..	..	..	10,488	10,443	11,624
Total .. .. .	..	..	..	32,246	31,750	33,258

* Includes confectionery—not available for publication.

† Includes calcium carbide, aluminium, 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 1960-61 to 1962-63. 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	1960-61	1961-62	1962-63
I. Foodstuffs of Animal Origin, &c.	229	185	188
II. Foodstuffs of Vegetable Origin ; Non-alcoholic Beverages, &c.	849	878	928
III. Spirituous and Alcoholic Liquors	842	911	798
IV. Tobacco, Cigars, Cigarettes and Snuff ..	5,338	5,290	5,960
V. Live Animals .. ..	..	..	..
VI. Animal Substances, not Foodstuffs	2	2	1
VII. Vegetable Substances and Fibres, &c. ..	60	58	100
VIII. (a) Yarns and Manufactured Fibres ..	406	405	652
(b) Textiles	4,078	3,749	4,321
(c) Apparel	1,732	1,035	1,211
IX. Oils, Fats and Waxes—			
Aviation Spirit	115	..	30
Motor Spirit and Solvents	2,922	2,418	2,472
Aviation Turbine Fuel	26	22	55
Diesel Fuel	15	58	15
Other Oils, Fats and Waxes	736	644	706
X. Pigments, Paints, Varnishes	136	137	170
XI. Rocks, Minerals and Hydro-carbons, &c. ..	23	23	26
XII. (a) Metals and Metal Manufactures—			
Motor Vehicles	5,292	2,988	5,869
Other	2,417	1,773	2,477
(b) Dynamo Electrical Machinery, Electrical Appliances, &c.	1,633	1,254	1,945
(c) Machines and Machinery	5,003	3,631	4,596
XIII. (a) Rubber and Rubber Manufactures ..	238	208	399
(b) Leather, Leather Manufactures, &c. ..	110	100	137
XIV. Wood and Wicker	645	318	419
XV. Earthenware, Cement, China, &c.	931	864	923
XVI. (a) Pulp, Paper and Board	511	540	671
(b) Paper Manufactures and Stationery ..	316	338	392
XVII. Sporting Material, Toys, Jewellery, &c. ..	1,138	1,147	1,296
XVIII. Optical, Surgical, and Scientific Instruments, &c.	421	388	441
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c.	591	629	702
XX. Miscellaneous	1,737	1,942	2,272
Primage and Sundry Duties	951	790	889
Total Gross Customs Duties ..	39,443	32,725	41,061

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 1960-61 to 1962-63. 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		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
		'000			£'000	
Beer gall.	68,206	68,497	68,800	33,534	33,677	33,826
Spirits (Potable) .. proof gall.	512	506	517	1,752	1,753	1,754
Tobacco lb.	3,528	3,128	2,950	3,249	2,881	2,717
Cigars and Cigarettes .. lb.	15,207	15,393	16,368	24,153	24,434	25,990
Petrol gall.	347,472	366,108	398,594	16,621	17,832	19,473
All Other Articles .. ..	..	..	..	2,342	2,202	2,340
Total .. .. .	..	..	..	81,651	82,779	86,100

The overseas trade and the gross revenue collected at Victorian ports during the year 1962-63 are shown in the following table :—

**VICTORIA—OVERSEA TRADE AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1962-63**

(£'000)

Particulars	Melbourne*	Geelong	Portland	Total
Oversea Trade—				
Imports	359,943	29,097	989	390,029
Exports	254,512	35,464	8,464	298,440
Total	614,455	64,561	9,453	688,469
Gross Revenue—				
Customs	39,929	505	627	41,061
Excise	83,233	1,837	1,030	86,100
Total	123,162	2,342	1,657	127,161

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

AUSTRALIA—VALUE OF OVERSEA TRADE, GROSS
CUSTOMS, AND EXCISE DUTY COLLECTED BY
STATES, 1962-63
(£'000)

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	476,943	310,828	- 166,115	48,473	110,083
Victoria ..	390,030	298,440	- 91,590	41,061	86,100
Queensland ..	67,116	202,500	135,384	8,967	31,073
South Australia ..	69,913	106,472	36,559	8,096	21,360
Western Australia ..	56,320	123,719	67,399	4,498	17,972
Tasmania ..	18,182	33,396	15,214	1,351	7,363
Northern Territory ..	1,192	545	- 647	201	698
Australian Territory ..	1,639	6	- 1,633	28	5
Australia ..	1,081,335	1,075,906	- 5,429	112,675	274,654

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

Transport

Shipping

Coastal Trade

In the post war years, and particularly since 1959, significant changes have taken place in the carriage of general cargo by sea around the coast. Although protected from oversea competition by the Commonwealth Navigation Act, the coastal sea trade has been faced in the post war years with keen competition from road and rail transport. This has forced Australian coastal shipowners to revise their trading practices. The entire trade, and its ships, have been radically changed and revitalized to allow shipowners to continue in a business which even today is still an essential means of transportation. The fierce competition, especially from road hauliers, followed the lifting of limitations on interstate movements of road transport when road hauliers successfully challenged the constitutional validity of restrictions on haulage interstate.

Today, the coastal shipowners are in the third and final phase of their programme to recapture the proportion of the general cargo trade, which for a number of economic and practical reasons can be carried better by sea transport. The first phase in this programme was the introduction of new cargo "packaging". Then followed new cargo handling techniques and equipment, and finally, specially designed and equipped Australian built ships were introduced to match the shore based equipment and methods.

General cargo began to be packed into containers and unit loads which gave economies in handling and loading and discharging times. Company owned terminals were built which were geared to the new concept of cargo "packaging" and stowage on board ships. The first of the specially designed and equipped ships were the vehicular stern-loading ships which carried cargo loaded on road transports at the premises of the shipper for direct delivery to the consignee. The road transports are driven on and off over the stern of the ship, while other types of unit or container cargo are carried on deck. This

service was pioneered on the Bass Strait trade between Tasmanian ports and the Port of Melbourne which became the key port in the service. Special cranes and mobile cargo handling equipment were introduced to speed up ship discharge and loading.

Gradually the new ships' equipment and methods were extended and are still being extended between Melbourne and other Australian ports. The Port of Melbourne today has four roll-on roll-off loading terminals, including one for the sea link between King Island in Bass Strait and the mainland.

Other ships introduced were the specially designed and equipped container ships, and a 5,000 ton Australian built container ship has come onto the Melbourne-Fremantle service. The ship has introduced a completely new shipboard system of cargo handling gear, consisting of gantry cranes, and together with special shore based terminals which have been built to match the ship's handling methods, has introduced an almost revolutionary method of cargo handling in the coastal sea trade. The new ships and handling methods apply principally to the general cargo trade. Meanwhile, sea transport remains unsurpassed in the handling of bulk cargoes, although even in the bulk cargo trade modern specialized ships and handling methods have improved the transportation system.

In other States there is still considerable movement of cargo by sea between ports within the boundaries of a single State. Within Victoria itself, however, there now remains little movement of cargo by sea around its relatively short coastline.

Searoad Service between Victoria and Tasmania

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

VICTORIA-TASMANIA : SEAROAD SERVICE, 1962-63

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles*	Commercial Units, &c. †	Mail Vans
"Princess of Tasmania"	89,589	19,755	3,551	7,437	327
"Bass Trader"	1,379	868	4,946	22,538	307
"South Esk" .. ..	..	..	..	6,540	..
Total	90,968	20,623	8,497	36,515	634

* 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 1958-59 to 1962-63 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963
Entrances No.	3,210	3,355	3,404	3,545	3,581
'000 net tons	12,224	13,277	14,343	14,909	15,183
Clearances No.	3,208	3,351	3,412	3,537	3,581
'000 net tons	12,195	13,269	14,417	14,872	15,187

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—				
	1959	1960	1961	1962	1963
VESSELS ENTERED					
COMMONWEALTH COUNTRIES—					
Australian States	4,848	4,878	5,080	5,548	5,291
United Kingdom	1,548	1,747	1,590	1,513	1,535
Nauru	403	421	324	348	338
Borneo (British)	78	241	125	194	53
Canada	252	340	441	378	416
India, Pakistan, and Ceylon ..	223	186	193	257	170
Singapore, and the Federation of Malaya	273	237	243	270	286
New Zealand	301	275	306	452	502
Other Commonwealth Countries	263	274	392	535	495
Total Commonwealth Countries	8,189	8,599	8,694	9,495	9,086
FOREIGN COUNTRIES—					
Arabian States	1,378	1,508	1,326	1,313	1,982
China (Mainland)	2	12	38	77	36
Germany, Federal Republic of ..	385	386	420	335	367
Indonesia	202	271	297	308	222
Iran	77	56	395	364	339
Italy	235	247	231	225	221
Japan	379	512	766	838	809
Netherlands	146	212	201	189	136
United States of America	473	526	777	548	652
Other Foreign Countries	378	513	704	682	640
Total Foreign Countries	3,655	4,243	5,155	4,879	5,404
Grand Total	11,844	12,842	13,849	14,374	14,490

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

Country	Year Ended 30th June—				
	1959	1960	1961	1962	1963
VESSELS CLEARED					
COMMONWEALTH COUNTRIES—					
Australian States	5,300	5,892	6,098	5,912	5,803
United Kingdom	1,556	1,508	1,469	1,630	1,412
Nauru	232	205	198	195	221
Canada	206	308	290	308	322
India, Pakistan, and Ceylon..	195	200	192	314	219
Singapore, and the Federation of Malaya	306	289	228	361	544
New Zealand	302	354	436	454	379
Hong Kong	98	113	131	268	235
Other Commonwealth Countries	196	167	215	293	301
Total Commonwealth Countries	8,391	9,036	9,257	9,735	9,436
FOREIGN COUNTRIES—					
Arabian States	1,114	1,356	1,365	1,324	1,470
China (Mainland)	37	27	275	259	217
Germany, Federal Republic of..	185	240	276	248	279
Indonesia	105	99	124	170	162
Iran	112	134	292	240	377
Italy	321	313	388	281	265
Japan	495	584	692	593	753
Netherlands	152	58	119	140	180
Poland	78	142	65	57	85
United States of America	260	308	377	437	532
Other Foreign Countries	486	436	651	791	709
Total Foreign Countries	3,345	3,697	4,624	4,540	5,029
Grand Total	11,736	12,733	13,881	14,275	14,465

Nationality of Shipping

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1961–62 and 1962–63 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING
(‘000 Net Tons)

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1961–62	1962–63	1961–62	1962–63
Commonwealth Countries—				
Australia	1,833	1,806	1,807	1,804
United Kingdom	6,358	6,211	6,372	6,229
New Zealand.. ..	149	178	142	177
Hong Kong	149	211	146	201
Other Commonwealth	271	238	270	223
Total Commonwealth Countries	8,760	8,644	8,737	8,634

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

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1961-62	1962-63	1961-62	1962-63
Foreign Countries—				
Denmark	377	289	368	288
France	275	132	248	132
Netherlands	888	723	883	717
Germany, Federal Republic of ..	286	344	285	355
Italy	577	856	567	861
Japan	545	609	542	612
Liberia	400	660	387	665
Norway	1,294	1,348	1,255	1,343
Sweden	575	673	592	666
United States of America ..	213	193	216	195
Panama	302	316	303	314
Other Foreign	417	396	489	405
Total Foreign Countries ..	6,149	6,539	6,135	6,553
Grand Total	14,909	15,183	14,872	15,187

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1961-62 and 1962-63 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1961-62	1962-63	1961-62	1962-63	1961-62	1962-63
NUMBER						
Oversea—						
Direct	295	293	267	245	5	10
Other	1,495	1,527	225	250	86	84
Interstate	1,062	1,008	108	160	2	4
Total	2,852	2,828	600	655	93	98
’000 NET TONS						
Oversea—						
Direct	1,887	1,977	1,938	1,975	26	65
Other	7,575	7,631	1,212	1,288	459	451
Interstate	1,632	1,575	180	220	*	1
Total	11,094	11,183	3,330	3,483	485	517

* 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 1961-62 and 1962-63, as well as the tonnage of oversea cargoes discharged and shipped during the years 1960-61 to 1962-63 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	
	1961-62	1962-63	1961-62	1962-63	1961-62	1962-63
DISCHARGED						
Interstate—						
Weight	1,600	1,689	519	492	64	73
Measure	476	399	5	24	3	..
Oversea—						
Weight	2,820	3,589	3,012	3,575	47	33
Measure	1,003	1,255	6	3	..	..
SHIPPED						
Interstate—						
Weight	512	794	948	1,073	8	2
Measure	497	434	1	7	..	..
Oversea—						
Weight	716	1,006	2,011	1,772	77	139
Measure	512	525	*	2	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—	1960-61		1961-62		1962-63	
	Dis-charged	Shipped	Dis-charged	Shipped	Dis-charged	Shipped
COMMONWEALTH COUNTRIES—						
Australia	6	10	3	15	3	26
United Kingdom ..	3,142	1,028	2,638	1,404	2,794	1,203
New Zealand	85	96	59	138	67	129
Other Commonwealth	106	147	127	122	192	234
Total Commonwealth Countries	3,339	1,281	2,827	1,679	3,056	1,592

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

Vessels Registered at Ports in—	1960-61		1961-62		1962-63	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
FOREIGN COUNTRIES—						
Denmark	277	99	291	92	127	98
France	136	20	366	10	171	8
Germany, Federal Republic of ..	180	63	146	78	164	171
Greece	32	263	26	302	91	215
Italy	59	25	243	118	836	83
Japan	88	77	116	64	306	78
Liberia	1,004	22	721	70	1,221	125
Netherlands ..	261	189	279	143	153	181
Norway	1,192	352	1,121	508	1,357	588
Panama	332	38	276	100	458	108
Sweden	324	121	361	95	333	132
United States of America	72	34	45	26	64	28
Other Foreign ..	12	38	70	48	118	37
Total Foreign Countries	3,969	1,341	4,061	1,654	5,399	1,852
Grand Total ..	7,308	2,622	6,888	3,333	8,455	3,444

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 following this gutter 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, the balance of 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 1956 to 1963 :—

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

Year			No. of Ships	Year			No. of Ships
1956	..	..	3,042	1960..	..	..	3,768
1957	..	..	3,054	1961..	..	..	4,228
1958	..	..	3,311	1962..	..	..	4,177
1959	..	..	3,593	1963..	..	..	4,333

FURTHER REFERENCE

Year Book 1963 (762-764).

Principal Ports of Victoria

Port of Melbourne

General

The Port of Melbourne as the principal sea terminal of the State of Victoria is handling each year an increasing volume of imports and exports in the State. The Port, consisting of an area of 10½ square miles with 12 miles of wharves, with 90 of a total 108 berths in regular commercial use, handled a record volume of 10,366,132 tons of cargo in 1963.

The controlling authority is the Melbourne Harbor Trust Commissioners, an independent administration first set up by Act of the Victorian Parliament in 1876. The Commissioners—comprising a full-time chairman and five part-time commissioners, with specialized knowledge of the port's trade requirements, i.e., shipping, primary products, imports, exports, and labour—are a corporate body which owns, maintains, and develops the port. Financially independent, the Commissioners earn their revenue from the port services they provide. Development and maintenance are financed from revenue and loan money raised and guaranteed by the Trust itself. The Commissioners receive no financial grants from the State Government, but are required by their Act to pay one-fifth of their gross wharfage and tonnage revenue into Consolidated Revenue.

In recent years port development has been devoted to an increasing amount of specialization in the handling of ships and cargo, particularly in the handling of phosphate, steel, gypsum, container, and unit loading, as well as the provision of roll-on roll-off loading facilities.

Handling of Petroleum Products

During 1963 the first steps were taken in the concentration of petroleum and petroleum products handling in the port, when the conversion of the 105 year old Gellibrand Pier to oil handling was completed in the Williamstown area of the Port. The Pier is now a modern one berth oil terminal capable of handling tankers up to 900 feet in length. An Act of the State Parliament passed at the end of 1963 transferred a 168 acre area of water to the control of the Commissioners. Plans are ready to reclaim 90 acres at a cost of £2 mill. to carry shore based terminal tanks, while the remaining water area will be capable of providing new oil handling berths in the future. The new area now under the control of the Port will form the nucleus of a comprehensive, centralized oil handling terminal, and the plans call for the progressive removal of the existing three oil berths out of the River Yarra, which forms the main access channel to 90 per cent. of the port's facilities.

The development project not only highlights increasing specialization, but also that modern cargo handling is being installed in the oldest and most historic area of the port.

Williamstown

Williamstown, named after the then reigning Sovereign, William IV, was the early port for the settlers who founded Melbourne in 1835. The first pier to cater for shipping in Victoria was built at Williamstown in 1838. This was Gem Pier, a name still in use. The sheltered Bay on the eastern side of Williamstown named Hobson's Bay became known as "The Anchorage" for the ships which began trading to the growing settlement. Victoria's first lighthouse was erected at Williamstown in 1840. A time-ball tower (still standing as a historic relic) was the first astronomical observatory and a time-ball dropped in the tower at 1 p.m. proved invaluable to masters for checking their chronometers.

Williamstown's most important link with shipping of the early colonial days is the dockyard and repair facilities still serving the Royal Australian Navy. A slipway for the repair of shipping was built and first used in 1865. Later a full-scale dockyard was built with a graving dock named after Prince Alfred, Duke of Edinburgh, who laid the foundation stone in 1868. The graving dock was officially opened in 1874, and has been in continuous service since. It was taken over by the Royal Australian Navy in 1942.

More piers were built from 1840 onwards to provide additional berthage for shipping. Gellibrand Pier, now converted to the modern oil tanker terminal, was commenced in 1856, and brought into service complete with railway services in 1859. Breakwater Pier, also ultimately converted to an oil terminal, followed in 1860, and the Dockyard Pier and Nelson Pier in 1878, two years after the new Port Authority had been established.

Over the years, however, the port's centre of activity was shifted from Hobson's Bay up the River Yarra near the centre of Melbourne following vigorous demands made by the merchants and traders for

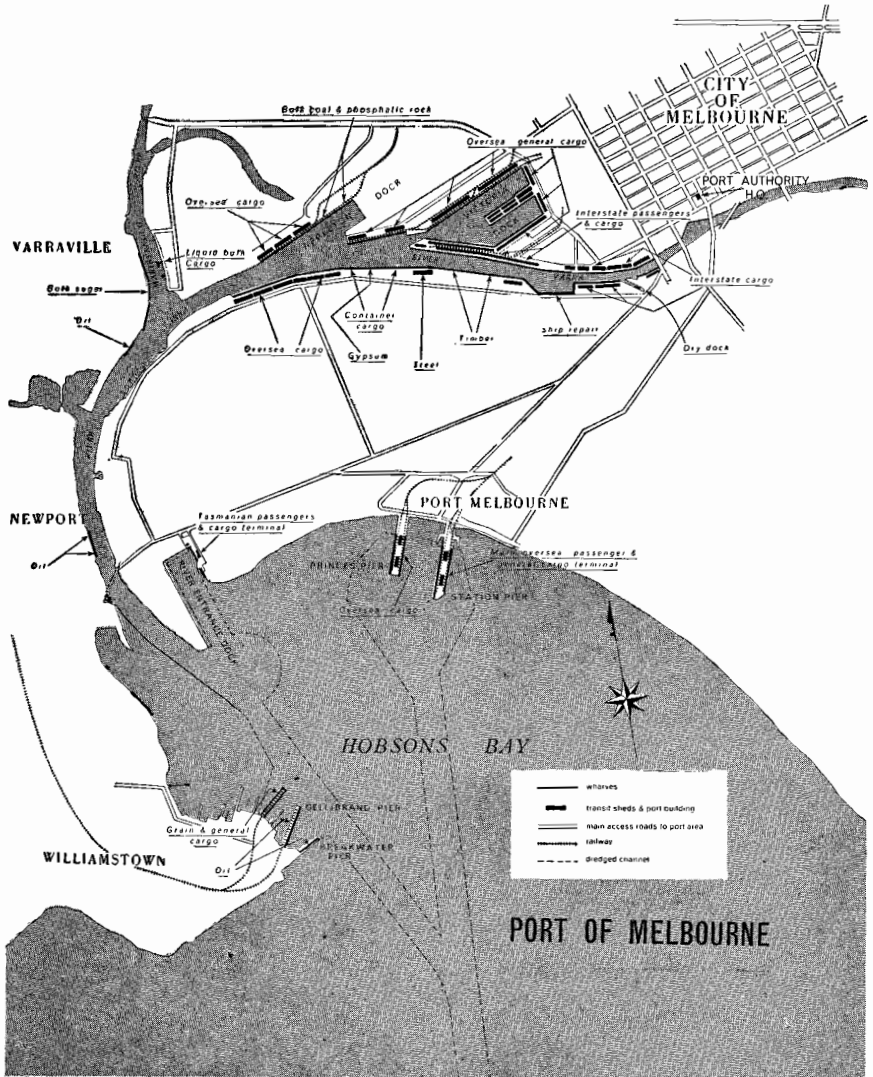


FIGURE 19.—Map showing shipping entrance to Melbourne and port berthing.

port facilities nearer their warehouses and stores in the commercial heart of the young colony. Many of the present port facilities were the direct outcome of these demands.

PORT FACILITIES

Year Book 1964 (811-813).

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1959 to 1963 :—

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

(£'000)

Particulars	1959	1960	1961	1962	1963
REVENUE					
Wharfage and Tonnage Rates ..	2,101	2,492	2,304	2,442	2,721
Rent of Sheds	94	105	95	104	163
Special Berth Charges	126	152	148	181	214
Rent of Lands	195	221	280	305	331
Crane Fees	536	680	648	648	718
Other	240	298	316	299	338
Total Revenue	3,292	3,948	3,791	3,979	4,485
EXPENDITURE					
Administration and General Expenses	211	217	221	237	250
Port Operating Expenses ..	694	792	802	882	954
Maintenance—					
Dredging	272	469	654	411	423
Harbour	24	32	35	30	45
Wharves	227	241	297	328	247
Approaches	25	29	32	36	39
Railways	34	25	28	23	16
Cranes	109	124	125	122	144
Other Properties	30	25	45	22	24
Interest	535	586	650	692	720
Depreciation and Renewals ..	341	502	163	441	693
Insurance	35	139	41	43	80
Sinking Fund	232	181	261	202	229
Payments to Consolidated Revenue	424	502	465	492	550
Other	9	8	7	5	14
Total Expenditure	3,202	3,872	3,826	3,966	4,428
Net Surplus (+) or Deficit (-) ..	+90	+76	-35	+13	+57
CAPITAL OUTLAY					
Land and Property	27	65	164	50	41
Reclamation	14	15	32	12	28
Deepening Waterways	370	115	66	268	296
Wharves and Sheds Construction ..	727	770	622	439	485
Wharf Cranes, &c.	65	131	75	36	58
Approaches Construction	35	10	26	107	71
Floating Plant	175	90	274	309	76
Other Works, &c.	45	72	90	88	153
Total Capital Outlay	1,458	1,268	1,349	1,309	1,208
Loan Indebtedness at 31st December	13,833	14,199	14,241	14,875	14,918

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 1959 to 1963 are shown in the following table :—

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

Particulars	1959	1960	1961	1962	1963
REVENUE					
Wharfage, Tonnage, and Special Berth Rates	770	898	927	998	1,078
Rents, Fees, and Licences	16	16	16	16	18
Freezing Works and Abattoirs	16	17	17	18	22
Other	191	219	255	257	298
Total Revenue	993	1,150	1,215	1,289	1,416
EXPENDITURE					
Management Expenses	95	124	120	121	126
Maintenance—					
Wharves and Approaches	16	19	23	21	41
Harbour	33	41	41	37	39
Floating Plant	6	6	8	10	5
Other	6	6	6	8	11
Interest on Loans	149	141	139	155	160
Sinking Fund	29	29	28	31	30
Depreciation Provision	146	158	166	189	197
Other	175	208	224	230	259
Total Expenditure	655	732	755	802	868
Net Surplus	338	418	460	487	548

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

Particulars	1959	1960	1961	1962	1963
CAPITAL OUTLAY (NET)					
Floating Plant .. .. .	..	28	85	36	89
Land and Property	42	34	56	27	42
Deepening Waterways	24	..	117	326	318
Wharves and Approaches	296	206	425	182	249
Other	11	14	22	3	17
Total Capital Outlay	373	282	705	574	715
LOAN INDEBTEDNESS AT 31ST DECEMBER					
State Government	164	150	147	117	117
Public	2,775	2,745	2,650	2,950	2,939
Total Loan Indebtedness	2,939	2,895	2,797	3,067	3,056

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 are pumped to bulk terminals at North Portland.

Total expenditure on the project at 30th June, 1963, amounted to £7,183,000.

During the year 1962-63, shipping using the port handled 336,833 tons of cargo.

Particulars of the financial operations of the Portland Harbor Trust for the years 1958-59 to 1962-63 are set out in the following table :—

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

Particulars	1958-59	1959-60	1960-61	1961-62	1962-63
REVENUE					
Wharfage Rates	29	36	37	49	63
Tonnage Rates	4	5	6	8	11
Shipping Services	3	4	6	18	22
State Government Grant	144	193	324	302	249
Other	10	9	14	27	32
Total Revenue	190	247	387	404	377
EXPENDITURE					
Administration	12	12	19	24	32
Maintenance	20	15	22	47	40
Shipping Services	3	3	8	24	35
Depreciation	1	1	1	7	7
Interest on Loans	158	202	240	256	281
Sinking Fund	17	21	24	22	21
Other	5	4	3	2	1
Total Expenditure	216	258	317	382	417
Net Surplus (+) or Deficit (-)	-26	-11	+70	+22	-40
Fixed Assets at 30th June	4,559	5,605	6,439	6,785	7,017
Loan Indebtedness at 30th June—					
State Government	1,354	1,605	1,857	2,046	2,046
Public	3,402	4,201	4,625	4,897	5,137
Total Loan Indebtedness	4,756	5,806	6,482	6,943	7,183

LIGHTHOUSES

Year Book 1964 (816-821).

Railways

Geographical Factors

The Victorian transport system, generally, is centred around Melbourne, the capital of the State. The existence of considerable gaps in the Great Dividing Range has allowed the railway system to fan out to the main agricultural and pastoral areas like the spokes of a wheel.

The line to the north-east and Sydney passes through the Kilmore gap ; through the Woodend gap goes the northern line to Bendigo and beyond ; the Geelong line crosses the basalt plains to the south-west ; and to the east, the Gippsland valley (between the Dividing Range and the Strzelecki Ranges) provides a convenient path for the electrified main line handling the vast brown coal resources of the Latrobe Valley.

In the north-western part of the State—the Mallee region—the railway has permitted development of what was previously regarded as arid, worthless land into prosperous farm lands. It also links the metropolis with Mildura, centre of the dried fruit industry.

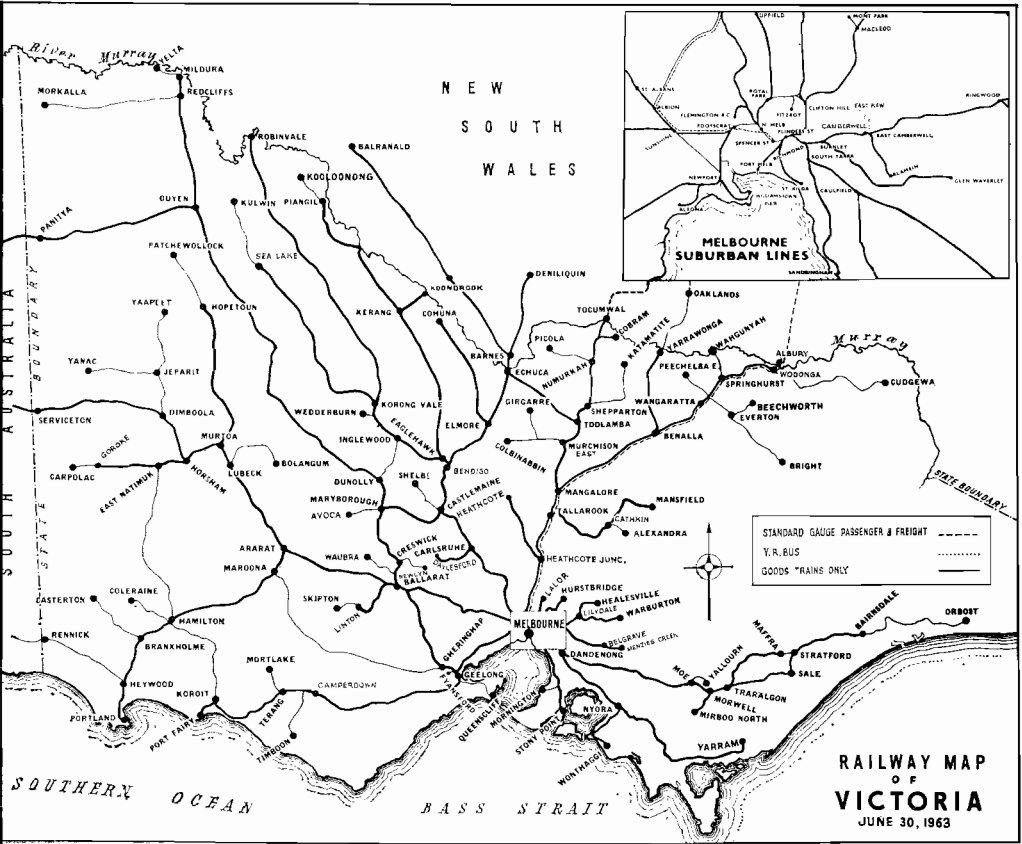


FIGURE 20.

Historical Development

The first proposed railway for Victoria dates back to March, 1839, when Robert Hoddle, Government Surveyor at Port Phillip, marked out a town site at the Beach (Port Melbourne) and planned a line from Melbourne. Seven years later, Geelong residents proposed the construction of a 200-mile line from Geelong to the vicinity of Portland and Hamilton in the Western District. In 1852-53 private railway companies were formed in Victoria and given Government approval to build lines.

Australia's first steam railway was operated between Flinders Street and Sandridge (now Port Melbourne) on 12th September, 1854, and was opened by the Hobson's Bay Railway Company for public traffic the following day. The first Victorian country railway—Melbourne to Geelong—was opened on 25th June, 1857, and private companies' lines were built from Melbourne to Windsor, Brighton Beach, and Hawthorn between 1859 and 1861.

In 1862 Government lines were opened to Ballarat and Bendigo, and two years later, from Bendigo to Echuca. (The Geelong-Melbourne railway had been purchased by the Government in 1860.)

In less than a decade, Victoria saw fulfilled the promise of building the main trunk railways. Through the 1870's, construction proceeded

to the south-west from Geelong and to the south-east from Melbourne. In 1870, contracts were let for building the line from Essendon to Wodonga. The north-eastern railway, opened in sections, reached Wodonga in 1873. Nearly ten years elapsed before junction was made with the New South Wales system at Albury on 14th June, 1883. This was the beginning of the break of gauge, which persisted to plague New South Wales and Victoria until 79 years later, when the standard gauge track between Melbourne and Albury was opened for traffic in 1962.

Administration and Functions

The Victorian Railways Department was established on 19th March, 1856. It is administered by a Board of three Commissioners, appointed by and responsible to the Government through the Minister of Transport. Each Commissioner gives special attention to particular branches of railway operation. They are also responsible for a number of sections of railway constructed in New South Wales under the Border Railways Agreement. The lines in the Riverina district are extensions of Victorian lines.

Main Locations of Tracks

The main interstate lines are the north-east to Sydney, comprising both broad (5 ft. 3 in.) and standard (4 ft. 8½ in.) gauge tracks to the border city of Albury (190½ miles), and the north-western broad gauge line linking Melbourne with Adelaide. The Victorian terminal station on this line is Serviceton (287 miles). The north-east line branches at Mangalore to serve the Goulburn Valley. The north-western line branches at Ballarat (74 miles) to Maryborough (112 miles), thence to Mildura (351 miles—the State's longest country main line), and at Ararat to Portland, the Western District's new port (251½ miles).

The Gippsland line is electrified as far as Traralgon (97½ miles), and thence is diesel operated to Bairnsdale (171 miles). The goods service, also diesel operated, is continued through to Orbost (231 miles). Lines branch from Dandenong to Nyora and from there to Wonthaggi (86 miles) and Yarram (136 miles), in South Gippsland.

Other main lines are Melbourne-Bendigo (101 miles—known as the "main line") from where lines branch further north; and Melbourne-Geelong (45 miles), continuing to Warrnambool (166 miles) and to Port Fairy (186½ miles).

Main Types of Rolling Stock and Services

Diesel-electric locomotives—the S class (1,800 h.p.) and B class (1,600 h.p.)—haul Victorian Railways fast passenger and freight trains. The L class (2,400 h.p.) electric locomotive hauls passenger and freight trains on the Gippsland line—Victoria's longest electrified track. The T class (950 h.p.) diesel-electric locomotive is mainly a freight train operator, but it also hauls selected passenger trains. Modern multiple-unit saloon type "Harris Trains" are progressively replacing obsolete swing-door compartment type trains on the suburban electric service. Country passenger train services are supplemented by 102 h.p., 153 h.p., and 280 h.p. diesel and 260 h.p. diesel-electric rail-cars.

Shunting is carried out by Y class (660 h.p.) diesel-electric locomotives, W class (650 h.p.) diesel-hydraulic locomotives, and F

class (350 h.p.) diesel-electric locomotives, supplementing a number of low powered steam locomotives now removed from main line service.

R, J, K, and N class steam locomotives haul some passenger and freight trains.

Most carriages on interstate and mainline country trains are of steel construction and air-conditioned; but a number of saloon and compartment-type, non-air conditioned carriages of wooden construction are also used for country passenger traffic.

Freight wagons are of the fixed wheel and bogie types. They include many types of wagons and vans, up to 50-ton capacity, and a wide variety of specially designed wagons to carry loads ranging up to 170 tons.

Suburban Tracks

Victoria's first section of 5 ft. 3 in. gauge suburban line was built from Flinders Street station to Sandridge (now Port Melbourne) in 1854 for Australia's first train. Construction of other lines was as follows:—Flinders Street to St. Kilda (1857); Footscray to Williamstown (1859); Princes Bridge to Hawthorn, Richmond to Brighton Beach (1859–61); Melbourne to Essendon (1860); Essendon to Broadmeadows (1872); South Yarra to Dandenong (1877–1879); Caulfield to Frankston (1881–1882); Hawthorn to Lilydale (1882); Brighton Beach to Sandringham (1887); North Melbourne to Somerton (1884–1889); Collingwood to Heidelberg (1888); Ringwood to Ferntree Gully, Clifton Hill to Preston (1889); Burnley to Darling and Camberwell to Alamein (1890); Princes Bridge to Collingwood (1901); Heidelberg to Eltham (1902); Eltham to Hurstbridge (1912); Darling to Glen Waverley (1929–30); Ashburton to Alamein (reconditioned and re-opened in 1948); and Ferntree Gully to Belgrave (converted to broad gauge and electrified in 1962).

The line from Essendon to Sandringham was converted from steam to electric traction in 1919, and four years later the main portion of the suburban system was electrified. Since then electric traction has been extended to several sections of the outer suburban area. Victoria which was first with the steam train was also first with electric traction in Australia.

Passenger and Goods Traffic, Fares, and Freight Rates

The general conditions under which goods and livestock are carried by rail are published in the Goods Rates Book, and for rating purposes, goods are classified alphabetically into 20 main class rates, whilst special rates are provided for livestock. Relatively low rates are applicable to agricultural produce and concessions are provided for country industries.

Competitive freight contract rates to meet road transport activities operate in the main Victorian country towns, particularly those close to the borders where road competition is intense.

Special rates, under agreement with forwarding agents and manufacturers, provide for the transport of goods in specified wagon-loads between the capital cities and also for the carriage of goods in various containers, including Flexi-Vans.

The bulk of the passenger revenue is derived from the operation of the suburban electrified service ; traffic on this is stable. Following elimination of break of gauge at Albury for passenger trains during April, 1962, a significant gain has been recorded in passenger traffic between Melbourne and Sydney, and interstate passenger business generally has been active. Introduction of air-conditioned carriages on several country lines in recent years has also resulted in improved patronage.

The ordinary fares are competitive and attractive concessions are available, e.g., students travelling on vacation, and party travel.

Parcels sent by passenger trains earn the Department more than £1 mill. per annum.

Standardization of Gauge in Australian Network

The track mileage of the standard gauge line between Melbourne and Albury, including loops, departmental sidings, and dual gauge, but not including private sidings, is 242·70 miles.

Linking of Sydney with Perth, by an all standard gauge route when the existing gaps—Broken Hill to Port Pirie and Kalgoorlie to Perth—are filled, will not be to the disadvantage of Victoria. Melbourne consignors have direct access to the Sydney standard gauge line connecting with every station in New South Wales and with Brisbane, and to the broad gauge line to Adelaide, connecting with practically every important centre of population in South Australia. These connexions give direct rail access to about three-quarters of the population of Australia.

The development of bogie exchange has facilitated the interstate railing of Victorian goods and extended the advantages of standard gauge throughout Victoria for many classes of freight. A further development is the installation of bogie exchange at Wodonga that will give the Goulburn Valley and the north-eastern district of Victoria greatly improved freight services.

Developmental Programme

The Victorian Railways are pursuing a policy of modernizing the system by purchasing more diesel-electric locomotives, suburban "Harris Trains", and other rolling stock, and are continuing the programme of track relaying and duplication in suburban and country districts.

The current financial programme covers equipment for the operation of the centralized traffic control system for the Melbourne—Albury standard gauge line, automatic signalling between Upper Ferntree Gully and Belgrave, and between Moe and Morwell, and the development of the Dynon interstate freight terminal to meet the needs of the expanding standard gauge traffic.

Money has been made available, also, to eliminate more level crossings by grade separation and protect other crossings with flashing light signals and boom barrier installations.

Additional amounts have been allocated for building vehicles for general merchandise and to handle specialized traffic, such as flexi-vans, steel sections, motor cars, and bulk cement.

From the financial year 1961–62, the Victorian Government relieved the Department of the responsibility for the payment of interest and debt charges amounting to about £4 mill. per annum, and by the same Act established the Railway Equalization Account. Any surplus of railway income over working expenses in the Treasury Books when the final figures for the year are known, is appropriated in the Supplementary Estimates to that account. The credit balance in the account is then available for the purpose of supplementing income in any year in which it falls short of expenses.

FURTHER REFERENCES

Year Book 1961 (682–685), 1962 (722–724), 1963 (764–765), 1964 (821–823).

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 760.

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 1959 to 1963 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		
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
1963	151,201	1,112	7	152,428

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1963, this amounted to £107,269.

* 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, 1963, the capital cost of the broad gauge rolling-stock, after being written down in accordance with the *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation was £43,765,582; of the narrow gauge, £5,431; and of the uniform gauge, £2,569,538.

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 £157,519,155 at 30th June,

1963. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£19,081,975), the total liability on current loans outstanding at that date was £138,437,180.

The total liability of the State for railways construction, &c., as at 30th June, 1963 (which includes the liability of £138,437,180 referred to in the previous paragraph) was £188,367,564. Deduction of securities purchased by the National Debt Sinking Fund and cancelled (£27,965,810) together with cash at credit in the Fund (£158,098) reduced the amount outstanding at the end of the year to a net liability of £160,243,656.

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 £160,243,656 at 30th June, 1963, amounted to £7,057,836 at an average rate of £4 8s. 1d. per cent. In addition, the State is required to pay a contribution of £1,258,461 at a rate of £4 10s. per cent. on cancelled securities.

Additional funds, which amounted to £24,520,095 at 30th June, 1963, 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 pages 640-641.)

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 1958-59 to 1962-63 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	
1959	20,391	9,921	30,312	£'000 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
1963	18,047	11,202	29,249	33,078

Railways Traffic

The mileage and traffic of the railways (exclusive of road motor services) for each of the years 1958-59 to 1962-63 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—				
	1959	1960	1961	1962	1963
LINES OPEN FOR TRAFFIC	route miles				
Single Track	3,963	3,911	3,912	3,790	3,764
Double Track	358	367	367	426	426
Other Multi-track	12	12	12	75	75
Total Route Mileage	4,333	4,290	4,291	4,291	4,265
	During Year Ended 30th June—				
Traffic Train Mileage '000	18,426	18,282	18,232	18,902	19,477
Passenger Journeys '000	163,484	158,294	149,929	152,768	152,727
Goods and Livestock Carried '000 tons	9,295	9,687	10,977	10,350	10,841

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1958-59 to 1962-63 are shown in the following table :—

VICTORIA—RAILWAYS GOODS AND LIVESTOCK TRAFFIC
(Excluding Road Motor Goods Services)
(‘000 Tons)

Class of Goods	Quantity Carried				
	1958-59	1959-60	1960-61	1961-62	1962-63
Grain—					
Barley	253	165	248	175	177
Wheat	1,021	938	1,902	1,902	1,887
Other	278	199	272	289	318
Flour	172	176	192	179	168
Fruit—					
Fresh	134	138	119	112	111
Dried	71	55	55	64	65
Beer	120	119	121	121	119
Briquettes	633	920	1,676	1,608	1,526
Cement	389	475	491	473	468
Coal—					
Black	251	290	222	245	205
Brown	1,372	1,243	778	422	390
Galvanized Iron	84	92	111	116	80
Iron, Steel Bar Rods, &c., Un-prepared	81	229	323	206	404
Manures	661	728	712	751	818
Petrol, Benzine, &c.	181	200	203	205	207
Pulpwood	127	110	106	91	97
Pulp and Paper	113	133	130	138	141
Timber	245	261	234	197	234
Wool	150	151	133	134	115
All Other Goods	2,504	2,658	2,657	2,658	3,018
Total Goods	8,840	9,280	10,685	10,086	10,548
Total Livestock	455	407	292	264	293
Grand Total Goods and Livestock	9,295	9,687	10,977	10,350	10,841

Railways Revenue and Expenditure

The revenue and expenditure of the Railway Department during each of the five financial years 1958–59 to 1962–63 were as follows :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
(£'000)

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963
REVENUE					
Passenger, &c., Business—					
Passenger Fares	12,057	12,156	12,169	12,513	12,552
Parcels, Mails, &c.	1,340	1,375	1,404	1,405	1,447
Other	48	46	41	38	40
Goods, &c., Business—					
Goods	20,546	21,159	25,265	24,362	25,123
Livestock	1,337	1,397	990	924	994
Miscellaneous	246	324	330	450	426
Miscellaneous—					
Dining Car and Refreshment Services	1,508	1,514	1,517	1,528	1,502
Rentals	589	685	708	768	784
Bookstalls	385	400	395	404	414
Advertising	82	93	106	100	105
Other	109	91	112	117	103
Total Revenue	38,247	39,240	43,037	42,609	43,490
EXPENDITURE					
Working Expenses—					
Way and Works	7,766	8,081	8,538	8,504	8,534
Rolling Stock	11,210	11,495	12,154	11,796	12,123
Transportation	12,140	12,600	13,017	13,782	13,979
Electrical Engineering Branch	2,052	1,987	2,070	2,111	2,117
Stores Branch	527	587	580	567	603
Pensions	1,845	1,970	2,127	2,258	2,329
Service Grants and Retiring Gratuities* .. ..	..	..	250	775	760
Contributions to Railway Renewals and Replacement Fund	200	200	200	200	200
Contributions to Railway Accident and Fire Insurance Fund	434	489	483	504	550
Pay-roll Tax	700	738	779	835	793
Long Service Leave	628	607	558	623	505
Other	766	862	†947	†1,024	1,071
Total Working Expenses	38,268	39,616	41,703	42,979	43,564
Net Revenue	—21	—376	1,334	—370	—74

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

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963
EXPENDITURE—<i>continued</i>					
Debt Charges—					
Interest Charges and Expenses† ..	3,472	3,636	3,779	} §	} §
Exchange on Interest Payments and Redemption	147	174	190		
Contribution to National Debt Sinking Fund	197	208	211		
Net Result for Year ..	—3,837	—4,394	—2,846	..	..
	Per Cent.				
Proportion of Working Expenses to Revenue	100·1	101·0	96·9	100·9	100·2

* 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 1962–63 increased by £881,000 compared with 1961–62. Total working expenses increased by £585,000 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. To offset a deficit for the year 1962–63, an amount of £209,584 was transferred to Railway revenue from the Equalization Account, leaving a balance of £714,421 in the Account at 30th June, 1963. 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 1958–59 to 1962–63 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—				
	1959	1960	1961	1962	1963
Average Number of Miles Open for Traffic	4,357	4,292	4,290	4,291	4,265
Gross Revenue per Average Mile Open £	8,759	9,133	10,023	9,921	10,188
Working Expenses per Average Mile Open £	8,749	9,213	9,703	9,999	10,199

Road Motor Services

The following table gives, for each of the five years 1958–59 to 1962–63, 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—				
	1959	1960	1961	1962	1963
Car Mileage	408,179	371,621	352,661	326,094	321,680
Passenger Journeys ..	1,778,609	1,571,445	1,372,891	1,308,416	1,252,167
Gross Revenue £	46,150	42,263	39,865	37,384	36,824
Working Expenses £	74,647	74,674	76,497	73,408	64,131
Interest Charges and Exchange £	211	213	329	*	*
Capital Expenditure at End of Year (Less Depreciation Written Off)	£ 37,625	29,819	19,992	10,205	7,226

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, 1963, comprised 162 miles of electric lines, of which 140 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 difficult.

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.

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1959-60 to 1962-63 are shown in the following table :—

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

(£'000)

Particulars	Year Ended 30th June—			
	1960	1961	1962	1963
REVENUE				
Traffic Receipts	8,679	8,883	8,595	8,385
Miscellaneous Operating Receipts	66	67	66	63
Non-operating Receipts ..	153	158	162	238
Total Revenue ..	8,898	9,108	8,823	8,686
EXPENDITURE				
Traffic Operation Costs ..	3,861	3,934	3,930	3,832
Maintenance of Permanent Way	408	400	399	386
Maintenance of Trams cars ..	1,071	1,126	1,094	1,021
Maintenance of Buses ..	325	355	411	377
Maintenance of Electrical Equipment of Lines and Sub-stations	168	191	205	205
Maintenance of Buildings and Grounds	85	97	93	123
Electric Traction Energy ..	503	493	482	462
Fuel Oil for Buses ..	112	103	114	115
Bus Licence and Road Tax Fees	10	10	11	11
General Administration and Stores Department Costs	455	453	454	452
Pay-roll Tax	146	148	150	146
Workers Compensation Payments	193	195	166	159
Depreciation	686	695	443	443
Non-operating Expenses ..	24	28	27	27
Provisions—				
Long Service Leave ..	120	114	120	117
Retiring Gratuities ..	216	198	213	206
Accrued Sick Leave ..	12	3	6	16
Public Risk Insurance ..	74	78	87	103
Interest on Loans ..	479	484	487	476
Obsolescence in Stores Stock	..	..	5	4
Total Expenditure ..	8,948	9,105	8,897	8,681
Net Surplus (+) or Deficit (-)	-50	+3	-74	+5
Capital Outlay	462	608	430	446
Loan Indebtedness at 30th June	9,867	9,719	9,670	9,162

Particulars relating to the tramways systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1958–59 to 1962–63 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling-Stock	Persons Employed
	miles		'000		£'000		No.	
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
1963..	135	4	17,708	162,692	6,877	6,882	712	4,204

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 1958–59 to 1962–63 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

Year Ended 30th June—	Route Miles	Bus Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
						Rolling-Stock	Persons Employed
			'000		£'000		No.
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
1963 ..	123	7,341	32,634	1,508	1,772	238	918

* 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 1958–59 to 1962–63 :—

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	d.	d.	£'000	d.	%
1959	7,015	82·892	9·159	6,986	82·544	99·580
1960	7,338	89·237	9·902	7,262	88·304	98·955
1961	7,507	93·370	10·472	7,361	91·555	98·056
1962	7,172	91·486	10·291	7,085	90·379	98·790
1963	6,930	93·926	10·223	6,882	93·280	99·307

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	d.	d.	£'000	d.	%
1959	1,329	53·862	9·890	1,639	66·452	123·374
1960	1,406	57·837	10·788	1,662	68·334	118·154
1961	1,443	58·447	11·438	1,716	69·512	118·932
1962	1,489	51·108	11·413	1,785	61·254	119·851
1963	1,518	49·628	11·164	1,772	57·940	116·733

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 1958–59 to 1962–63 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.	
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
1963..	5	18	839	5,583	105	279	46	183

FURTHER REFERENCES

Year Book 1961 (690–691), 1962 (729), 1963 (771–772).

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, 1963, 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 (Commercial Passenger Vehicle) operating on a stage omnibus service or a temporary school service licence.	£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 the number of motor vehicles on the register by type at the end of each of the years 1955, 1962, and 1963. Particulars of Commonwealth-owned vehicles with the exception of Defence Service vehicles are included. Tractor-type vehicles, plant, and trailers are excluded.

**VICTORIA—MOTOR VEHICLES ON THE REGISTER
ACCORDING TO TYPE**

Type of Vehicle	At 31st December—		
	1955	1962	1963
Cars *	422,543	611,496	645,366
Station Wagons	5,690	69,528	89,552
Utilities	75,721	94,470	95,211
Panel Vans	19,913	31,328	32,096
Trucks †	70,362	79,482	82,214
Omnibuses	2,580	3,409	3,603
Total (Excluding Motor Cycles) ..	596,809	889,713	948,042
Motor Cycles §	26,406	15,802	14,518
GRAND TOTAL	623,215	905,515	962,560

* Includes ambulances and hearses.

† Includes trucks and truck-type vehicles, but excludes tractors, plant, and trailers.

§ Includes motor-scooters.

The following table shows, for each of the years 1958–59 to 1962–63, the number of drivers' and other licences issued, and the total revenue received at the Motor Registration Branch of the Police Department :—

**VICTORIA—DRIVERS' LICENCES IN FORCE AND REVENUE
RECEIVED**

Particulars	At 30th June—				
	1959	1960	1961	1962	1963
LICENCES IN FORCE					
Drivers' and Riders' Licences	908,343	967,952	1,032,431	1,079,751	1,112,750
Dealers' Licences ..	1,315	1,328	1,342	1,263	1,262
REVENUE					
Total Revenue Received during Year Ended 30th June £'000	9,667	11,049	11,269	11,667	12,388

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 †	Omni-buses	Total	
1959..	51,119	10,317	7,320	5,868	4,481	161	79,266	2,145
1960..	60,557	14,817	6,637	3,975	5,421	262	91,669	1,986
1961..	40,907	13,031	5,217	2,782	3,950	191	66,078	903
1962..	55,628	17,578	5,677	3,269	4,123	284	86,559	712
1963..	62,911	20,807	6,525	3,436	5,279	321	99,279	640

* Includes ambulances and hearses.

† Includes trucks and truck-type vehicles, but excludes tractors, plant, and trailers.

§ Includes motor-scooters.

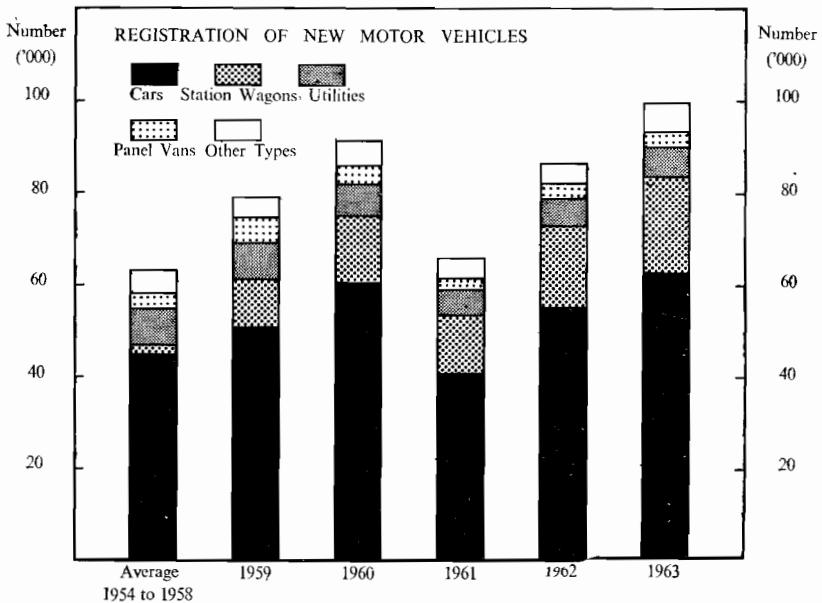


FIGURE 21.—Graph showing new motor vehicle registrations, 1954 to 1963.

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		
	1961	1962	1963	1961	1962	1963
Austin	1,265	1,351	931	401	673	577
Chevrolet	458	540	716	..	3	2
Chrysler	284	2,180	3,689	..	..	225
Datsun	58	72	180	62	92	123
Fiat	291	504	428	57	34	33
Ford	7,487	10,911	10,739	3,025	5,328	4,255
Hillman	818	1,506	1,159	338	252	265
Holden	16,782	19,595	23,139	8,270	10,371	13,859
Humber	560	525	1,081	3	2	3
Mercedes Benz	437	394	412	..	..	..
Morris	3,093	6,894	7,970	227	56	3
Peugeot	240	329	263	65	61	57
Renault	312	400	182	..	41	172
Simca	559	491	571	29	395	312
Standard	289	237	115	326	58	68
Studebaker	243	433	625	45	46	62
Triumph	1,375	364	295	..	..	..
Vauxhall	1,419	1,678	1,814	..	5	6
Volkswagen	3,219	4,819	5,316	70	81	605
Wolseley	465	999	1,276	..	..	..
Other	1,253	1,406	2,010	113	80	180
Total	40,907	55,628	62,911	13,031	17,578	20,807

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	1962				1963			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin	16	12	283	311	3	2	388	393
Bedford	4	81	1,765	1,850	8	88	2,142	2,238
Commer	3	154	193	350	3	267	228	498
Datsun	74	1	..	75	195	17	9	221
Dodge	72	26	259	357	153	14	362	529
Ford	1,369	757	452	2,578	1,322	599	623	2,544
Holden	2,898	1,302	..	4,200	3,550	1,558	..	5,108
International	345	32	923	1,300	374	62	1,182	1,618
Land Rover	337	2	1	340	367	..	2	369
Morris	39	269	92	400	49	269	72	390
Standard	152	8	..	160	130	..	..	130
Volkswagen	198	603	23	824	150	541	34	725
Other	170	22	416	608	221	19	558	798
Total	5,677	3,269	4,407	13,353	6,525	3,436	5,600	15,561

* Other vehicles include trucks, omnibuses, 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, 1963, 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 3,831.

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 128,788. This was 12,627 permits more 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, 1963, 21,642 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

The Commercial Goods Vehicles (Tow Trucks) Act became effective as from 1st January, 1962. Regulations came into force from 1st June, 1962.

Up to 30th June, 1963, there were 786 tow trucks specially licensed. During the year, 846 applications were recorded from tow-truck drivers wishing to be issued with driving certificates—a number of these was refused because the Board did not consider the applicants “fit and proper” persons within the meaning of the Transport Consolidated Regulation.

The following table shows the number of passenger vehicle licences and the discretionary goods vehicle licences current at the end of 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 1958–59 to 1962–63 :—

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

Type of Licence	Year Ended 30th June—				
	1959	1960	1961	1962	1963
Temporary Licences—	No.				
Commercial Passenger Vehicles	116	114	114	161	172
Commercial Goods Vehicles	586	786	1,025	2,621	1,187
Permanent “Discretionary” Licences—					
Commercial Passenger Vehicles	5,455	5,622	5,773	5,797	5,832
Commercial Goods Vehicles	4,605	5,861	7,005	7,226	8,044
Licences Issued “As of Right”—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne	11,029	12,176	12,607	12,772	13,140
Ballarat	} 1,438	1,456	1,465	1,439	1,527
Bendigo					
Geelong					
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					
Primary Producers (vehicles over 2 tons capacity)	12,695	14,359	15,131	15,428	15,857
Commercial Goods Vehicles owned by butter and cheese factories	731	759	811	824	915
Commercial Goods Vehicles authorized to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	28 078	35,690	37,370	38,499	40,756
Commercial Goods Vehicles being used as—					
Carriers of all “Third Schedule” goods ..	} 7,757	8,397	8,882	8,139	9,930
Racehorse Floats					
Tank Waggons for carriage of petroleum products					
Commercial Travellers' Cars					
Additional Licences to Commercial Goods Vehicles to carry passengers	104	87	85	79	72
Total Licences Issued	79,986	93,298	98,147	100,244	104,498
Particulars—					
Financial Transactions—	£'000				
Revenue	623	671	719	722	771
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters)	534	585	638	651	648
Balance	89	86	81	71	123
Road charges collected and transferred direct to Country Roads Board	1,836	2,119	2,255	2,263	2,462
*Motor Boat registration fees collected and paid to Tourist Fund .. .. .	..	..	..	44	55

* Registration of motor boats commenced January, 1962.

Traffic Commission

General

The Traffic Commission is 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, &c.

History of Road Traffic Legislation

Prior to 1935, the law relating to traffic on roads was administered through the provisions of the Motor Car Act, Police Offences Act, and Local Government Act. In 1935, the Road Traffic Act provided for the making of regulations for and in respect to the control of traffic on roads. These regulations applied to municipal districts mentioned in the Schedule, which included the Metropolitan Area, and gave power to proclaim any other municipality. The Act also provided for the appointment of a Traffic Advisory Committee. In 1941, the Act was amended to provide for regulations applicable to municipalities other than those mentioned in the Schedule. These Road Traffic (Country) Regulations were proclaimed in 1944.

In 1956, several other Acts were passed which gave power to make regulations concerning road traffic. The Country Roads (Traffic Regulations) Act of 1938 gave the Country Roads Board power to place and maintain marks, lines, or other indications upon any part of a carriageway in the State, and to regulate traffic on such roads in relation to these items. The Parking of Vehicle Acts of 1953, 1954, and 1955 also provided for further traffic regulations.

The *Road Traffic Act* 1956, however, repealed many of the above Acts and abolished the Traffic Advisory Committee. It established a Traffic Commission of three full-time members and provided for the Governor in Council to make regulations "for or with respect to the regulations and control of vehicular, animal, or pedestrian traffic on streets or roads and any matter incidental or related thereto".

Other Regulations and Amendments have come into operation since 1956.

ACCIDENT REPORTING BY TRAFFIC COMMISSION

Year Book 1963 (782), 1964 (839-840).

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 175.

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			
1959	7,988	281	10,028
1960	8,035	313	10,166
1961	8,024	367	10,461
1962	7,646	398	9,972
1963	8,180	397	10,763
REMAINDER OF STATE			
1959	4,474	380	6,756
1960	4,232	385	6,429
1961	4,116	406	6,296
1962	3,993	420	6,102
1963	4,150	406	6,386
VICTORIA			
1959	12,462	661	16,784
1960	12,267	698	16,595
1961	12,140	773	16,757
1962	11,639	818	16,074
1963	12,330	803	17,149

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 1960-61 to 1962-63 :—

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

Description	1960-61		1961-62		1962-63	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian	227	2,579	240	2,411	246	2,478
Driver of Motor Vehicle Other than Motor Cycle	260	5,498	283	5,416	279	6,060
Motor Cyclist ..	24	715	16	569	19	527
Passenger (Any Type) ..	207	6,721	237	6,494	212	6,898
Pedal Cyclist	53	1,145	38	1,111	42	1,115
Other	2	99	4	73	5	71
Total	773	16,757	818	16,074	803	17,149

Particulars of victims of road traffic accidents during the years 1960-61 to 1962-63 are shown according to age in the following table :—

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

Age Group (Years)	1960-61		1961-62		1962-63	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5	24	604	30	596	27	605
5 and under 7 ..	8	422	6	402	11	408
7 and under 17 ..	60	2,176	59	2,205	59	2,264
17 and under 21 ..	88	2,772	92	2,596	95	2,882
21 and under 30 ..	135	3,617	162	3,312	110	3,698
30 and under 40 ..	104	2,526	119	2,370	97	2,465
40 and under 50 ..	82	1,856	77	1,763	106	1,865
50 and under 60 ..	91	1,335	87	1,295	94	1,394
60 and over	168	1,222	174	1,321	197	1,326
Not Stated	13	227	12	214	7	242
Total	773	16,757	818	16,074	803	17,149

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 Commonwealth Department of Civil Aviation through its Regional Director in Melbourne.

The functions of the Regional Office of the Department cover a wide field of activities.

They include :—

- (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.

Radio Aids to Air Navigation in Victoria

Air Navigation aids are the keys to safety, regularity, economy and passenger comfort in the operation of modern air transport. These aids provide pilots with track guidance, enable them to “fix” a position positively, and afford invaluable guidance when landing in conditions of low cloud or poor visibility. A brief description of the main radio aids to air navigation used in Victoria follows.

Visual–Aural Radio Range (V.A.R.)

The Visual–Aural Range is an aid to air navigation which furnishes direct information to pilots up to distances of 100 miles from the transmitter site. The equipment operates in the very high frequency band and is normally free from interference caused by atmospheric disturbances such as static and thunderstorms. However, the use of very high frequency limits the use of V.A.R. to line of sight, that is

to say, it may only be used when the aircraft is above the horizon of the transmitting station. For example, a range of mountains protruding into the line of sight between the transmitter and receiver located in the aircraft will render directional information unreadable.

Each V.A.R. provides two "visual" and two "aural" tracks or courses along which a pilot may accurately guide his aircraft. At Melbourne Airport one "visual" range leg is directed towards Adelaide and the other "visual" leg is directed towards Tasmania. For technical reasons only one of the two "aural" legs is used; this is directed towards Sydney.

Within Victoria, Visual-Aural Ranges are installed at Melbourne, Nhill, Mangalore, Dederang, and Cowes.

Instrument Landing System (I.L.S.)

The Instrument Landing System is a refinement of the visual part of the V.A.R. referred to above. The principle of radio wave transmission and its reception in the aircraft is identical with that of the V.A.R. However, in the case of I.L.S. the sensitivity is doubled and consequently the accuracy of the indications to the pilot allows him to align his aircraft with greater precision than is possible with the V.A.R.

Whereas V.A.R. provides only the directional radio beam, I.L.S. provides both directional and glide path information. The directional beam of the I.L.S. is transmitted along the centreline of the landing runway. This signal is received by the aircraft and by means of a left-right pointer mounted on the cockpit instrument panel, the pilot determines the position of his aircraft relative to the extended centreline of the landing runway.

The path of the aircraft down the correct angle of descent is achieved by transmitting another beam inclined upwards from the runway at an angle of $2\frac{1}{2}$ to 3 degrees, depending upon the terrain in the approach to the runway. Within the aircraft there is another radio receiver adjusted to receive this glide slope information and the position of the aircraft relative to the glide slope is depicted in the cockpit by another needle pointer mounted horizontally on the same dial as the left-right pointer. Melbourne Airport is the only civil airport in Victoria equipped with an Instrument Landing System.

Non-Directional Beacon (N.D.B.)

The Non-Directional Beacon is a radio transmitter which radiates a signal in all directions from its aerial system. It operates in the medium frequency band between 200 and 400 kilocycles with a transmitter power output ranging from 15 watts for small transistorised units having a usable range of 30 miles to 3,000 watts for beacons providing navigational assistance for over-water crossings over

distances of 600 miles. The majority of Australian N.D.B.'s are in the 100-500 watt category with an operating range of approximately 75 miles.

A special radio receiver complete with direction finding equipment is carried in the aircraft. The radio signals received by the aircraft are processed by this equipment and navigational information is presented to the pilot as a bearing relative to the heading of the aircraft. By plotting this bearing on a map the pilot establishes a position line. Bearings from two suitably placed Non-Directional Beacons give the pilot a navigational "fix".

Non-Directional Beacons are used within Victoria both to give pilots *en route* navigational guidance and for instrument approach purposes at destination aerodromes. When used for instrument approach purposes, the pilots follow the fixed procedure which is published in chart form by the Department of Civil Aviation in the Aeronautical Information Publication.

Within Victoria, Non-Directional Beacons are installed at Avalon, Mangalore, Benalla, Mildura, Nhill, Melbourne, Moorabbin, Mallacoota, and Preston for instrument approach purposes. Other Non-Directional Beacons are located at Cowes, Dederang, Eildon Weir, Bendigo, Ballarat, and Wonthaggi, where they provide pilots with valuable *en route* guidance. It is proposed to install further N.D.B.'s at Strathbogie, Mt. William, and Yarrowee in the near future in order to give increased air route coverage to cater for increasing air traffic.

Distance Measuring Equipment (D.M.E.)

Distance Measuring Equipment is an aid which employs radar principles and which provides the pilot with direct and continuous visual indication of distance from selected ground beacons situated at known geographical points. D.M.E. operates in the 200 megacycle band and therefore enjoys the same advantages but suffers from the same disadvantages as other V.H.F. aids such as I.L.S. and V.A.R. At 25,000 feet, an aircraft may receive distance information as far as 280 nautical miles from the transmitter site whereas a low flying aircraft may only receive information at about 40 miles range due to the curvature of the earth and perhaps obstacles in the form of mountains. D.M.E. commences to operate when the transmitter carried in the aircraft emits a signal which is received by a selected ground station. The ground station automatically returns this signal to the aircraft receiver. Within the receiver is a device which measures the time interval between the departure of the signal and its return to the aircraft and hence the distance between the aircraft and the ground station.

Distances Measuring Equipment ground stations within Victoria are located at Melbourne, Mangalore, Mildura, Nhill, Dederang, and Wonthaggi.

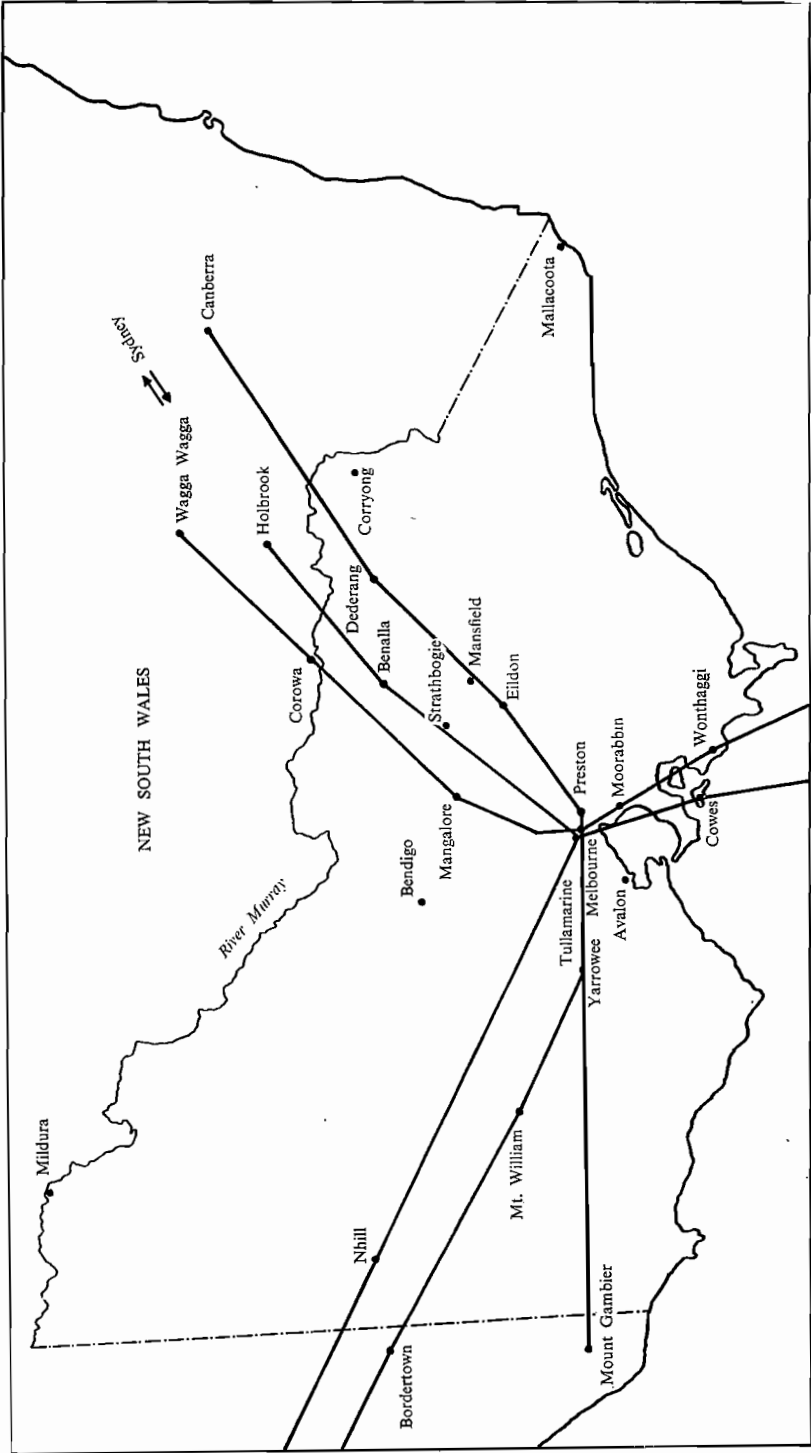


FIGURE 22.—Victoria : Radio Navigation Map.

Statistics

The following table shows particulars for 1963 of regular interstate and intrastate air services terminating in Victoria :—

VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1963

Particulars	Interstate	Intrastate	Total
Miles Flown '000	17,526·6	276·6	17,126·9
Paying Passengers '000	1,421·8	17·3	1,449·5
Passenger Miles '000	588,606·5	2,948·9	607,730·4
Freight—			
Short Tons '000	33,202·8	36·4	33,392·4
Ton Miles '000	13,326·0	6·1	13,558·2
Mail—			
Short Tons '000	2,516·7	19·0	2,791·6
Ton Miles '000	1,668·3	3·1	1,693·3

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	1959	1960	1961	1962	1963
Registered Aircraft Owners	101	109	124	149	210
Registered Aircraft	260	330	279	307	387
Student Pilot Licences	564	582	679	852	1,005
Private Pilot Licences	559	608	693	757	866
Commercial Pilot Licences	207	190	195	187	214
Airline Pilot Licences	300	305	314	341	591
Aircraft Maintenance Engineers Licences	558	645	648	681	651

MELBOURNE AIRPORT

Particulars	1960	1961	1962	1963
Domestic Aircraft Movements ..	37,436	37,599	36,354	39,928
Domestic Passengers Embarked ..	579,985	571,063	584,471	632,768
Domestic Passengers Disembarked ..	590,623	574,661	589,395	644,669
International Aircraft Movements ..	931	896	834	844
Passengers Arriving/Departing Overseas	20,808	21,661	23,045	28,831

HISTORY OF CIVIL AVIATION

Year Book 1962 (742).

CLASSIFICATION OF FLYING ACTIVITIES

Year Book 1964 (843–845).

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 28,900 persons who provide, operate and maintain the speedy and intricate systems of communications. Post Office facilities are available throughout Victoria at 326 official and 1,871 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.

HISTORY OF POST OFFICE IN VICTORIA

Year Book 1961 (702-705).

Postal, Mail and Transport Services

The Departmental transport operations involve the management of a fleet of 340 vehicles and oversight of a staff of 350 persons, including 300 motor drivers, who are employed largely under rostered shift conditions on the collection and delivery of mails and clearance of letter receivers and public telephones throughout the Metropolitan Area. Other transport activities include the conveyance of authorized Departmental staff and the movement of bulk equipment, stores, cable, and poles by semi-trailer to locations throughout the State and, sometimes, inter-State.

There are also 1,168 mail services conducted by non-Departmental means currently operating in Victoria, costing £616,000 and involving a total travel of about 11 mill. miles each year. This mileage is equivalent to half of the total miles covered annually by the combined Post Office fleet of more than 2,600 vehicles. The majority of the privately operated mail services are located in the more sparsely populated areas and render a most important service to their users.

During 1963, new post offices have been erected at Essendon, Hampton, Mornington, and Sale, whilst post offices at Clayton, Euroa, and Cobden were extended. To meet the rapid development in the Metropolitan Area and steady growth in other parts of the State,

additional facilities, by way of letter receivers, new and extended mail services, and letter and telegram delivery services have been provided as required.

At the Chief Parcels Office large electronic parcel sorting equipment was installed to speed the flow of parcel mails. The number of postal articles handled during the twelve months ended June, 1963, totalled 676.6 mill., an increase of 8.2 per cent. as compared with a similar period in 1962.

Telecommunication Services

Two divisions of the Postmaster-General's Department are broadly responsible for telecommunication services: the Engineering Division provides the technical facilities for telephone and telegraph services and for the national radio and television networks, and the Telecommunications Division supervises the traffic and service requirements for telephone and telegraph communications, allots frequencies, monitors transmissions, and issues licences for privately operated radio services.

Automatic telephone working in country districts was extended in 1963 by the installation of new automatic telephone exchanges. The capacity of telephone exchanges at Bayswater, Frankston, Mount Eliza, and Shepparton was also increased and small rural automatic exchanges were installed at ten country centres. This brought the total number of rural automatic exchanges in Victoria to 410. An additional 735 trunk channels were provided at 144 telephone exchanges in various districts throughout the State and Subscriber Trunk Dialling (S.T.D.) facilities were extended.

In the Metropolitan Area, £1½ mill. were spent on the provision of telephone cables to develop the existing network. A further £1 mill. were spent on cable ducts for existing development in the Metropolitan Area where 145,000 pair miles of cable and 400 duct miles of conduit were laid underground.

There was a net increase of 32,717 in the number of telephone services connected to bring the total number of services to 568,946 as at 30th June, 1963.

FURTHER REFERENCE

Year Book 1962 (746-747).

Telegraph Services

Teletprinter Repertorator Switching System (T.R.E.S.S.)

Prior to 1959, telegraph traffic in Australia was transmitted by means of morse code signals or by teletprinters over point-to-point circuits, one end of which generally terminated at the Chief Telegraph Office in the State concerned. Teletprinter links connected each

capital city for the exchange of interstate addressed telegrams. In 1959, the progressive conversion of selected post offices to T.R.E.S.S. working was commenced, and the Victorian section of the project was completed at the end of June, 1962. A full account of T.R.E.S.S. is given on pages 791–792 of the Victorian Year Book 1963.

Teleprinter Exchange Facility

The present manually operated Teleprinter Exchange service was first established in 1954 with the provision of exchanges in Melbourne and Sydney. Since that time, exchanges have also been provided in each of the mainland State capitals and at Canberra, and Launceston. In addition, subscribers in provincial cities and towns throughout Australia are connected to the main exchange in the relative State by individual lines or by the use of small automatic concentrators.

Subscribers communicate with each other by means of teleprinters and if required, can be provided with additional facilities such as tape transmission and reception; the printing of multiple copies (the printing impact of the keys is varied to suit the number of copies being prepared); a two-colour printing attachment which utilizes one colour for transmitted information and the other for reception; and, where accurate indexing is required, sprocket feed operation. A daily load of 3,500 telegrams is exchanged between the 500 Victorian subscribers and the Chief Telegraph Office, whilst the number of trunk-line calls—intrastate and interstate—reaches a daily total of 1,700. In addition, international calls are exchanged with subscribers in more than 60 oversea countries.

In anticipation of the cutover to automatic operation expected to take place during 1965, each subscriber has been allotted a five-figure national number and a special answer-back code.

Radio Communications

Civil radio communication stations are licensed and controlled by the Radio Branch of the Telecommunications Division; there was a total of 13,500 in Victoria at the end of 1963. Technical standards for equipment design and performance have been set and these are rigidly enforced by regular inspection, by monitoring, and by frequent checking of transmissions. The promulgation in 1962 of technical specifications and type testing of radio equipment used in privately operated land and harbour mobile radio-telephone services has ensured that the new very high frequency radio-telephone equipment produced by manufacturers is capable of 30 kc/s channel operation.

The Australian Post Office, as a party to the International Telecommunications Union, observes and checks all radio transmissions audible in Australia. The results of the observations and checks are submitted regularly to the International Frequency Registration Board in Geneva, Switzerland. Approximately 25,000 frequency checks were made in 1963.

The frequency of all broadcasting and television stations in Victoria and all the broadcasting stations in Tasmania are regularly checked.

Radio surveyors of the Radio Branch, on behalf of the Department of Shipping and Transport, ensure that the radio equipment on over-sea vessels complies with the requirements of the International Safety of Life at Sea Convention Regulations and the Commonwealth of Australia Navigation Radio Regulations. During 1963, the number of vessels surveyed in the Ports of Melbourne and Geelong totalled 65.

MELBOURNE—SYDNEY COAXIAL CABLE LINK

Year Book 1964 (848–850).

Victoria's National Television Network

Planning

The opening of A.B.V. Channel 2 in 1956, was the beginning of a national television service designed to provide an effective television coverage over practically the whole of Victoria.

In May, 1954, a Royal Commission established to determine the requirements for television within Australia issued a report which recommended that television should be introduced on a gradual basis. The introduction of the national television service was therefore divided into four phases, with the first two stages catering for television stations in each Australian capital city.

Four of the thirteen regional stations allocated under Phase 3 were constructed in Victoria. They were opened during 1963 at Mt. Alexander (A.B.E.V.1.—Bendigo); Lookout Hill (A.B.R.V.3.—Ballarat); Mt. Tassie (A.B.L.V.4.—Gippsland); and Mt. Major (A.B.G.V.3.—Goulburn Valley). Work on Phase 4 began in Victoria during 1963 and provides for three additional regional stations—one each in the upper Murray area (to serve Albury, Wodonga, and Wangaratta), the Swan Hill area, and the Mildura area. Programmed for completion in 1965, this phase will give Victoria a total of eight national television transmitters.

The responsibility for planning and installing the extensive technical facilities needed for the transmission and relay of television programmes throughout the State was placed with the Postmaster-General's Department.

Early in the project a new television relay and radio telephone station was constructed in Surrey Hills, as the Melbourne terminal for the various systems serving country areas. Post Office engineers and survey teams were also selecting transmitter and relay station sites in order to establish stations which would give television coverage to the

areas defined by the Government. Their recommendations were submitted to the Australian Broadcasting Control Board which had to consider similar submissions for commercial stations, allocate frequencies, and fix mast heights, aerial patterns, and polarization.

Each station posed different problems. Contours of the site and local conditions governed the choice between a self-supporting tower or a guyed mast, the relative siting of building and mast, the layout of equipment, and other items. Building and mast construction works were let out to private contractors, but the transmitted and aerial equipment were installed by Post Office technicians and radio lines staff. Similar practices were applied to the construction and equipping of the various repeater stations along each relay route.

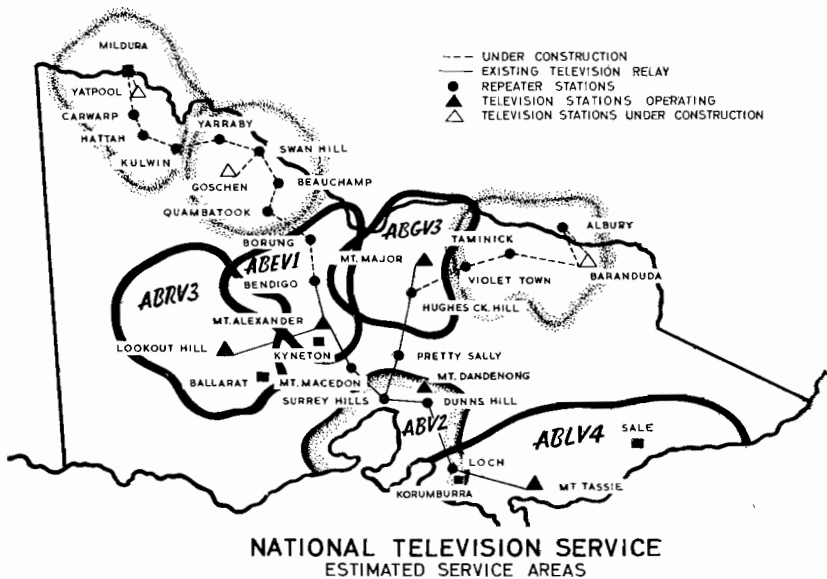


FIGURE 23

Transmission of Programmes

Programmes from A.B.V.2's Ripponlea studios are piped via coaxial cable through a television switching centre at the City West Telephone Exchange to the Surrey Hills television relay station. From Surrey Hills, programmes are beamed via micro-wave radio links through the repeater stations to the terminal station. There, the programme is recovered from the micro-wave signal by the receiving equipment and is then radiated as a high powered television signal by the transmitting equipment.

An interesting, and economical, feature arising from the development of the national television network in country areas of Victoria has been the sharing of national station buildings and masts with commercial stations. The first instance of sharing was at the site of the

Ballarat stations at Lookout Hill where the transmitting aerial for the commercial station was mounted on the national station's mast. The principle of sharing is being extended during Phase 4. The aerial installations and transmitting equipment for the commercial stations at Albury and Mildura will be situated in the buildings erected for the national stations. Consequently, the Post Office technicians operating the national transmitters also assumed the responsibility for the operation and maintenance of these particular installations. The Post Office also undertook the installation, operation, and maintenance of the micro-wave links connecting the commercial studios with their transmitting equipment.

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 1958-59 to 1962-63 are contained in the following table :—

**VICTORIA—POSTMASTER-GENERAL'S DEPARTMENT :
REVENUE AND EXPENDITURE**

(£'000)

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963†
REVENUE					
Postage	9,268	11,140	12,425	12,662	13,025
Money Order Commission	255	294	301	299	314
Poundage on Postal Notes					
Private Boxes and Bags	59	63	66	67	69
Miscellaneous*	1,001	980	19	17	72
Total Postal	10,583	12,477	12,811	13,045	13,480
Telegraph	1,539	1,688	1,831	1,906	1,787
Telephone	17,540	21,111	24,169	24,980	26,353
Total Revenue	29,662	35,276	38,811	39,931	41,620
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	11,560	13,079	13,098	13,695	13,881
Administrative Expenses	1,311	1,501	1,654	1,712	1,720
Stores and Material	654	651	674	603	444
Mail Services	875	908	931	981	997
Engineering Services (Other than New Works)	9,625	10,973	11,217	11,675	9,640
Rents, Repairs, Maintenance, Fittings, &c. ..	427	445	508	525	575
Proportion of Audit Expenses	14	16	17	18	§
New Works—					
Telegraphs, Telephones, and Wireless ..	9,620	10,604	10,749	11,853	15,762
New Buildings, &c.	1,102	1,153	1,309	1,472	1,404
Total Expenditure	35,188	39,330	40,157	42,534	44,423

* In respect of the years 1960-61 to 1962-63, amounts formerly classified as Miscellaneous revenue have been allocated to Telegraph and Telephone revenue.

† As from 1962-63, certain items of Victorian Post Office revenue have been credited to Central Office.

§ Now included with Administrative Expenses.

Activities

The number of post offices and telephone offices and the number of persons employed by the Postmaster-General's Department in each of the five years 1958-59 to 1962-63 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*	
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
1963	2,197	159	16,405	8,121	2,545	1,097	723	28,891

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

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1958-59 to 1962-63 were as follows :—

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

Year Ended 30th June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
POSTED FOR DELIVERY WITHIN THE COMMONWEALTH				
1959	442,766	3,684	75,511	5,208
1960	442,606	3,238	74,609	4,473
1961	481,099	3,111	70,721	4,416
1962	489,436	2,953	74,364	4,486
1963	519,132	2,961	78,411	4,773
DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH				
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
1963	56,794	673	13,415	448
TOTAL POSTED AND RECEIVED				
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
1963	575,926	3,634	91,826	5,221

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1958-59 to 1962-63 :—

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
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
1963.. ..	†2,829	41,215	†2,721	41,162	4,145	2,109	5,730	2,641

* Estimated.

† Includes Official Money Orders.

Of the money orders issued in 1962-63, 2,717,133 for £40,840,460 were payable in the Commonwealth of Australia and 111,524 for £374,988 in other countries. The orders paid included 2,680,439 for £40,902,959 issued in the Commonwealth, and 40,552 for £259,471 in other countries.

Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1958-59 to 1962-63 :—

VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963
Number of Telegraph Offices (Including Railway Telegraph Offices)	2,320	2,303	2,294	2,268	2,261
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—			'000		
Ordinary, Urgent, and Press	4,050	4,093	3,834	3,851	3,783
Lettergrams	17	13	10	9	11
Radiograms	6	6	6	6	5
Meteorological	127	140	147	160	164
Unpaid Telegrams Dispatched—					
Service	148	145	137	129	123
Total	4,348	4,397	4,134	4,155	4,086
Beyond the Commonwealth—					
Dispatched	465	499	488	488	475
Received	427*	428*	430*	424*	400*
Total	892	927	918	912	875
Total Number of Telegrams Dispatched and Received	5,240	5,324	5,052	5,067	4,961

* Estimated.

Information relating to the telephone service is given below for the years 1958-59 to 1962-63 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1959	1960	1961	1962	1963
Telephone Exchanges	1,794	1,783	1,764	1,744	1,723
Public Telephones	5,939	6,052	6,306	6,498	6,829
Services in Operation	450,889	469,750	508,567	536,229	568,946
Instruments Connected	646,966	677,468	707,937	728,704	772,565
Instruments per 1,000 of Population	229·9	234·3	238·9	243·9	252·8

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1960 to 1963 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—			
	1960	1961	1962	1963
Transmitting and Receiving—				
Fixed Stations*—				
Aeronautical	6	6	6	6
Services with Other Countries	15	14	13	13
Other	142	153	179	186
Land Stations†—				
Aeronautical	9	8	19	27
Base Stations—				
Land Mobile Services	690	752	860	947
Harbour Mobile Services	15	16	17	17
Coast‡	10	11	14	14
Special Experimental	48	60	95	114
Mobile Stations§—				
Aeronautical .. .. .	..	..	185	229
Land Mobile Services	6,027	6,913	8,096	9,658
Harbour Mobile Services	105	110	115	120
Ships .. .. .	..	..	283	328
Amateur Stations	1,258	1,307	1,351	1,414
Total Transmitting and Receiving	8,325	9,350	11,233	13,073
Receiving Only—				
Fixed Stations*	190	191	173	178
Mobile Stations§	34	34	43	43
Total Receiving Only	224	225	216	221
Grand Total	8,549	9,575	11,449	13,294

* 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 1958–59 to 1962–63 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—				
	1959	1960	1961	1962	1963
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	2	2	2	6	6
Broadcast Listeners ..	605,340	606,587	589,437	585,752	607,036
Television Viewers	270,073	353,091	401,395	460,558	530,256
Amateur	1,217	1,258	1,307	1,351	1,414

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

† Exclusive of three television stations 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, in 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 Sydney and Auckland, was opened on 9th July, 1962; on 3rd December, 1962, the Auckland-Suva section was opened. When completed in 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 more than 40 overseas countries. Overseas telex calls in 1963 totalled 819,858 paid minutes (as compared with 713,129 paid minutes in the previous year, an increase of 15 per cent).

During 1963 the number of words transmitted by overseas telegraph services totalled nearly 80 million.

Radiotelephone calls exchanged between subscribers in the Australian Post Office internal network and overseas subscribers totalled 864,035 paid minutes in 1963, an increase of 42·5 per cent. as compared with the previous year.

A total of 5,851 phototelegrams was handled during 1963.

The following tables give statistics of Australia's overseas radiotelephone services, and overseas 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—				
	1959	1960	1961	1962	1963
United Kingdom—					
From Australia	62	67	64	62	67
To Australia	49	53	58	58	62
Total	111	120	122	120	129
Other British Commonwealth Countries—					
From Australia	77	93	110	114	193
To Australia	87	103	132	140	276
Total	164	196	242	254	469
Non-British Countries—					
From Australia	79	101	107	110	131
To Australia	67	86	104	122	135
Total	146	187	211	232	266
All Countries—					
From Australia	218	261	281	286	391
To Australia	203	242	294	320	473
Total	421	503	575	606	864

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

Particulars	Year Ended 31st March—				
	1959	1960	1961	1962	1963
United Kingdom—					
From Australia	15,064	12,806	13,297	12,251	14,912
To Australia	18,989	17,506	17,963	18,707	15,795
Total	34,053	30,312	31,260	30,958	30,707
Other British Commonwealth Countries—					
From Australia	9,301	9,508	10,934	9,848	10,676
To Australia	10,115	11,111	11,772	11,399	10,928
Total	19,416	20,619	22,706	21,247	21,604
Non-British Countries—					
From Australia	12,139	13,453	13,767	13,403	14,789
To Australia	9,538	10,375	11,352	11,288	12,844
Total	21,677	23,828	25,119	24,691	27,633
All Countries—					
From Australia	36,504	35,767	37,998	35,502	40,377
To Australia	38,642	38,992	41,087	41,394	39,567
Total	75,146	74,759	79,085	76,896	79,944

FURTHER REFERENCES

Commonwealth Year Book 1946 (220–224).

Victorian Year Book 1962 (752–755).