

# 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		\$	
<b>Foodstuffs—</b>						
Groceries .. .. .	8,134	8,819	180,068	232,608	68·6	78·6
Butchers' Meat .. .. .	2,589	3,674	100,528	123,854	38·4	41·8
Fresh Fruit and Vegetables .. .. .	3,683	4,429	45,726	56,748	17·4	19·2
Bread, Cakes and Pastry .. .. .	6,127	7,725	43,652	54,898	16·6	18·6
Confectionery, Ice Cream, &c. .. .. .	8,634	10,434	55,806	75,484	21·2	25·6
Other Types of Food .. .. .	3,952	5,606	26,850	38,418	10·2	13·0
<b>Beer, Tobacco, &amp;c.—</b>						
Beer, Wine and Spirits .. .. .	2,119	2,106	126,992	151,702	48·4	51·2
Tobacco and Cigarettes .. .. .	13,450	16,003	58,460	73,170	22·2	24·8
<b>Clothing, Drapery, &amp;c.—</b>						
Clothing—Men's and Boys' Wear .. .. .	2,303	2,376	66,872	78,082	25·4	26·4
Clothing—Women's, Girls' and Infants' Wear .. .. .	3,589	3,502	110,586	126,298	42·2	42·6
Drapery, Piece Goods, &c. .. .. .	1,796	2,327	41,978	54,310	16·0	18·4
Footwear—Men's and Boys' .. .. .	1,509	1,724	12,518	15,774	4·8	5·4
Footwear—Women's, Girls' and Infants' .. .. .	1,306	1,453	22,352	31,328	8·6	10·6
<b>Hardware‡, Electrical Goods, &amp;c.—</b>						
Domestic Hardware, &c. .. .. .	2,713	3,247	34,272	39,904	13·0	13·4
Radios, Radiograms, &c. .. .. .	1,262	1,244	10,046	8,560	3·8	2·8
Television and Accessories .. .. .	777	1,226	19,696	27,584	7·6	9·4
Musical Instruments, &c. .. .. .	539	503	5,536	5,460	2·2	1·8
Domestic Refrigerators .. .. .	1,160	1,175	14,242	18,828	5·4	6·4
Other Electrical Goods, &c. .. .. .	2,142	2,303	20,976	34,058	8·0	11·6
<b>Furniture and Floor Coverings—</b>						
Furniture (Including Mattresses) .. .. .	1,002	1,076	37,782	44,700	14·4	15·0
Floor Coverings .. .. .	738	827	18,906	21,452	7·2	7·2
<b>Other Goods—</b>						
Chemists' Goods .. .. .	2,871	3,990	42,562	73,688	16·2	24·8
Newspapers, Books and Stationery .. .. .	3,026	3,524	43,002	51,708	16·4	17·4
Sporting Requisites and Travel Goods .. .. .	1,197	1,275	8,584	11,140	3·2	3·8
Jewellery, Watches and Clocks .. .. .	1,254	1,396	15,886	17,576	6·0	6·0
Other Goods .. .. .	2,997	3,500	38,554	49,828	14·6	16·8
<b>Total (Excluding Motor Vehicles, &amp;c.) .. .. .</b>	<b>\$</b>	<b>\$</b>	<b>1,202,432</b>	<b>1,517,160</b>	<b>458·0</b>	<b>512·6</b>
<b>Motor Vehicles, &amp;c.‡—</b>						
<b>Motor Vehicles (Including Motor Cycles)—</b>						
New .. .. .	847	852	136,490	171,500	52·0	58·0
Used .. .. .	1,068	1,130	74,198	114,990	28·2	38·8
Motor Parts, Accessories, &c. .. .. .	2,763	3,795	38,890	50,696	14·8	17·2
Petrol, Oils, &c. .. .. .	3,536	4,262	70,212	94,046	26·8	31·8
<b>Total Motor Vehicles .. .. .</b>	<b>\$</b>	<b>\$</b>	<b>319,790</b>	<b>431,232</b>	<b>121·8</b>	<b>145·8</b>
<b>GRAND TOTAL .. .. .</b>	<b>34,754¶</b>	<b>37,268¶</b>	<b>1,522,222</b>	<b>1,948,392</b>	<b>579·8</b>	<b>658·4</b>

\* The figures refer to establishments with total retail sales of \$1000 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	
<b>Food Stores, &amp;c.—</b>						
Grocers .. .. .	5,244	4,381	213,074	272,666	24,068	27,052
Butchers .. .. .	2,242	2,628	100,240	122,210	1,046	986
Fruiters .. .. .	2,038	2,135	46,580	55,272	902	960
Bakers .. .. .	1,371	1,350	34,032	40,904	768	1,044
Confectioners and Milk Bars .. .. .	3,129	4,007	63,430	105,352	3,428	5,484
Cafés .. .. .	693	675	7,084	5,516	422	444
Fishmongers and Poulterers .. .. .	504	730	7,996	11,386	72	176
Other Food Stores .. .. .	467	811	12,206	26,424	546	1,038
<b>Hotels, Tobacconists, &amp;c.—</b>						
Hotels, Wine Saloons, &c. .. .. .	1,845	1,798	131,796	154,754	4,082	5,062
Tobacconists .. .. .	377	414	7,492	7,074	722	634
Tobacconists and Hairdressers .. .. .	1,133	1,125	10,488	6,714	1,018	790
<b>Department Stores, Clothiers, Drapers, &amp;c.—</b>						
Department Stores .. .. .	35	47	117,006	164,796	20,484	25,606
Clothiers and Drapers .. .. .	4,162	4,123	179,234	196,686	44,454	51,376
Footwear Stores .. .. .	711	818	24,610	31,638	8,544	9,874
<b>Hardware, Electrical Goods, and Furniture Stores, &amp;c.—</b>						
Domestic Hardware Stores .. .. .	997	1,078	18,998	22,846	5,312	6,472
Electrical Goods, &c., Stores .. .. .	1,057	1,108	55,876	72,988	9,950	14,190
Furniture, &c., Stores .. .. .	710	739	50,876	54,838	12,554	13,374
<b>Other Goods Stores—</b>						
Chemists .. .. .	1,174	1,390	35,572	62,336	6,684	10,484
Newsagents and Booksellers .. .. .	931	922	38,400	45,292	4,660	5,762
Sports Goods Stores .. .. .	181	234	6,022	7,686	1,506	1,970
Watchmakers and Jewellers .. .. .	561	528	13,080	12,996	6,398	6,156
Cycle Stores .. .. .	208	156	2,626	1,956	562	434
Florists and Nurserymen .. .. .	385	437	4,608	5,970	334	534
Other Types of Business .. .. .	1,205	1,259	21,982	27,486	4,744	5,526
<b>Total (Excluding Motor Vehicle Dealers) .. .. .</b>	<b>31,360</b>	<b>32,893</b>	<b>1,203,308§</b>	<b>1,515,786§</b>	<b>163,260</b>	<b>195,428</b>
<b>Motor Vehicle Dealers—</b>						
New Motor Vehicle Dealers, Garages and Service Stations .. .. .	2,887	3,717	265,040	355,766	27,726	34,052
Used Motor Vehicle Dealers .. .. .	258	308	39,606	58,696	4,384	6,468
Motor Parts and Tyre Dealers .. .. .	249	350	14,268	18,144	2,804	2,918
<b>Total Motor Vehicle Dealers, Garages and Service Stations, &amp;c. .. .. .</b>	<b>3,394</b>	<b>4,375</b>	<b>318,914¶</b>	<b>432,606¶</b>	<b>34,914</b>	<b>43,438</b>
<b>GRAND TOTAL .. .. .</b>	<b>34,754</b>	<b>37,268</b>	<b>1,522,222</b>	<b>1,948,392</b>	<b>198,174</b>	<b>238,866</b>

\* The figures refer to establishments with total retail sales of \$1,000 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 698 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	1,027,448	1,339,066
Central .. .. .	2,797	3,014	100,604	127,130
North-Central .. .. .	1,010	1,031	28,630	32,582
Western .. .. .	2,544	2,574	108,030	128,888
Wimmera .. .. .	941	927	32,716	37,166
Mallee .. .. .	835	900	35,146	44,370
Northern .. .. .	2,159	2,241	79,750	102,820
North-Eastern .. .. .	976	1,038	37,080	46,574
Gippsland .. .. .	1,560	1,762	72,818	89,796
Total .. .. .	34,754	37,268	1,522,222	1,948,392

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

\* Table refers to establishments with total retail sales of \$1,000 or more.

The table which follows shows, for the year 1961-62, the number of retail establishments and the value of retail sales classified according to total retail sales size :—

VICTORIA—CENSUS OF RETAIL ESTABLISHMENTS 1961-62 :  
SIZE OF RETAIL ESTABLISHMENTS \*

Total Retail Sales Size.	Establishments		Value of Retail Sales	
	Number	Percentage in Each Group	\$'000	Percentage in Each Group
Under \$2,000 ..	997	2·7	1,444	0·1
\$2,000 and under \$6,000 ..	3,834	10·3	14,676	0·7
\$6,000 and under \$10,000 ..	3,439	9·2	27,058	1·4
Under \$10,000 ..	8,270	22·2	43,178	2·2
\$10,000 and under \$20,000	7,718	20·7	113,018	5·8
Under \$20,000 ..	15,988	42·9	156,196	8·0
\$20,000 and under \$40,000	10,053	27·0	288,380	14·8
Under \$40,000 ..	26,041	69·9	444,576	22·8
\$40,000 and under \$100,000	8,062	21·6	482,664	24·8
Under \$100,000 ..	34,103	91·5	927,240	47·6
\$100,000 and under \$200,000	1,896	5·1	258,032	13·2
Under \$200,000 ..	35,999	96·6	1,185,272	60·8
\$200,000 and under \$500,000	927	2·5	280,100	14·4
Under \$500,000 ..	36,926	99·1	1,465,372	75·2
\$500,000 and over ..	342	0·9	483,020	24·8
Total .. .. .	37,268	100·0	1,948,392	100·0

\* Table refers to establishments with total retail sales of \$1,000 or more.

Traders were also asked to supply details of the number of persons working at the establishment on the last pay day in June, 1962. They were requested to provide separate details of persons working mainly on retail activities and others engaged on wholesaling, manufacturing, &c. Persons who were normally working in the business but were absent through sickness or on holidays were included in the figures. The following table shows the number of males, females, and the total number of persons working mainly on retail activities on the last pay day in June, 1962, classified according to the main type of business and category of employment :—

**VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962**

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
<b>MALES</b>						
<b>Food Stores—</b>						
Grocers .. ..	3,223	320	5,218	8,038	723	8,761
Butchers .. ..	2,103	85	5,636	7,449	375	7,824
Fruiterers .. ..	2,190	163	951	2,945	359	3,304
Bakers .. ..	881	63	2,381	3,180	145	3,325
Confectioners and Milk Bars .. ..	3,082	523	882	3,466	1,021	4,487
All Other Food Stores ..	1,984	135	1,521	3,236	404	3,640
<b>Hotels, &amp;c.—</b>						
Hotels, Wine Saloons, &c.	1,314	198	8,064	6,251	3,325	9,576
<b>Department Stores, Clothiers, Drapers, &amp;c.—</b>						
Department Stores .. ..	2	..	6,004	5,913	93	6,006
Clothiers and Drapers ..	1,560	96	4,765	5,572	849	6,421
Footwear Stores .. ..	417	22	869	1,197	111	1,308
<b>Hardware, Electrical Goods, &amp;c.—</b>						
Domestic Hardware Stores .. ..	579	46	978	1,372	231	1,603
Electrical Goods, Radios and Musical Instrument Stores .. ..	663	40	2,925	3,434	194	3,628
Furniture and Floor Coverings Stores ..	404	30	2,244	2,572	106	2,678
<b>Other Goods Stores—</b>						
Newsagents and Book-sellers .. ..	766	66	924	1,455	301	1,756
Chemists .. ..	1,138	24	1,328	1,882	608	2,490
Other .. ..	3,338	197	3,259	6,052	742	6,794
<b>Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &amp;c.) .. ..</b>	<b>23,644</b>	<b>2,008</b>	<b>47,949</b>	<b>64,014</b>	<b>9,587</b>	<b>73,601</b>
<b>Total Motor Vehicle Dealers, Garages and Service Stations, &amp;c. .. ..</b>	<b>3,484</b>	<b>299</b>	<b>18,791</b>	<b>20,401</b>	<b>2,173</b>	<b>22,574</b>
<b>Total .. ..</b>	<b>27,128</b>	<b>2,307</b>	<b>66,740</b>	<b>84,415</b>	<b>11,760</b>	<b>96,175</b>

For footnotes see end of this table on page 703.

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL  
ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962—*continued*

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
FEMALES						
Food Stores—						
Grocers .. ..	2,314	619	5,478	6,697	1,714	8,411
Butchers .. ..	420	171	1,083	1,125	549	1,674
Fruiterers .. ..	1,072	477	2,457	2,347	1,659	4,006
Bakers .. ..	708	190	2,262	2,307	853	3,160
Confectioners and Milk Bars .. ..	3,063	813	3,586	5,097	2,365	7,462
All Other Food Stores ..	1,181	376	4,103	3,697	1,963	5,660
Hotels, &c.—						
Hotels, Wine Saloons, &c.	1,022	342	6,587	5,967	1,984	7,951
Department Stores, Clothiers, Drapers, &c.—						
Department Stores .. ..	..	..	8,393	7,357	1,036	8,393
Clothiers and Drapers ..	2,227	297	12,660	11,158	4,026	15,184
Footwear Stores .. ..	209	59	1,460	1,356	372	1,728
Hardware, Electrical Goods, &c.—						
Domestic Hardware Stores .. ..	345	85	776	895	311	1,206
Electrical Goods, Radios and Musical Instrument Stores .. ..	193	79	1,419	1,450	241	1,691
Furniture and Floor Coverings Stores .. ..	138	41	970	1,009	140	1,149
Other Goods Stores—						
Newsagents and Book- sellers .. ..	515	128	1,694	1,865	472	2,337
Chemists .. ..	204	99	3,410	2,848	865	3,713
Other .. ..	1,215	444	2,557	3,149	1,067	4,216
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.) .. ..	14,826	4,220	58,895	58,324	19,617	77,941
Total Motor Vehicle Dealers, Garages and Service Stations, &c. .. ..	811	363	2,819	3,315	678	3,993
Total .. ..	15,637	4,583	61,714	61,639	20,295	81,934

PERSONS						
Food Stores—						
Grocers .. ..	5,537	939	10,696	14,735	2,437	17,172
Butchers .. ..	2,523	256	6,719	8,574	924	9,498
Fruiterers .. ..	3,262	640	3,408	5,292	2,018	7,310
Bakers .. ..	1,589	253	4,643	5,487	998	6,485
Confectioners and Milk Bars .. ..	6,145	1,336	4,468	8,563	3,386	11,949
All Other Food Stores ..	3,165	511	5,624	6,933	2,367	9,300
Hotels, &c.—						
Hotels, Wine Saloons, &c.	2,336	540	14,651	12,218	5,309	17,527
Department Stores, Clothiers, Drapers, &c.—						
Department Stores .. ..	2	..	14,397	13,270	1,129	14,399
Clothiers and Drapers ..	3,787	393	17,425	16,730	4,875	21,605
Footwear Stores .. ..	626	81	2,329	2,553	483	3,036

For footnotes see end of this table on page 703.

VICTORIA—NUMBER OF PERSONS WORKING MAINLY ON RETAIL ACTIVITIES ON THE LAST PAY DAY IN JUNE, 1962—*continued*

Main Type of Business	Category of Employment					
	Owners	Members of Family *	Paid Employees †	Total		
				Full Time	Part Time	Total
PERSONS						
Hardware, Electrical Goods, &c.—						
Domestic Hardware Stores .. .. .	924	131	1,754	2,267	542	2,809
Electrical Goods, Radios and Musical Instrument Stores .. .. .	856	119	4,344	4,884	435	5,319
Furniture and Floor Coverings Stores .. .. .	542	71	3,214	3,581	246	3,827
Other Goods Stores—						
Newsagents and Book-sellers .. .. .	1,281	194	2,618	3,320	773	4,093
Chemists .. .. .	1,342	123	4,738	4,730	1,473	6,203
Other .. .. .	4,553	641	5,816	9,201	1,809	11,010
Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, &c.) .. .. .	38,470	6,228	106,844	122,338	29,204	151,542
Total Motor Vehicle Dealers, Garages and Service Stations, &c. .. .. .	4,295	662	21,610	23,716	2,851	26,567
Total .. .. .	42,765	6,890	128,454	146,054	32,055	178,109

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

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

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	2,060,412	623,082	2,683,494	328,128
Victoria .. .. .	37,268	1,517,160	431,232	1,948,392	238,866
Queensland .. .. .	17,065	701,642	218,010	919,652	114,284
South Australia .. .. .	11,812	451,564	143,144	594,708	75,406
Western Australia .. .. .	8,559	360,304	133,854	494,158	61,184
Tasmania .. .. .	4,270	166,060	53,872	219,932	30,130
Total .. .. .	125,183	5,257,142	1,603,194	6,860,336	847,998

\* Table refers to establishments with total retail sales of \$1,000 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 1959-60 to 1963-64 :—

VICTORIA—VALUE OF RETAIL SALES\*  
( \$ Mill.)

Commodity Group	Year Ended 30th June—				
	1960	1961	1962	1963	1964
Groceries .. .. .	211·8	233·8	232·6	239·8	261·0
Butchers' Meat .. .. .	112·2	124·0	123·8	130·4	139·4
Other Food† .. .. .	200·2	213·0	225·6	236·6	243·0
<b>Total Food and Groceries ..</b>	<b>524·2</b>	<b>570·8</b>	<b>582·0</b>	<b>606·8</b>	<b>643·4</b>
Beer, Wine and Spirits†† .. .. .	144·6	151·8	151·8	158·2	166·0
Clothing and Drapery .. .. .	254·0	261·8	258·6	268·4	290·6
Footwear .. .. .	44·8	47·2	47·0	47·8	52·2
Domestic Hardware, China, &c.‡ .. .. .	40·0	40·0	40·0	40·6	42·8
Electrical Goods§ .. .. .	99·8	94·0	94·4	96·8	104·0
Furniture and Floor Coverings .. .. .	70·6	69·4	66·2	68·8	77·0
Chemists' Goods .. .. .	59·8	68·6	73·8	80·4	84·6
Newspapers, Books and Stationery .. .. .	48·0	48·6	51·6	51·6	59·8
Other Goods   .. .. .	142·0	150·2	151·8	161·8	166·4
<b>Total (Excluding Motor Vehicles, Parts, Petrol, &amp;c.)</b>	<b>1,427·8</b>	<b>1,502·4</b>	<b>1,517·2</b>	<b>1,581·2</b>	<b>1,686·8</b>
<b>Motor Vehicles, Parts, Petrol, &amp;c.¶</b>	<b>464·0</b>	<b>461·2</b>	<b>431·2</b>	<b>523·2</b>	<b>573·0</b>
<b>GRAND TOTAL .. .. .</b>	<b>1,891·8</b>	<b>1,963·6</b>	<b>1,948·4</b>	<b>2,104·4</b>	<b>2,259·8</b>

\* Compiled 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 oversea countries is subject to the customs laws of the Commonwealth Government.



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

The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the uniform duties came into effect throughout Australia. The Tariff Act received assent on the 16th September, 1902. The tariff has been extensively altered since that date, and that at present in operation is the Customs Tariff 1965 (operative as from 1st July, 1965.)

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 New Guinea. In relation to specified goods, the British Preferential Tariff applies also to specified countries of the Commonwealth of Nations, 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 Ministerial order.

#### *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 1965, *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 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 1956. 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.
Southern Rhodesia Zambia and Malawi	Dated 1955. Agreement negotiated with the Federation of Rhodesia and Nyasaland. 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, Zambia, and Malawi.
Malaysia ..	Dated 1958. Agreement negotiated with the 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 and tin 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.
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, 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 64 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 canned fruit.

#### *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 commodities, 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 fifteen major trade missions, four trade ships, seven 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. The approach is to organize a specific industry or group of industries to participate in a planned selling campaign in overseas markets with known sales potential. The group visits the market, exhibits and publicizes its products and negotiates sales. Two specialized selling missions have been organized in recent years.

**Victoria's Pattern of Trade, 1964****Overseas 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, whichever is the higher, 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 (\$200) Australian on London was stabilized at £125 10s. (\$251) 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 1959-60 to 1963-64 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	
1960 ..	678,698	480,598	7,542	488,140	190,558
1961 ..	799,944	472,702	21,240	493,942	306,002
1962 ..	610,584	563,432	10,168	573,600	36,984
1963 ..	780,058	588,210	8,670	596,880	183,178
1964 ..	833,847	736,388	10,252	746,640	87,207

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1959-60 to 1963-64 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.			%	
1960 ..	1,852,786	1,875,362	3,728,148	36·6	26·0	31·3
1961 ..	2,175,154	1,937,686	4,112,840	36·8	25·5	31·5
1962 ..	1,769,492	2,154,568	3,924,060	34·5	26·6	30·2
1963 ..	2,162,670	2,151,812	4,314,482	36·1	27·8	32·0
1964 ..	2,372,658	2,782,460	5,155,118	35·1	26·8	30·7

## Classification of Oversea Imports and Exports

The following table shows value of imports and exports for the years 1961-62 to 1963-64 grouped in 21 statistical classes :—

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

Classification	Imports			Exports		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
I. Foodstuffs of Animal Origin	7,098	7,216	9,112	107,818	131,736	141,330
II. Foodstuffs of Vegetable Origin	19,374	19,992	22,520	140,968	110,366	169,287
III. Spirituous and Alcoholic Liquors .. ..	1,262	1,014	1,367	1,138	1,356	1,446
IV. Tobacco and Preparations thereof .. ..	9,680	11,088	13,695	62	190	193
V. Live Animals .. ..	234	420	772	138	302	328
VI. Animal Substances .. ..	4,438	6,328	7,584	239,412	253,730	318,337
VII. Vegetable Substances and Fibres .. ..	14,932	21,066	24,384	458	602	871
VIII. (a) Yarns and Manufactured Fibres .. ..	21,096	27,956	23,929	2,118	2,228	4,789
(b) Textiles .. ..	57,180	63,340	63,363	964	1,480	2,121
(c) Apparel .. ..	7,352	8,336	9,414	342	390	550
IX. Oils, Fats and Waxes .. ..	74,440	86,610	79,053	21,876	24,574	19,134
X. Pigments, Paints and Varnishes .. ..	4,754	6,566	5,567	706	984	947
XI. Rocks, Minerals and Hydrocarbons .. ..	3,766	5,004	5,607	2,042	952	1,336
XII. (a) Metals and Metal Manufactures (Except Electrical Appliances and Machinery)	102,598	160,154	166,289	17,122	20,004	26,886
(b) Dynamo Electrical Machinery and Appliances	23,078	31,874	39,423	1,734	2,440	4,025
(c) Machines and Machinery (Except Dynamo Electrical)	90,962	117,766	137,214	9,124	11,724	14,037
XIII. (a) Rubber and Rubber Manufactures .. ..	15,334	19,216	20,193	1,118	1,370	1,960
(b) Leather and Leather Manufactures .. ..	1,238	1,596	2,198	2,124	2,460	2,458
XIV. Wood and Wicker .. ..	5,772	6,828	8,105	314	274	307
XV. Earthenware, Cement, China, Glass, &c. .. ..	10,270	12,584	12,594	352	320	807
XVI. (a) Pulp, Paper and Board	26,542	30,826	29,271	794	1,110	1,279
(b) Paper Manufactures and Stationery .. ..	11,454	15,626	16,559	1,242	1,360	2,054
XVII. Sporting Material, Toys, Jewellery, &c. .. ..	8,532	9,650	10,285	904	832	1,276
XVIII. Optical, Surgical, and Scientific Instruments, &c.	10,694	11,810	14,559	1,980	1,978	2,323
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c. .. ..	33,464	42,468	46,464	6,658	8,032	9,379
XX. Miscellaneous .. ..	44,758	54,376	64,207	12,084	15,996	19,164
Total Merchandise .. ..	610,302	779,710	833,728	573,592	596,790	746,624
XXI. Gold and Silver; Bronze Specie .. ..	282	348	119	8	90	16
Grand Total .. ..	610,584	780,058	833,847	573,600	596,880	746,640

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1963-64 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 12 per cent. ; metal manufactures and machinery, 41 per cent. ; oils, fats, and waxes, 9 per cent. ; paper, paper manufactures, and stationery, 5 per cent. ; chemicals, medicinal and pharmaceutical products, etc., 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1963-64 amounted to 85 per cent. of merchandise exports. Wool alone accounted for 36 per cent. of total exports, while wheat and flour exports represented a further 13 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 1961–62 to 1963–64 :—

## VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
	'000			\$'000 f.o.b.		
Fish .. .. . lb.	19,146	19,934	22,804	5,230	5,180	6,562
Coffee, Raw and Kiln Dried .. lb.	9,844	10,943	11,831	2,030	2,500	3,483
Tea .. .. . lb.	23,924	24,182	24,254	9,516	9,222	8,970
Tobacco, Unmanufactured .. lb.	12,591	13,957	17,083	8,768	9,832	12,135
Cotton, Raw .. .. . lb.	9,879	12,603	16,377	2,676	3,294	4,304
Wool .. .. . lb.	3,195	5,720	5,652	1,574	2,954	3,408
Sisal Fibre .. .. . cwt.	131	220	210	1,372	2,798	3,595
Cotton Yarns—No. 50 Count and Finer .. .. . lb.	2,554	2,033	701	2,062	1,522	554
Sewing Threads .. .. . lb.	1,371	1,346	1,241	2,288	2,156	2,313
Nylon Fibres .. .. . lb.	1,400	2,223	2,295	2,568	3,684	3,908
Nylon Yarns .. .. . lb.	244	4,066	361	398	4,986	596
Nylon Lace .. .. . ..	..	..	..	1,376	2,054	2,189
Corn and Flour Sacks .. .. doz.	735	974	1,158	2,466	2,826	4,993
Cotton Piecegoods—						
Grey Unbleached .. .. . sq. yd.	14,194	18,614	19,526	2,480	3,042	3,019
Bleached, Printed, Dyed, or Coloured .. .. . sq. yd.	81,649	91,698	66,999	22,940	23,610	17,817
Carpets and Carpeting .. .. sq. yd.	1,133	1,306	1,191	3,086	3,342	3,039
Petroleum, Crudes .. .. . gall.	1,114,444	1,330,299	1,200,755	50,274	58,460	55,613
Petroleum—Enriched Crudes .. ..	..	..	..	4,246	4,382	3,774
Motor Spirit .. .. . gall.	54,517	57,449	33,460	5,440	6,032	3,703
Mineral Lubricating Oil .. .. gall.	15,900	20,401	15,595	4,434	5,698	4,351
Dyes, Including Organic Pigment Dyestuffs <i>n.e.i.</i> .. .. lb.	1,840	2,643	2,210	2,510	3,906	3,280
Iron and Steel—						
Bar and Rod .. .. . cwt.	130	163	186	2,720	3,006	4,408
Plate and Sheet—Plain .. .. cwt.	171	654	739	2,428	5,528	6,574
—Tinned .. .. . cwt.	414	299	55	3,770	2,618	507
Hand Tools .. .. . ..	..	..	..	2,200	2,440	2,615
Taps and Valves for Gases and Liquids .. ..	..	..	..	1,792	2,368	2,991
Aircraft .. .. . ..	..	..	..	2,830	1,286	1,507
Aircraft Parts .. .. . ..	..	..	..	5,916	10,082	13,464
Motor Vehicles, Chassis, Bodies, and Parts .. ..	..	..	..	54,816	98,616	98,349
Radio and Television Equipment .. ..	..	..	..	4,778	5,210	7,469
Tractors—Crawler Type .. ..	..	..	..	1,610	2,854	6,197
—Wheeled Type .. .. . ..	..	..	..	5,890	7,346	11,022
Tractor Parts .. .. . ..	..	..	..	3,570	6,378	9,901
Knitting Machines .. .. . ..	..	..	..	2,630	3,088	2,773
Bearings, Roller and Ball .. ..	..	..	..	4,166	6,648	7,054
Crude Rubber (Including Crepe and Latex) .. .. . lb.	32,686	42,689	42,031	7,796	9,484	8,746
Synthetic Rubber (Including Latex) .. .. . lb.	14,124	16,277	18,139	3,282	4,048	4,597
Timber, Undressed—						
Douglas Fir (Oregon) sup. ft.	23,395	21,539	30,446	1,862	1,920	2,828
Crockery .. .. . ..	..	..	..	1,962	2,242	2,320
Plate Glass, Polished and Patent .. .. . sq. ft.	3,822	7,199	6,288	1,608	2,818	2,503
Pulp for Paper-making .. .. ton	43	61	60	4,586	5,924	6,030
Newsprinting Paper, Not Glazed & c. ton	65	73	88	8,938	10,162	12,510
Transparent Cellulose .. .. . ..	..	..	..	3,486	4,244	4,134
Books, Magazines, &c. .. ..	..	..	..	7,670	11,312	10,655
Rock Phosphate .. .. . ton	632	558	665	3,440	3,252	4,509
Polyethylene (Polythene) Resin lb.	8,632	9,567	13,827	2,194	2,188	3,263
Polyamide (Nylon, &c.) Resins lb.	4,681	12,426	14,896	3,084	7,154	7,825
Army, Navy, and Air Force Stores and Equipment .. ..	..	..	..	3,250	1,716	3,002
Outside Packages .. .. . ..	..	..	..	10,302	13,566	14,101
All Other Articles .. .. . ..	..	..	..	310,274	381,080	420,387
<b>Total Imports .. .. .</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>610,584</b>	<b>780,058</b>	<b>833,847</b>

NOTE.—In the above table, separate details are shown of articles for which the value of imports amounted to more than \$2 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 1961-62 to 1963-64 :—

## VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
		'000			\$'000 f.o.b.	
<b>Meats Preserved by Cold Process—</b>						
Beef and Veal .. .. lb.	81,085	117,314	122,323	21,290	31,822	33,637
Lamb .. .. lb.	18,022	27,674	20,877	2,384	5,114	3,658
Mutton .. .. lb.	76,284	95,057	104,409	11,276	16,502	16,591
Rabbits and Hares—Skinned lb.	14,629	11,509	11,714	3,424	2,938	2,858
<b>Meats, Tinned—</b>						
Meat Loaf .. .. lb.	15,126	10,276	14,731	3,382	2,274	3,041
Beef or Veal .. .. lb.	7,919	10,199	11,833	1,744	2,564	2,301
Sausage Casings—Natural Bundle	1,756	1,659	1,796	2,898	3,322	3,735
<b>Milk—</b>						
Preserved, Sweetened .. lb.	33,803	52,551	67,659	4,428	6,576	8,887
Dried or in Powdered Form—						
Full Cream .. .. lb.	7,512	9,036	9,867	2,578	2,844	2,755
Skim .. .. lb.	28,192	40,427	30,991	2,084	2,996	2,285
Butter .. .. lb.	121,311	121,145	140,568	34,318	34,714	40,751
Cheese .. .. lb.	25,201	31,561	28,451	5,996	7,432	7,299
Wheat .. .. ton	1,401	845	1,572	72,538	44,572	82,200
Rice .. .. ton	8	10	19	900	1,148	2,644
Oats .. .. ton	150	173	190	6,328	7,180	7,819
White Flour—Plain .. cental	3,880	3,714	5,360	11,484	10,328	15,634
Malt .. .. lb.	106,172	111,930	151,712	5,010	5,424	7,258
Fruit, Fresh—Pears .. bush.	1,146	723	1,097	3,768	2,370	3,611
Dried—Sultanas .. lb.	113,637	104,695	99,657	15,014	13,064	13,413
Canned—Peaches .. lb.	34,663	36,594	67,609	4,158	4,328	7,805
—Pears .. lb.	81,920	72,036	119,416	10,452	8,944	14,512
<b>Hides and Skins—</b>						
Sheep and Lamb Skins with						
Wool on .. .. lb.	77,182	85,101	83,346	21,440	25,906	33,189
Other .. ..	..	..	..	4,424	5,600	5,383
<b>Wool—</b>						
Greasy .. .. lb.	372,401	363,938	383,921	188,722	194,234	246,854
Washed and Scoured .. lb.	21,390	23,540	21,064	12,668	14,328	16,274
Carbonized .. .. lb.	6,779	6,774	5,870	3,728	3,782	4,423
Tallow, Inedible .. .. cwt.	903	1,084	893	5,238	5,272	5,167
<b>Petroleum Oils—</b>						
Diesel Distillate (Incl. Gas Oil) gall.	51,880	59,406	20,351	5,442	6,422	2,380
Topped Crude Oil (Incl. Residual Oil) .. .. gall.	131,346	180,314	152,936	8,126	10,026	9,703
Iron and Steel Scrap .. cwt.	976	1,553	2,229	1,694	1,668	2,580
Motor Vehicles and Parts ..	..	..	..	6,866	10,634	13,767
Agricultural Machinery and Parts	..	..	..	1,478	2,428	2,072
Casein .. .. cwt.	221	240	315	3,690	3,938	5,055
All Other Articles .. ..	..	..	..	84,630	96,186	117,099
<b>Total Exports .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>573,600</b>	<b>596,880</b>	<b>746,640</b>

NOTE.—In the above table, separate details are shown of articles for which the value of exports amounted to more than \$2 mill. in any one of the three years.



## Trade with Countries

The value of trade with oversea countries from 1961-62 to 1963-64 is shown in the following table :—

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

Country	Imports			Exports		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
<b>COMMONWEALTH COUNTRIES—</b>						
United Kingdom .. ..	194,866	243,576	247,618	122,572	117,290	139,783
Borneo (British) .. ..	6,452	2,702	4,213	1,572	1,764	117
Canada .. .. .	22,326	31,704	33,562	10,468	12,946	13,186
Ceylon .. .. .	7,472	6,300	6,481	6,308	3,832	5,451
Hong Kong .. .. .	4,512	5,498	7,275	6,852	9,076	11,081
India .. .. .	9,568	10,920	10,838	21,732	16,252	13,915
Malaya, Federation of .. ..	7,380	9,304	7,966	6,636	9,110	10,408
New Zealand .. .. .	8,132	11,198	16,495	36,364	39,508	46,850
Pakistan .. .. .	2,886	4,264	4,367	1,730	5,130	2,453
Singapore .. .. .	534	788	1,131	8,940	13,274	11,630
Other Commonwealth Countries ..	12,660	15,854	20,099	18,590	23,132	27,742
<b>Total Commonwealth Countries ..</b>	<b>276,788</b>	<b>342,108</b>	<b>360,045</b>	<b>241,764</b>	<b>251,314</b>	<b>282,616</b>
<b>FOREIGN COUNTRIES—</b>						
<b>Arabian States—</b>						
Kuwait .. .. .	15,496	22,500	12,144	890	1,212	1,573
Saudi Arabia .. .. .	17,300	27,460	16,519	962	1,822	2,112
Qatar .. .. .	5,036	4,012	10,165	116	172	185
Other Arabian States .. .. .	4	346	3	60	536	524
Belgium-Luxembourg .. .. .	5,588	5,000	5,700	10,314	10,542	12,516
China, Republic of (Mainland) ..	2,476	3,692	5,638	32,750	25,132	51,160
Czechoslovakia .. .. .	1,998	1,958	1,981	2,906	2,042	3,867
France .. .. .	8,534	15,170	18,060	37,296	39,762	52,412
Germany, Federal Republic of ..	43,778	56,052	61,558	17,992	16,974	25,486
Indonesia .. .. .	7,012	8,008	8,226	2,104	1,488	2,227
Iran .. .. .	12,954	8,702	8,713	984	1,538	1,555
Italy .. .. .	9,128	14,662	12,984	32,228	24,354	30,758
Japan .. .. .	34,404	45,368	53,320	79,614	83,550	106,835
Mexico .. .. .	862	1,500	1,442	3,790	3,362	3,978
Netherlands .. .. .	10,332	9,498	8,562	3,312	3,990	4,207
Poland .. .. .	316	402	614	6,098	3,882	4,090
South Africa, Republic of .. ..	4,668	5,248	6,579	7,612	7,828	7,960
Sweden .. .. .	8,418	10,942	16,225	1,380	1,948	1,685
Switzerland .. .. .	9,066	10,008	10,478	662	372	316
U.S.S.R. .. .. .	460	464	570	6,092	8,258	34,524
United States of America .. ..	112,230	160,554	175,549	44,236	59,642	59,563
Yugoslavia .. .. .	166	42	119	3,440	7,170	7,419
Other Foreign Countries .. .. .	23,288	26,014	38,533	36,990	39,900	49,055
<b>Total Foreign Countries .. .. .</b>	<b>333,514</b>	<b>437,602</b>	<b>473,683</b>	<b>331,828</b>	<b>345,476</b>	<b>464,008</b>
<b>All Countries (Transfers of Bullion and Specie)</b>	<b>282</b>	<b>348</b>	<b>119</b>	<b>8</b>	<b>90</b>	<b>16</b>
<b>Grand Total .. .. .</b>	<b>610,584</b>	<b>780,058</b>	<b>833,847</b>	<b>573,600</b>	<b>596,880</b>	<b>746,640</b>



## 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 766).

*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 1960 to 1964. 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	1960	1961	1962	1963	1964
Ale, Beer and Stout .. .. 40 c.ft.	17	14	11	9	11
Fruit, Fresh and Preserved .. 40 c.ft.	18	19	27	33	32
Groceries .. .. 40 c.ft.	19	22	14	17	16
Malt .. .. ton	7	4	6	8	16
Machinery .. .. ton	16	15	16	19	22
Metal Manufactures .. .. ton	8	11	13	9	5
Motor Vehicles .. .. 40 c.ft.	114	72	93	113	133
Motor Parts and Accessories .. 40 c.ft.	22	19	20	24	18
Oils—					
Aviation Spirit (Bulk) .. 40 c.ft.	27	51	28	14	12
" Turbine Fuel (Bulk) 40 c.ft.	11	15	..	6	..
Fuel Oil (Bulk) .. .. 40 c.ft.	168	178	248	98	92
Kerosene .. .. 40 c.ft.	9	25	5	1	..
Motor Spirit (Bulk) .. 40 c.ft.	31	117	70	114	36
Paper and Stationery .. .. 40 c.ft.	21	16	23	19	17
Plaster .. .. ton	7	7	8	8	7
Scrap Metal .. .. ton	22	12	..	1	4
Steel .. .. ton	6	6	5	6	10
Tourists' Cars .. .. 40 c.ft.	81	83	88	89	75
All Other .. .. ton or 40 c.ft.	294	393	454	554	532
Total .. ..	898	1,079	1,129	1,142	1,038

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

Commodity and Unit of Quantity	1960	1961	1962	1963	1964
Barley .. .. . ton	34	39	48	16	15
Cement .. .. . ton	5	8	7	8	1
Coal .. .. . ton	587	589	495	423	453
Gypsum .. .. . ton	121	73	102	121	127
Iron .. .. . ton	11	13	36	43	42
Molasses .. .. . ton	22	20	33	35	31
Oils—					
Fuel Oil .. .. . 40 c.ft.	212	138	70	253	229
Kerosene .. .. . 40 c.ft.	30	25	48	11	37
Motor Spirit (Bulk) .. .. . 40 c.ft.	74	149	97	281	273
Paper and Stationery .. .. . 40 c.ft.	92	78	137	131	131
Pipes, Tubes and Fittings .. .. . ton	53	44	43	43	39
Pyrites .. .. . ton	46	60	43	37	62
Steel .. .. . ton	264	295	306	237	216
Sugar .. .. . ton	175	174	203	168	217
Timber .. .. . 40 c.ft.	163	129	136	143	126
Tourists' Cars .. .. . 40 c.ft.	61	72	80	79	80
Wire .. .. . ton	27	16	6	4	..
All Other .. .. . ton or 40 c.ft.	278	359	348	472	696
Total .. .. .	2,255	2,281	2,238	2,505	2,775

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

Commodity and Unit of Quantity	1960	1961	1962	1963	1964
<b>EXPORTS</b>					
Bitumen .. .. . ton	*	*	..	3	27
Refined Oils .. .. . 40 c.ft.	813	773	890	803	839
Scrap Iron .. .. . ton	12	11	2	*	..
Wheat .. .. . ton	7	2	5	2	4
Wool .. .. . ton	3	1	1	1	..
General Cargo .. .. . ton or 40 c.ft.	1	1	5	5	4
Total Exports .. .. .	836	788	903	814	874
<b>IMPORTS</b>					
Alumina .. .. . ton	..	..	..	..	38
Cement Clinkers .. .. . ton	..	4	47	70	74
Coal .. .. . ton	266	257	205	215	224
Oils (Various) .. .. . 40 c.ft.	303	347	216	99	124
Pig Iron and Steel .. .. . ton	16	14	17	64	130
Sulphate of Ammonia .. .. . ton	2	5	5	6	7
Timber and General Cargo .. .. . ton or 40 c.ft.	1	*	2	3	1
Total Imports .. .. .	588	627	492	457	598

\*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 1961-62 to 1963-64 are given in the next table.

In recent years, the value of exports by Victoria to Western Australia has been above \$100 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)		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
<b>EXPORTS TO WESTERN AUSTRALIA</b>						
Apparel .. .. .	..	..	..	12,814	13,910	17,114
Builders' Hardware .. .. .	..	..	..	1,626	1,994	1,862
Explosives .. .. .	..	..	..	2,182	2,418	1,754
Foodstuffs—						
Cheese .. .. lb.	2,780	2,597	3,870	986	878	1,298
Confectionery .. .. lb.	2,712	3,629	3,423	1,140	1,506	1,441
Milk Products .. .. lb.	8,091	7,978	7,240	2,144	1,858	1,686
Other .. .. .	..	..	..	7,122	7,856	9,714
Footwear .. .. .	..	..	..	3,576	3,976	3,871
Machinery—						
Agricultural .. .. .	..	..	..	5,276	4,360	5,808
Tractors and Parts .. .. .	..	..	..	2,668	2,912	3,439
Other .. .. .	..	..	..	6,602	7,086	7,183
Paper and Paper Board, &c. .. .. .	..	..	..	2,236	2,516	2,474
Petroleum Oils and Spirits gall.	12,280	9,884	11,985	1,494	1,158	1,243
Piecegoods .. .. .	..	..	..	2,282	2,254	2,948
Plastic Material and Manufactures .. .. .	..	..	..	1,310	1,792	2,639
Radio and T.V. Equipment .. .. .	..	..	..	1,440	1,612	1,512
Soaps .. .. .	..	..	..	1,060	1,574	1,345
Tobacco and Cigarettes .. .. lb.	2,525	2,632	2,833	5,752	6,266	6,891
Tyres and Tubes .. .. .	..	..	..	3,832	5,066	4,759
Vehicles and Parts .. .. .	..	..	..	18,556	33,364	26,717
Other Commodities .. .. .	..	..	..	22,090	31,172	33,604
<b>Total .. .. .</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>106,188</b>	<b>135,528</b>	<b>139,305</b>

INTERSTATE TRADE BETWEEN VICTORIA AND WESTERN AUSTRALIA—  
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
<b>IMPORTS FROM WESTERN AUSTRALIA</b>						
Asbestos Fibre .. cwt.	33	62	32	360	618	393
Foodstuffs—						
Confectionery .. lb.	675	730	616	218	230	185
Meat .. lb.	2,486	1,502	897	752	484	346
Vegetables, Fresh .. lb.	7,275	4,218	4,338	380	262	184
Other .. ..	..	..	..	300	548	325
Hides and Skins .. lb.	1,023	1,616	1,382	252	246	156
Iron and Steel .. cwt.	1,003	1,508	1,526	4,282	6,642	6,826
Machines and Machinery (Except Tractors) .. ..	..	..	..	770	904	1,232
Petroleum Oils and Spirits .. gall.	66,084	56,702	111,678	6,712	5,670	10,387
Silver Bullion .. fine oz.	196	223	243	174	232	284
Textiles (Except Apparel) .. ..	..	..	..	394	534	231
Timber .. sup. ft.	2,849	3,454	2,620	362	432	336
Tractors and Parts .. ..	..	..	..	904	1,378	1,510
Wool .. lb.	2,100	2,759	8,373	1,130	1,562	5,465
Other Commodities .. ..	..	..	..	2,724	2,742	3,611
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>19,714</b>	<b>22,484</b>	<b>31,471</b>

The next table shows the principal items of the trade by sea between Victoria and Tasmania during the years 1961-62 to 1963-64. 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)		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
<b>EXPORTS TO TASMANIA</b>						
Alcoholic Beverages—						
Wines and Spirits .. gall.	190	133	115	908	856	695
Other Alcoholic Beverages .. gall.	321	337	307	532	560	473
Chemicals (Inc. Fertilizer) .. ..	..	..	..	2,086	2,204	3,183
Foodstuffs—						
Biscuits .. ..	..	..	..	396	630	713
Confectionery .. lb.	741	1,103	1,208	444	636	674
Fruit, Fresh .. bush.	309	158	235	1,174	590	871
Milk, Processed .. lb.	5,426	5,816	6,572	1,326	1,452	1,399
Sugar .. ton	7	9	4	1,302	1,620	717
Tea .. lb.	1,870	1,895	1,994	1,108	1,122	1,166
Other .. ..	..	..	..	4,092	4,602	5,274
Metals, Metal Manufactures and Machinery—						
Machinery .. ..	..	..	..	6,378	6,030	6,030
Other .. ..	..	..	..	11,894	11,954	13,547

INTERSTATE TRADE BY SEA BETWEEN VICTORIA AND TASMANIA—  
continued

Commodity and Unit of Quantity	Quantity ('000)			Value (\$'000)			
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64	
<b>EXPORTS TO TASMANIA—continued</b>							
Motor Vehicles	No.	17	19	21	29,676	33,488	36,473
Petroleum and Oils—							
Motor Spirit ..	gall.	24,192	26,150	22,809	3,022	3,106	2,554
Other .. ..	..	..	..	..	3,776	4,370	4,119
Paper and Stationery	..	..	..	..	3,008	4,052	4,051
Rubber Manufactures	..	..	..	..	2,028	2,084	2,443
Soap .. ..	..	..	..	..	492	840	1,092
Tobacco and Cigarettes	..	..	..	..	9,454	9,828	9,774
Wool .. ..	lb.	3,211	3,505	4,553	2,048	2,264	3,001
Other Commodities ..	..	..	..	..	10,868	11,966	13,532
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>96,012</b>	<b>104,254</b>	<b>111,781</b>

**IMPORTS FROM TASMANIA**

Foodstuffs—								
Butter .. ..	cwt.	14	19	18	464	622	586	
Fish .. ..	..	..	..	..	344	402	307	
Fruit—								
Fresh .. ..	bush.	166	44	142	350	88	222	
Dried, Preserved, &c.	lb.	3,385	3,149	2,010	374	364	235	
Hops .. ..	lb.	1,649	1,010	668	1,056	676	425	
Potatoes .. ..	ton	7	2	14	424	78	793	
Other * .. ..	..	..	..	..	7,924	8,700	10,834	
Hides .. ..	cwt.	13	11	14	198	188	203	
Metals and Ores—								
Zinc Ingots ..	ton	14	14	15	2,914	3,130	3,182	
Other .. ..	..	..	..	..	4,932	3,920	5,573	
Metal Manufactures ..	..	..	..	..	692	552	704	
Motor Vehicles ..	No.	10	10	11	15,356	16,240	17,015	
Timber—								
Dressed .. ..	sup. ft.	9,020	10,030	11,835	1,924	2,222	2,579	
Undressed ..	sup. ft.	36,012	36,536	44,119	4,708	5,186	6,040	
Wool .. ..	lb.	2,195	2,114	1,966	954	900	873	
Other Commodities†	..	..	..	..	20,886	23,248	27,666	
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>63,500</b>	<b>66,516</b>	<b>77,237</b>	

\* 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 1961-62 to 1963-64. 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	1961-62	1962-63	1963-64
I. Foodstuffs of Animal Origin, &c. .. ..	370	376	483
II. Foodstuffs of Vegetable Origin ; Non-alcoholic Beverages, &c. .. ..	1,756	1,856	2,228
III. Spirituous and Alcoholic Liquors .. ..	1,822	1,596	1,736
IV. Tobacco, Cigars, Cigarettes and Snuff .. ..	10,580	11,920	12,383
V. Live Animals .. ..	..	..	..
VI. Animal Substances, not Foodstuffs .. ..	4	2	2
VII. Vegetable Substances and Fibres, &c. .. ..	116	200	192
VIII. (a) Yarns and Manufactured Fibres .. ..	810	1,304	1,387
(b) Textiles .. ..	7,498	8,642	9,807
(c) Apparel .. ..	2,070	2,422	2,720
IX. Oils, Fats and Waxes—			
Aviation Spirit .. ..	..	60	45
Motor Spirit and Solvents .. ..	4,836	4,944	3,234
Aviation Turbine Fuel .. ..	44	110	41
Diesel Fuel .. ..	116	30	32
Other Oils, Fats and Waxes .. ..	1,288	1,412	1,330
X. Pigments, Paints, Varnishes .. ..	274	340	318
XI. Rocks, Minerals and Hydro-carbons, &c. .. ..	46	52	65
XII. (a) Metals and Metal Manufactures—			
Motor Vehicles .. ..	5,976	11,738	13,093
Other .. ..	3,546	4,954	5,800
(b) Dynamo Electrical Machinery, Electrical Appliances, &c. .. ..	2,508	3,890	4,937
(c) Machines and Machinery .. ..	7,262	9,192	10,020
XIII. (a) Rubber and Rubber Manufactures .. ..	416	798	986
(b) Leather, Leather Manufactures, &c. .. ..	200	274	391
XIV. Wood and Wicker .. ..	636	838	947
XV. Earthenware, Cement, China, &c. .. ..	1,728	1,846	1,915
XVI. (a) Pulp, Paper and Board .. ..	1,080	1,342	1,197
(b) Paper Manufactures and Stationery .. ..	676	784	895
XVII. Sporting Material, Toys, Jewellery, &c. .. ..	2,294	2,592	2,638
XVIII. Optical, Surgical, and Scientific Instruments, &c. .. ..	776	882	1,056
XIX. Chemicals, Medicinal and Pharmaceutical Products, &c. .. ..	1,258	1,404	1,950
XX. Miscellaneous .. ..	3,884	4,544	4,876
Primeage and Sundry Duties .. ..	1,580	1,778	2,017
Total Gross Customs Duties .. ..	65,450	82,122	88,722



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 1961-62 to 1963-64. 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		
	1961-62	1962-63	1963-64	1961-62	1962-63	1963-64
	'000			\$'000		
Beer .. .. . gall.	68,497	68,800	73,112	67,354	67,652	71,894
Spirits (Potable) .. .. proof gall.	506	517	562	3,506	3,508	4,411
Tobacco .. .. . lb.	3,128	2,950	2,682	5,762	5,434	4,939
Cigars and Cigarettes .. .. lb.	15,393	16,368	17,970	48,868	51,980	57,063
Petrol .. .. . gall.	366,108	398,594	452,862	35,664	38,946	44,257
All Other Articles .. .. .	..	..	..	4,404	4,680	5,238
<b>Total .. .. .</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>165,558</b>	<b>172,200</b>	<b>187,802</b>

The oversea trade and the gross revenue collected at Victorian ports during the year 1963-64 are shown in the following table :—

**VICTORIA—OVERSEA TRADE AND GROSS REVENUE  
COLLECTED AT VICTORIAN PORTS, 1963-64  
(\$'000)**

Particulars	Melbourne*	Geelong	Portland	Total
<b>Oversea Trade—</b>				
Imports .. .. .	775,810	57,825	213	833,847
Exports .. .. .	625,697	104,347	16,596	746,640
<b>Total .. .. .</b>	<b>1,401,507</b>	<b>162,172</b>	<b>16,808</b>	<b>1,580,487</b>
<b>Gross Revenue—</b>				
Customs .. .. .	87,888	574	261	88,722
Excise .. .. .	180,982	3,606	3,214	187,802
<b>Total .. .. .</b>	<b>268,869</b>	<b>4,180</b>	<b>3,475</b>	<b>276,524</b>

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

**AUSTRALIA—VALUE OF OVERSEA TRADE, GROSS  
CUSTOMS, AND EXCISE DUTY COLLECTED BY  
STATES, 1963-64  
(\$'000)**

State	Imports	Exports	Excess of Exports	Gross Duty Collected	
				Customs	Excise
New South Wales ..	1,035,618	801,114	-234,504	112,974	227,898
Victoria .. ..	833,847	746,640	-87,207	88,722	187,802
Queensland .. ..	161,682	545,039	383,357	19,923	67,594
South Australia ..	179,651	322,159	142,508	16,147	45,378
Western Australia ..	121,677	286,714	165,037	10,369	37,839
Tasmania .. ..	35,513	78,318	42,805	3,003	14,951
Northern Territory ..	2,937	2,474	-463	520	1,471
Australian Capital Territory .. ..	1,732	2	-1,730	68	10
<b>Australia .. ..</b>	<b>2,372,658</b>	<b>2,782,460</b>	<b>409,802</b>	<b>251,727</b>	<b>582,942</b>

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 roadhauliers, 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 the Port of Melbourne and Northern Tasmanian ports. More recently, a modern

5,000-ton vessel with roll-on, roll-off facilities as well as provision for handling other types of cargo was assigned to the Melbourne-Hobart trade.

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 using a completely new shipboard system of cargo handling gear, consisting of gantry cranes together with special shore based terminals 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 operated by the Australian Coastal Shipping Commission between Victoria and Tasmania :—

#### VICTORIA-TASMANIA : SEAROAD SERVICE, 1963-64

Name of Vessel	Passengers	Accompanied Vehicles	Trade Vehicles*	Commercial Units, &c. †	Mail Vans
"Princess of Tasmania" ..	89,235	20,054	3,431	7,485	313
"Bass Trader" ..	1,622	1,008	5,170	26,223	297
"South Esk" ..	..	..	132	8,893	..
Other A.C.S.C. Vessels	..	..	685	7,232	..
Total ..	90,857	21,062	9,418	49,833	610

\* 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 1959-60 to 1963-64 were as follows :—

#### VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
Entrances .. .. No.	3,355	3,404	3,545	3,581	3,717
'000 net tons	13,277	14,343	14,909	15,183	16,137
Clearances .. .. No.	3,351	3,412	3,537	3,581	3,681
'000 net tons	13,269	14,417	14,872	15,187	15,940

*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—				
	1960	1961	1962	1963	1964
<b>VESSELS ENTERED</b>					
<b>COMMONWEALTH COUNTRIES—</b>					
Australian States .. ..	4,878	5,080	5,548	5,291	5,735
United Kingdom .. ..	1,747	1,590	1,513	1,535	1,474
Nauru .. ..	421	324	348	338	385
Borneo (British) .. ..	241	125	194	53	112
Canada .. ..	340	441	378	416	359
India, Pakistan, and Ceylon ..	186	193	257	170	155
Singapore, and the Federation of Malaya .. ..	237	243	270	286	234
New Zealand .. ..	275	306	452	502	411
Other Commonwealth Countries	274	392	535	495	624
<b>Total Commonwealth Countries</b>	<b>8,599</b>	<b>8,694</b>	<b>9,495</b>	<b>9,086</b>	<b>9,489</b>
<b>FOREIGN COUNTRIES—</b>					
Arabian States .. ..	1,508	1,326	1,313	1,982	1,600
China, Republic of (Mainland) ..	12	38	77	36	104
Germany, Federal Republic of ..	386	420	335	367	391
Indonesia .. ..	271	297	308	222	269
Iran .. ..	56	395	364	339	445
Italy .. ..	247	231	225	221	228
Japan .. ..	512	766	838	809	1,152
Netherlands .. ..	212	201	189	136	97
United States of America .. ..	526	777	548	652	789
Other Foreign Countries .. ..	513	704	682	640	957
<b>Total Foreign Countries .. ..</b>	<b>4,243</b>	<b>5,155</b>	<b>4,879</b>	<b>5,404</b>	<b>6,032</b>
<b>Grand Total .. ..</b>	<b>12,842</b>	<b>13,849</b>	<b>14,374</b>	<b>14,490</b>	<b>15,521</b>

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

Country	Year Ended 30th June—				
	1960	1961	1962	1963	1964
<b>VESSELS CLEARED</b>					
<b>COMMONWEALTH COUNTRIES—</b>					
Australian States .. .. .	5,892	6,098	5,912	5,803	6,260
United Kingdom .. .. .	1,508	1,469	1,630	1,412	1,480
Nauru .. .. .	205	198	195	221	305
Canada .. .. .	308	290	308	322	261
India, Pakistan, and Ceylon..	200	192	314	219	276
Singapore, and the Federation of Malaya .. .. .	289	228	361	544	335
New Zealand .. .. .	354	436	454	379	441
Hong Kong .. .. .	113	131	268	235	271
Other Commonwealth Countries	167	215	293	301	362
<b>Total Commonwealth Countries</b>	<b>9,036</b>	<b>9,257</b>	<b>9,735</b>	<b>9,436</b>	<b>9,991</b>
<b>FOREIGN COUNTRIES—</b>					
Arabian States .. .. .	1,356	1,365	1,324	1,470	1,310
China, Republic of (Mainland)..	27	275	259	217	393
Germany, Federal Republic of..	240	276	248	279	337
Indonesia .. .. .	99	124	170	162	205
Iran .. .. .	134	292	240	377	455
Italy .. .. .	313	388	281	265	273
Japan .. .. .	584	692	593	753	894
Netherlands .. .. .	58	119	140	180	206
Poland .. .. .	142	65	57	85	63
United States of America .. ..	308	377	437	532	379
Other Foreign Countries .. ..	436	651	791	709	829
<b>Total Foreign Countries .. ..</b>	<b>3,697</b>	<b>4,624</b>	<b>4,540</b>	<b>5,029</b>	<b>5,344</b>
<b>Grand Total .. .. .</b>	<b>12,733</b>	<b>13,881</b>	<b>14,275</b>	<b>14,465</b>	<b>15,335</b>

*Nationality of Shipping*

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1962–63 and 1963–64 were as follows :—

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

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1962–63	1963–64	1962–63	1963–64
<b>COMMONWEALTH COUNTRIES—</b>				
Australia .. .. .	1,806	2,116	1,804	2,087
United Kingdom .. .. .	6,211	6,338	6,229	6,260
New Zealand.. .. .	178	198	177	198
Hong Kong .. .. .	211	177	201	170
Other Commonwealth Countries	238	172	223	167
<b>Total Commonwealth Countries</b>	<b>8,644</b>	<b>9,001</b>	<b>8,634</b>	<b>8,882</b>

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

Vessels Registered at Ports in—	Vessels Entered		Vessels Cleared	
	1962-63	1963-64	1962-63	1963-64
<b>FOREIGN COUNTRIES—</b>				
Denmark .. .. .	289	328	288	334
France .. .. .	132	137	132	138
Netherlands .. .. .	723	941	717	942
Germany, Federal Republic of ..	344	416	355	407
Italy .. .. .	856	789	861	786
Japan .. .. .	609	530	612	520
Liberia .. .. .	660	688	665	671
Norway .. .. .	1,348	1,386	1,343	1,367
Sweden .. .. .	673	665	666	646
United States of America ..	193	202	195	207
Panama .. .. .	316	274	314	281
Other Foreign Countries ..	396	780	405	759
<b>Total Foreign Countries ..</b>	<b>6,539</b>	<b>7,136</b>	<b>6,553</b>	<b>7,058</b>
<b>Grand Total .. .. .</b>	<b>15,183</b>	<b>16,137</b>	<b>15,187</b>	<b>15,940</b>

*Shipping Entered at Victorian Ports*

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1962-63 and 1963-64:—

**VICTORIA—VESSELS ENTERED AT EACH PORT**

Class of Vessel	Melbourne		Geelong		Portland	
	1962-63	1963-64	1962-63	1963-64	1962-63	1963-64
Number						
Oversea—						
Direct .. .. .	293	285	245	288	10	9
Other .. .. .	1,527	1,616	250	218	84	91
Interstate .. .. .	1,008	1,043	160	163	4	4
<b>Total .. .. .</b>	<b>2,828</b>	<b>2,944</b>	<b>655</b>	<b>669</b>	<b>98</b>	<b>104</b>
’000 Net Tons						
Oversea—						
Direct .. .. .	1,977	1,357	1,975	2,208	65	38
Other .. .. .	7,631	8,760	1,288	1,203	451	486
Interstate .. .. .	1,575	1,749	220	318	1	18
<b>Total .. .. .</b>	<b>11,183</b>	<b>11,866</b>	<b>3,483</b>	<b>3,729</b>	<b>517</b>	<b>542</b>

*Cargoes Discharged and Shipped*

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1962-63 and 1963-64, as well as the tonnage of oversea cargoes discharged and shipped during the years 1961-62 to 1963-64 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	
	1962-63	1963-64	1962-63	1963-64	1962-63	1963-64
<b>DISCHARGED</b>						
Interstate—						
Weight .. ..	1,689	2,107	492	404	73	104
Measure .. ..	399	509	24	15	..	..
Oversea—						
Weight .. ..	3,589	2,996	3,575	3,697	33	3
Measure .. ..	1,255	1,375	3	*	..	..
<b>SHIPPED</b>						
Interstate—						
Weight .. ..	794	583	1,073	887	2	8
Measure .. ..	434	605	7	3	..	..
Oversea—						
Weight .. ..	1,006	1,112	1,772	2,278	139	157
Measure .. ..	525	645	2	1	..	..

NOTE—1 ton measurement = 40 cubic feet.

\* Less than 500 tons.

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

Vessels Registered at Ports in—	1961-62		1962-63		1963-64	
	Dis-charged	Shipped	Dis-charged	Shipped	Dis-charged	Shipped
<b>COMMONWEALTH COUNTRIES—</b>						
Australia .. ..	3	15	3	26	8	44
United Kingdom ..	2,638	1,404	2,794	1,203	2,896	1,291
New Zealand .. ..	59	138	67	129	92	132
Other Commonwealth	127	122	192	234	117	159
Total Commonwealth Countries	2,827	1,679	3,056	1,592	3,113	1,626

VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING  
TO NATIONALITIES OF VESSELS—*continued*

('000 Tons)

Vessels Registered at Ports in—	1961-62		1962-63		1963-64	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
<b>FOREIGN COUNTRIES—</b>						
Denmark .. ..	291	92	127	98	281	87
France .. ..	366	10	171	8	180	10
Germany, Federal Republic of .. ..	146	78	164	171	236	177
Greece .. ..	26	302	91	215	96	648
Italy .. ..	243	118	836	83	453	8
Japan .. ..	116	64	306	78	156	121
Liberia .. ..	721	70	1,221	125	1,006	118
Netherlands .. ..	279	143	153	181	479	393
Norway .. ..	1,121	508	1,357	588	1,217	609
Panama .. ..	276	100	458	108	265	41
Sweden .. ..	361	95	333	132	484	154
United States of America Other Foreign .. ..	45 70	26 48	64 118	28 37	63 42	25 176
Total Foreign Countries	4,061	1,654	5,399	1,852	4,958	2,567
Grand Total ..	6,888	3,333	8,455	3,444	8,071	4,193

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 8-mile long West Channel for ships under 17 feet draught. From the end of these channels, vessels may proceed either to the Port of Geelong or to the Port of Melbourne.



Vacancies in the Pilot Service are filled by shipmasters with a pilotage exemption certificate who have traded regularly to the Port. 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 1955 to 1964 :—

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

Year	No. of Ships	Year	No. of Ships
1955	3,271	1960.. ..	3,768
1956	3,042	1961.. ..	4,228
1957	3,054	1962.. ..	4,177
1958	3,311	1963.. ..	4,333
1959	3,593	1964.. ..	4,505

**Further Reference, 1963**

**Melbourne Harbor Trust**

*Administration*

The Melbourne Harbor Trust Commissioners are an independent, autonomous, corporate body operating under the provisions of the Melbourne Harbor Trust Act of 1876, and subsequent amendments and variations. The land and waters of the 10½ square mile port area are vested in the Commissioners who are appointed by the Governor in Council. They comprise a full-time chairman who also is virtually the Port's managing director, and five part-time commissioners who, in accordance with the Act, must be associated with various port activities, i.e., shipping, primary production, imports, exports, and port labour.

The Melbourne Harbor Trust Commissioners are both the Port Authority and the Conservancy Authority of the Port of Melbourne. The Trust is required to maintain, improve, and develop the Port, and is empowered under the Act to make regulations for the management and financing of the Port subject to the approval of the Governor in Council.

*Finance.*

The Port of Melbourne is self supporting, and does not receive any financial grants from the State Government. The Trust is financed by the users of the Port, and it derives its income from a number of charges, principally wharfage rates, levied on per ton of cargo landed, and tonnage rates—levied on the gross registered tonnage of ships and the time they spend in port. Other charges cover rent of sheds, hire of port owned cargo handling equipment, general port services, and rental of land reserved for essential long term port development.

Expenditure is on port maintenance, reconstruction, modernization, and development and any surplus is put back into port development. In 1964 the Trust had more than £24 mill. at book value invested in port assets. Capital works are financed out of revenue and out of private and public loans which are raised and financed by the Trust itself, and which are guaranteed by the Trust's income from wharfage and tonnage. The Trust is required to pay into the Consolidated Revenue of the State Government approximately one-fifth of its revenue from wharfage and tonnage.

#### *Port Facilities*

An outline of the accommodation available is shown below:—

##### *Victoria Dock*

This dock is the hub of the Port's oversea import and export trade. Rail trucks bring primary produce right to the ship's side for export. It consists of a 96 acre basin excavated in swamp land. Guaranteed depth of water is 31 ft.

##### *North Side*

The 16 berths on the Northern bank of the Yarra are the main centre of interstate cargo trade. No. 1 North Wharf is virtually the head of navigation for ocean going ships, as it is adjacent to the Spencer-street Bridge, and the Port's latest provision for the new style of interstate cargo vessel with modern roll-on roll-off facilities. Depth of water is 28 ft.

##### *South Side*

Extending from the City at Spencer-street Bridge, there are 30 berths, including specialized ones for steel, gypsum, and containerized cargoes. Depths are up to 31 ft.

##### *Appleton Dock*

This latest and most modern port installation so far, provides five berths, including two for handling bulk coal and phosphate rock. The modern cargo transit sheds are 600 ft. long and 150 ft. wide. Depth of water is 31 ft.

##### *Lower River*

Special wharves are located here to service major Victorian industries. These berths handle bulk raw sugar from Queensland, sulphur and petro-chemicals from U.S.A., and oil from the Persian Gulf and the near North. Depth is up to 33 ft.

##### *Williamstown*

Century-old piers have been reconstructed here to provide for a modern oil terminal. Depth is up to 39 ft. The Gellibrand Pier is capable of handling tankers of up to 875 ft. in length, and 95,000 tons d.w.

##### *River Entrance*

Two roll-on roll-off berths were completed here in 1962 to cater for the Tasmanian trade.

### *Port Melbourne*

This is a four berth passenger terminal and the principal passenger handling area in the Port. It also has a four berth cargo handling pier. Both piers provide rail facilities and depth of water to 37 ft.

### *Dredging Operations*

The Port of Melbourne is the principal sea terminal for Victoria, and with about 90 per cent. of the Port's wharves and berthage accommodation on both banks of the River Yarra, the depth of water in the river plays a major part in the Port Authority's current maintenance and future improvement and development plans.

Throughout the world, ports situated on rivers, are required to undertake dredging programmes to maintain channel depths for the navigation of deep draughted ships, and, in Melbourne, dredging has been a continuing operation since the Melbourne Harbor Trust Commissioners were established in 1877, as both the Port and Conservancy Authority for Melbourne.

At the beginning of settlement in Melbourne in 1835, the Yarra was a narrow waterway with silt bars and treacherous mud banks, making its way through low lying swampland subject to flooding and allowing access to ships with draughts less than 11 ft. In 1843, Melbourne's first Town Clerk petitioned for a survey of the River Yarra "to ascertain the practicability of removing bars that obstructed the passage of vessels of heavy burthen". Following the establishment of the Trust in 1877, plans were formulated for the widening and deepening of the river along its course, and cutting a channel now known as Coode Canal across swampland at Fishermen's Bend and diverting the river from its course. Coode Canal was started in 1880 and completed in 1886 to a length of 2,000 ft., 300 ft. wide, and 25 ft. deep.

Since 1877, the Trust has dredged an average of approximately  $1\frac{1}{4}$  million barge yards a year from the river. This has included maintenance dredging for removing silt and construction dredging for deepening and widening the navigation channels, both in the river and in the approaches to the Port, in Port Phillip Bay.

Much of the material extracted in 1880 was used to reclaim swampland alongside the Yarra and to provide berthage for ships. The provision of a deepened and clearly defined river channel did much to control the periodic flooding of the area.

The average cost of dredging to the Trust over the years has varied from £3,440 at 15.84d. per barge yard in 1877, to £24,842 at 4.79d. per barge yard in 1905, to £735,823 at 73.23d. per barge yard in 1950. The costs in 1964 were £564,312 at 61.66d. per barge yard.

In addition to the river dredging of 96.5 mill. barge yards, an additional amount of 79.1 mill. barge yards have been dredged from the Bay and out of the combined total 20.6 mill. barge yards have been landed and deposited for reclamation work by the Trust, 6.3 mill. barge yards by the Government, and 0.7 mill. barge yards by other parties—leaving 148.1 mill. barge yards deposited in deep water in Port Phillip Bay.

### **Further References, 1961–1965**

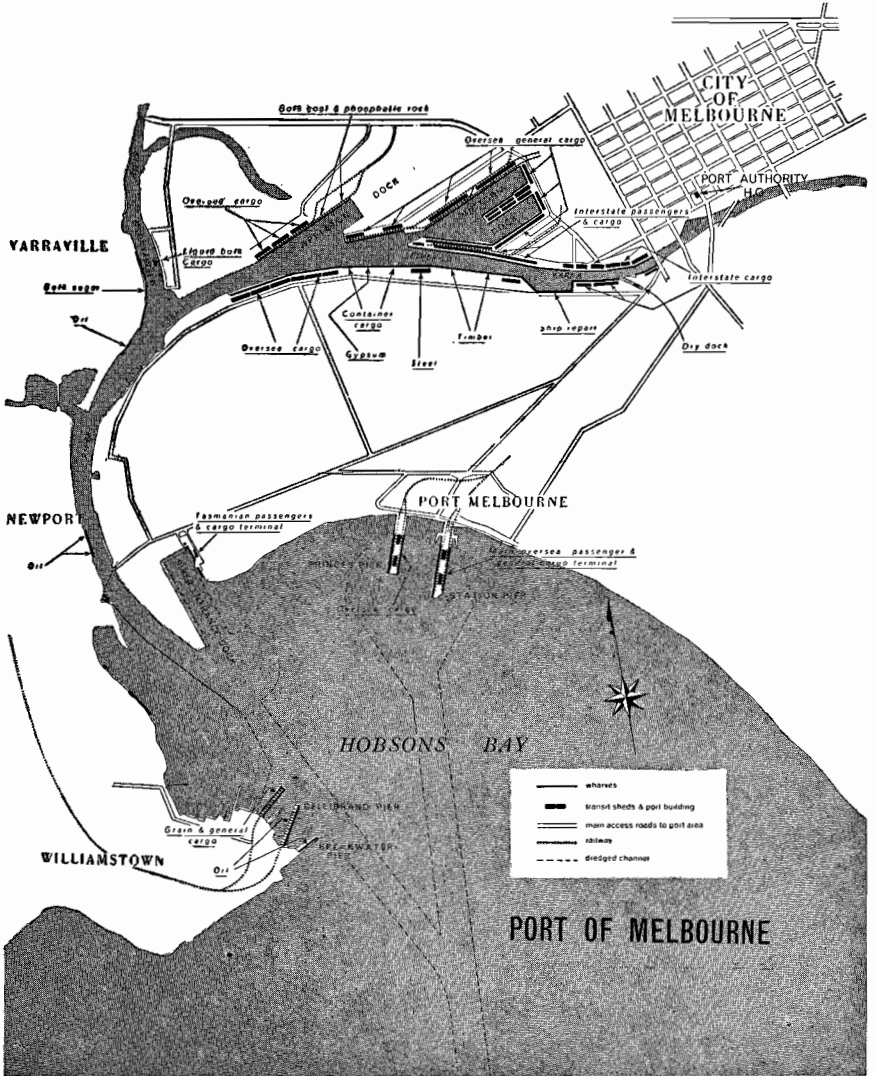


FIGURE 19.—Map showing shipping entrance to Melbourne and port berthage.

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1960 to 1964 :—

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

Particulars	1960	1961	1962	1963	1964
<b>REVENUE</b>					
Wharfage and Tonnage Rates .. ..	4,984	4,608	4,884	5,442	7,145
Rent of Sheds .. ..	210	190	208	326	637
Special Berth Charges .. ..	304	296	362	428	456
Rent of Lands .. ..	442	560	610	662	666
Crane Fees .. ..	1,360	1,296	1,296	1,436	1,613
Other .. ..	596	632	598	676	796
<b>Total Revenue .. ..</b>	<b>7,896</b>	<b>7,582</b>	<b>7,958</b>	<b>8,970</b>	<b>11,312</b>
<b>EXPENDITURE</b>					
Administration and General Expenses	434	442	474	500	710
Port Operating Expenses .. ..	1,590	1,610	1,768	1,916	2,160
Maintenance—					
Dredging .. ..	938	1,308	822	846	1,326
Harbour .. ..	64	70	60	90	75
Wharves .. ..	482	594	656	494	502
Approaches .. ..	58	64	72	78	90
Railways .. ..	50	56	46	32	44
Cargo Handling Equipment .. ..	248	250	244	288	304
Other Properties .. ..	50	90	44	48	38
Interest .. ..	1,172	1,300	1,384	1,440	1,482
Depreciation and Renewals .. ..	1,004	326	882	1,386	1,647
Insurance .. ..	278	82	86	160	165
Sinking Fund .. ..	362	522	404	458	1,150
Payments to Consolidated Revenue	1,004	930	984	1,100	1,437
Other .. ..	10	8	6	20	*
<b>Total Expenditure .. ..</b>	<b>7,744</b>	<b>7,652</b>	<b>7,932</b>	<b>8,856</b>	<b>11,132</b>
<b>Net Surplus (+) or Deficit (—) ..</b>	<b>+152</b>	<b>—70</b>	<b>+26</b>	<b>+114</b>	<b>+181</b>
<b>CAPITAL OUTLAY</b>					
Land and Property .. ..	130	328	100	82	253
Reclamation .. ..	30	64	24	56	23
Deepening Waterways .. ..	230	132	536	592	154
Wharves and Sheds Construction ..	1,540	1,244	878	970	1,423
Cargo Handling Equipment .. ..	262	150	72	116	294
Approaches Construction .. ..	20	52	214	142	361
Floating Plant .. ..	180	548	618	152	59
Other Works, &c. .. ..	144	180	176	306	253
<b>Total Capital Outlay .. ..</b>	<b>2,536</b>	<b>2,698</b>	<b>2,618</b>	<b>2,416</b>	<b>2,821</b>
<b>Loan Indebtedness at 31st December</b>	<b>28,398</b>	<b>28,482</b>	<b>29,750</b>	<b>29,836</b>	<b>29,773</b>

\* Under \$500

### Geelong Harbor Trust

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 26 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.

During 1965 two new berths came into operation—one at Corio Quay South for general cargo, the other, at Point Henry, for bulk discharge of alumina. A modern dry bulk berth equipped with 4 to 7½ ton kangaroo cranes giving an initial discharge rate of 1,000 tons per hour was commenced during 1965.

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

Particulars of the financial operations of the Geelong Harbor Trust for the years 1960 to 1964 are shown in the following table :—

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

(\$'000)

Particulars	1960	1961	1962	1963	1964
<b>REVENUE</b>					
Wharfage, Tonnage, and Special					
Berth Rates .. .. .	1,796	1,854	1,996	2,156	2,284
Rents, Fees, and Licences .. .. .	32	32	32	36	38
Freezing Works and Abattoirs .. .. .	34	34	36	44	50
Other .. .. .	438	510	514	596	730
<b>Total Revenue .. .. .</b>	<b>2,300</b>	<b>2,430</b>	<b>2,578</b>	<b>2,832</b>	<b>3,102</b>
<b>EXPENDITURE</b>					
Management Expenses .. .. .	248	240	242	252	272
Maintenance—					
Wharves and Approaches .. .. .	38	46	42	82	70
Harbour .. .. .	82	82	74	78	78
Floating Plant .. .. .	12	16	20	10	24
Other .. .. .	12	12	16	22	22
Interest on Loans .. .. .	282	278	310	320	344
Sinking Fund .. .. .	58	56	62	60	72
Depreciation Provision .. .. .	316	332	378	394	414
Other .. .. .	416	448	460	518	618
<b>Total Expenditure .. .. .</b>	<b>1,464</b>	<b>1,510</b>	<b>1,604</b>	<b>1,736</b>	<b>1,914</b>
Net Surplus .. .. .	836	920	974	1,096	1,188

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

Particulars	1960	1961	1962	1963	1964
<b>CAPITAL OUTLAY (NET)</b>					
Floating Plant .. .. .	56	170	72	178	592
Land and Property .. .. .	68	112	54	84	104
Deepening Waterways .. .. .	..	234	652	636	228
Wharves and Approaches .. .. .	412	850	364	498	898
Other .. .. .	28	44	6	34	30
<b>Total Capital Outlay .. .. .</b>	<b>564</b>	<b>1,410</b>	<b>1,148</b>	<b>1,430</b>	<b>1,852</b>
<b>LOAN INDEBTEDNESS AT 31ST DECEMBER</b>					
State Government .. .. .	300	294	234	234	228
Public .. .. .	5,490	5,300	5,900	5,878	6,958
<b>Total Loan Indebtedness .. .. .</b>	<b>5,790</b>	<b>5,594</b>	<b>6,134</b>	<b>6,112</b>	<b>7,186</b>

### Portland Harbor Trust

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 three wharves providing berths for four 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 of these berths. A new oil tanker berth was brought into commission during 1963, from which petroleum products are pumped to bulk terminals at North Portland.

Completion of the Trust's million bushel bulk grain terminal, and the opening of Portland as a major wool selling centre, are both facets of current development which must result in increased trade and commerce through the port.

In the meantime, the Port Authority is keeping pace with these significant developments by undertaking a further construction programme that will provide additional berthing facilities.

To 30th June, 1964, total outlay on fixed assets in existence at that date amounted to \$15.1 mill.

During the year 1963-64, shipping using the Port handled 339,136 tons of cargo.

Particulars of the financial operations of the Portland Harbor Trust for the years 1959-60 to 1963-64 are set out in the following table:—

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

Particulars	1959-60	1960-61	1961-62	1962-63	1963-64
<b>REVENUE</b>					
Wharfage Rates .. .. .	72	74	98	126	130
Tonnage Rates .. .. .	10	12	16	22	22
Shipping Services .. .. .	8	12	36	44	42
State Government Grant .. .. .	386	648	604	498	646
Other .. .. .	18	28	54	64	86
Total Revenue .. .. .	494	774	808	754	926
<b>EXPENDITURE</b>					
Administration .. .. .	24	38	48	64	58
Maintenance .. .. .	30	44	94	80	60
Shipping Services .. .. .	6	16	48	70	74
Depreciation .. .. .	2	2	14	14	16
Interest on Loans .. .. .	404	480	512	562	562
Sinking Fund .. .. .	42	48	44	42	42
Other .. .. .	8	6	4	2	2
Total Expenditure .. .. .	516	634	764	834	814
Net Surplus (+) or Deficit (-) .. .. .	-22	+140	+44	-80	+112
Fixed Assets at 30th June .. .. .	11,210	12,878	13,570	14,034	14,332
Loan Indebtedness at 30th June—					
State Government .. .. .	3,210	3,714	4,092	4,092	4,092
Public .. .. .	8,402	9,250	9,794	10,274	10,952
Total Loan Indebtedness .. .. .	11,612	12,964	13,886	14,366	15,044

**Lighthouses, 1964**

**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 stimulated 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.



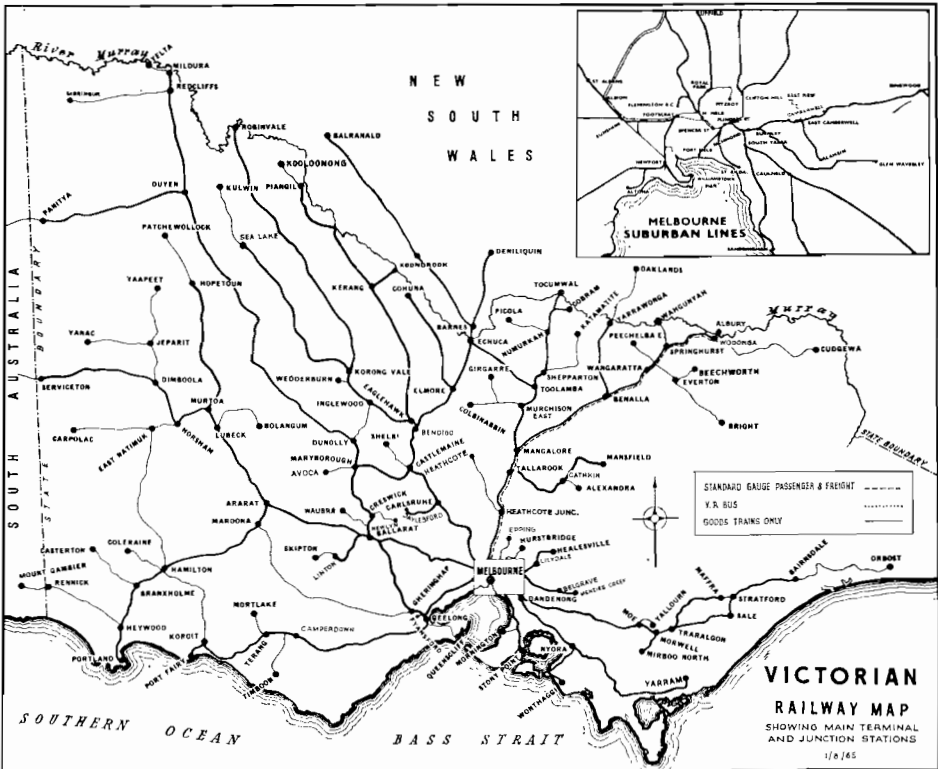


FIGURE 20.

**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 (650 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 many on mainline country trains are of steel construction and air-conditioned; but a number of excursion and corridor 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 Ashburton (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 reopened in 1948); Fawkner to Upfield (reopened in 1959); Ferntree Gully to Belgrave (converted to broad gauge and electrified in 1962); and Lalor to Epping (reopened in 1964).

The line from Essendon to Sandringham was converted from steam to electric traction in 1919, and four years later the electrification of Melbourne suburban railways, as originally planned, was completed. 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 services.

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

Parcels sent by passenger trains are a large revenue earner.

#### *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 at Melbourne and Wodonga has facilitated the interstate railing of Victorian goods and extended the advantages of standard gauge throughout Victoria for many classes of freight. The volume of standard gauge freight is increasing from year to year.

#### *Developmental Programme*

The Victorian Railways are pursuing a policy within the limits of available finance, 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 automatic signalling between Essendon—Broadmeadows, and between Moorwell ; duplication work between Richmond—Burnley, and between Newport South—Rock Loop on the Geelong line ; and the development of the Dynon 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.

Under the *Railways (Funds) Act 1961*, the Victorian Railways Department had been relieved of liability for interest and sinking fund payments on capital invested in the railways, and a "Railway Equalization Account" was set up, to which was to be credited the excess of revenue over operating expenses in any year, while any moneys standing to the credit of this account would be available for the purpose of supplementing railway income in any year in which the income fell short of operating expenses. This legislation operated for three years but by the *Railways (Funds) Act 1964*, a further amendment, while retaining the Equalization Account, restored the Department's liability for interest, sinking fund payments, and exchange on borrowings from 1st July, 1960.

#### Further References, 1961-65

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 747.

#### Capital Cost of Railways and Equipment

The 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 1960 to 1964 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		
1960 .. .. .	249,670	1,054	60	251,246
1961 .. .. .	270,032	1,418	40	271,870
1962 .. .. .	291,008	1,948	20	293,264
1963 .. .. .	302,402	2,224	14	304,856
1964 .. .. .	312,512	2,478	47	315,172

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1964, this amounted to \$135,000

\* Written down in accordance with *Railways (Finances Adjustment) Act 1936*, and allowing for depreciation since 1st July, 1937. Particulars are exclusive of the cost of stores and materials on hand and in course of manufacture.

At 30th June, 1964 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 \$87.5 mill.; of the narrow gauge \$0.01 mill.; and of the uniform gauge, \$7.0 mill.

#### Loan Liability and Interest

The face value of stock and bonds allocated to the Railway Department, as reduced in accordance with the *Railway (Finances*

*Adjustment) Act 1936*, amounted to \$330.8 mill. at 30th June, 1964. After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$41.1 mill.), the net liability on current loans outstanding at that date was \$289.7 mill.

The total liability of the State for railways construction, &c., as at 30th June, 1964 (which includes the liability referred to in the previous paragraph) was \$392.5 mill. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$59.8 mill.) together with cash at credit in the Fund (\$0.4 mill.) reduced the amount outstanding at the end of the year to a net liability of \$332.4 mill.

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. However, the *Railways (Funds) Act 1964* reimposed on the Railways, with effect from 1st July, 1964, the obligation to pay interest and debt charges on moneys borrowed for the purposes of the *Railways Act 1958* on and after 1st July, 1960. The total annual interest payable on the liability of \$332.4 mill. at 30th June, 1964, amounted to \$14.7 mill. at an average rate of \$4.414 per cent. Of this amount, the Victorian Railways are liable for \$2.9 mill. In addition, the State is required to pay a contribution of \$2.7 mill. at a rate of \$4.50 per cent. on cancelled securities.

Additional funds, which amounted to \$49.9 mill. at 30th June, 1964, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue, the National Recovery Loan, the Uniform Railway Gauge Trust Fund, and other funds. No interest is charged against railway revenue on these amounts with the exception that interest at 5 per cent. is payable to the Commonwealth on the repayable principal amount outstanding in respect of expenditure on the uniform gauge. (See page 621.)

### *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 1959-60 to 1963-64 are shown in the following table :—

#### VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30th June—	Number of Employees at End of Year			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
				\$'000
1960 .. .. .	19,587	9,302	28,889	62,228
1961 .. .. .	17,695	13,319	31,014	65,678
1962 .. .. .	17,624	11,356	28,980	68,914
1963 .. .. .	18,047	11,202	29,249	66,156
1964 .. .. .	17,848	10,349	28,197	69,087

### *Railways Route Mileage*

The route mileage of the railways (exclusive of road motor service route mileage) for each of the years 1959-60 to 1963-64 is 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.

It should be noted that the Victorian Railways operate certain services in New South Wales. At 30th June, 1964, the total length of these services was 204 route miles. This distance is included in the Single Track Broad Gauge Section of the table.

#### VICTORIA—RAILWAYS ROUTE MILEAGE (EXCLUDING ROAD MOTOR SERVICES)

Particulars	At 30th June—				
	1960	1961	1962	1963	1964
route miles					
LINES OPEN FOR TRAFFIC					
Single Track—Broad Gauge* ..	3,877	3,878	3,756	3,756	3,700
Narrow Gauge ..	34	34	34	8	9
Double Track—Broad Gauge* ..	367	367	426	426	425
Narrow Gauge ..	†	†	†	..	..
Other Multi-Track—Broad Gauge*	12	12	75	75	77
Total Route Mileage ..	4,290	4,291	4,291	4,265	4,211

\* Broad gauge refers to 5' 3" gauge track up to 1961; thereafter it also includes 4' 8½" gauge track and dual track.

† More than nil but less than half.

#### Railways Rolling Stock

The following table provides a description of the various types of rolling stock in service (exclusive of road motor rolling stock) for each of the years 1959–60 to 1963–64:—

#### VICTORIA—RAILWAYS ROLLING STOCK IN SERVICE (EXCLUDING ROAD MOTOR SERVICES)

Rolling Stock in Service	At 30th June—				
	1960	1961	1962	1963	1964
Locomotives—					
Steam .. ..	354	307	272	258	246
Electric .. ..	35	35	35	35	35
Diesel Electric .. ..	87	89	105	105	139
Other* .. ..	53	72	79	83	84
Total .. ..	529	503	491	481	504
Passenger Coaches—					
Electric Suburban .. ..	1,047	1,045	1,068	1,080	1,074
Other† .. ..	696	680	649	614	614
Total .. ..	1,743	1,725	1,717	1,694	1,688
Goods Stock ‡ .. ..	21,692	21,722	21,667	21,761	21,792
Service Stock .. ..	1,635	1,739	1,729	1,667	1,660

\* Other Locomotives comprise diesel hydraulic locomotives, cranes, rail motor diesel power units, and non-passenger carrying rail tractors.

† Passenger coaches owned jointly with New South Wales and South Australia have been excluded.

‡ All parcels and brake vans are included, and from 1962 onwards, standard gauge stock is included.

## Railways Traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1959-60 to 1963-64 is shown in the table below :—

**VICTORIA—RAILWAYS TRAFFIC (EXCLUDING ROAD MOTOR SERVICES)**

Traffic	During Year Ended 30th June—				
	1960	1961	1962	1963	1964
Traffic Train Mileage—Country '000	4,587	4,471	4,720	4,829	4,835
Suburban '000	7,999	7,902	8,296	8,303	8,369
Goods '000	5,695	5,858	5,887	6,345	6,909
<b>Total .. '000</b>	<b>18,282</b>	<b>18,232</b>	<b>18,902</b>	<b>19,477</b>	<b>20,113</b>
Passenger Journeys—Country '000	4,635	4,370	4,790	5,140	5,082
Suburban '000	153,659	145,558	147,977	147,587	148,313
<b>Total .. '000</b>	<b>158,294</b>	<b>149,929</b>	<b>152,768</b>	<b>152,727</b>	<b>153,396</b>
Goods and Livestock Carried '000 tons	9,687	10,977	10,350	10,841	12,132

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1959-60 to 1963-64 are shown in the following table :—

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

Class of Goods	Quantity Carried				
	1959-60	1960-61	1961-62	1962-63	1963-64
Grain—					
Barley .. .. .	165	248	175	177	177
Wheat .. .. .	938	1,902	1,902	1,887	2,368
Other .. .. .	199	272	289	318	307
Flour .. .. .	176	192	179	168	218
Fruit—					
Fresh .. .. .	138	119	112	111	109
Dried .. .. .	55	55	64	65	67
Beer .. .. .	119	121	121	119	124
Briquettes .. .. .	920	1,676	1,608	1,526	1,586
Cement .. .. .	475	491	473	468	573
Coal—					
Black .. .. .	290	222	245	205	219
Brown .. .. .	1,243	778	422	390	483
Galvanized Iron .. .. .	92	111	116	80	111
Iron, Steel Bar Rods, &c., Un- prepared .. .. .	229	323	206	404	448
Manures .. .. .	728	712	751	818	951
Petrol, Benzine, &c. .. .. .	200	203	205	207	195
Pulpwood .. .. .	110	106	91	97	83
Pulp and Paper .. .. .	133	130	138	141	128
Timber .. .. .	261	234	197	234	264
Wool .. .. .	151	133	134	115	132
All Other Goods .. .. .	2,658	2,657	2,658	3,018	3,277
<b>Total Goods .. .. .</b>	<b>9,280</b>	<b>10,685</b>	<b>10,086</b>	<b>10,548</b>	<b>11,820</b>
<b>Total Livestock .. .. .</b>	<b>407</b>	<b>292</b>	<b>264</b>	<b>293</b>	<b>312</b>
<b>Grand Total Goods and Livestock .. .. .</b>	<b>9,687</b>	<b>10,977</b>	<b>10,350</b>	<b>10,841</b>	<b>12,132</b>



*Railways Revenue and Expenditure*

The revenue and expenditure of the Railways Department during each of the five financial years 1959-60 to 1963-64 were as follows :—

**VICTORIA—RAILWAYS REVENUE AND EXPENDITURE**  
(**\$'000**)

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
<b>REVENUE</b>					
<b>Passenger, &amp;c., Business—</b>					
Passenger Fares .. ..	24,312	24,338	25,026	25,104	25,201
Parcels, Mails, &c. .. ..	2,750	2,808	2,810	2,894	3,044
Other .. ..	92	82	76	80	77
<b>Goods, &amp;c., Business—</b>					
Goods .. ..	42,318	50,530	48,724	50,470	56,121
Livestock .. ..	2,794	1,980	1,848	1,988	1,941
Miscellaneous .. ..	648	660	900	628	677
<b>Miscellaneous—</b>					
Dining Car and Refreshment Services .. ..	3,028	3,034	3,056	3,004	2,964
Rentals .. ..	1,370	1,416	1,536	1,568	1,588
Bookstalls .. ..	800	790	808	828	828
Advertising .. ..	186	212	200	210	219
Other .. ..	182	224	234	206	219
<b>Total Revenue .. ..</b>	<b>78,480</b>	<b>86,074</b>	<b>85,218</b>	<b>86,980</b>	<b>92,878</b>
<b>EXPENDITURE</b>					
<b>Working Expenses—</b>					
Way and Works .. ..	16,162	17,076	17,008	17,068	17,633
Rolling Stock .. ..	22,990	24,308	23,592	24,246	26,388
Transportation .. ..	25,200	26,034	27,564	27,958	28,857
Electrical Engineering Branch .. ..	3,974	4,140	4,222	4,234	4,328
Stores Branch .. ..	1,174	1,160	1,134	1,206	1,277
Pensions .. ..	3,940	4,254	4,516	4,658	4,797
Service Grants and Retiring Gratuities* .. ..	..	500	1,550	1,520	1,566
Contributions to Railway Renewals and Replacement Fund .. ..	400	400	400	400	400
Contributions to Railway Accident and Fire Insurance Fund .. ..	978	966	1,008	1,100	1,163
Pay-roll Tax .. ..	1,476	1,558	1,670	1,586	1,647
Long Service Leave .. ..	1,214	1,116	1,246	1,010	1,236
Other .. ..	1,724	†1,894	†2,048	†2,142	†2,344
<b>Total Working Expenses .. ..</b>	<b>79,232</b>	<b>83,406</b>	<b>85,958</b>	<b>87,128</b>	<b>91,636</b>
<b>Net Revenue .. ..</b>	<b>-752</b>	<b>+2,668</b>	<b>-740</b>	<b>-148</b>	<b>+1,243</b>

For footnotes see next page.

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

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
<b>EXPENDITURE—<i>continued</i></b>					
Debt Charges—					
Interest Charges and Expenses† ..	7,272	7,558	} \$	} \$	} \$
Exchange on Interest Payments and Redemption ..	348	380			
Contribution to National Debt Sinking Fund .. ..	416	422			
Net Result for Year ..	-8,788	-5,692	..	..	..
	Per Cent.				
Proportion of Working Expenses to Revenue .. .. .	101·0	96·9	100·9	100·2	98·7

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

† Including interest paid to Commonwealth under Railways Standardization Agreement, viz., 1961, \$85,770; 1962, \$160,084; 1963, \$216,832; and 1964, \$234,692.

‡ 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 1963-64 increased by \$5,900,000 compared with 1962-63. Total working expenses increased by \$4,508,000 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 \$1,840,692 for the year 1960-61, \$7,318 for 1961-62, and \$740,758 for 1963-64. To offset a deficit for the year 1962-63, an amount of \$419,168 was transferred to Railway revenue from the Equalization Account, leaving a balance of \$2,169,601 in the Account at 30th June, 1964. 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 1959-60 to 1963-64 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—				
	1960	1961	1962	1963	1964
Average Number of Miles Open for Traffic .. .. .	4,292	4,290	4,291	4,265	4,242
Gross Revenue per Average Mile Open .. .. . \$	18,266	20,046	19,842	20,376	21,878
Working Expenses per Average Mile Open .. .. . \$	18,226	19,406	19,998	20,398	21,572

*Road Motor Services*

The following table gives, for each of the five years 1959–60 to 1963–64, 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—				
	1960	1961	1962	1963	1964
Car Mileage .. ..	371,621	352,661	326,094	321,680	341,304
Passenger Journeys ..	1,571,445	1,372,891	1,308,416	1,252,167	1,243,820
Gross Revenue \$	84,526	79,730	74,768	73,648	72,800
Working Expenses \$	149,348	152,994	146,816	128,262	122,132
Interest Charges and Exchange \$	426	658	*	*	*
Capital Expenditure at End of Year (Less Depreciation Written Off) .. \$	59,638	39,984	20,410	14,452	46,962

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.

**Tramway and Omnibus Services***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.

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 1960-61 to 1963-64 are shown in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : REVENUE, EXPENDITURE, ETC.  
(\$'000)

Particulars	Year Ended 30th June—			
	1961	1962	1963	1964
<b>REVENUE</b>				
Traffic Receipts .. ..	17,766	17,190	16,770	16,474
Miscellaneous Operating Receipts	134	132	126	166
Non-operating Receipts ..	316	324	476	297
<b>Total Revenue ..</b>	<b>18,216</b>	<b>17,646</b>	<b>17,372</b>	<b>16,937</b>
<b>EXPENDITURE</b>				
Traffic Operation Costs ..	7,868	7,860	7,664	7,819
Maintenance of Permanent Way	800	798	772	770
Maintenance of Tramcars ..	2,252	2,188	2,042	2,055
Maintenance of Buses ..	710	822	754	744
Maintenance of Electrical Equipment of Lines and Sub-stations	382	410	410	433
Maintenance of Buildings and Grounds .. ..	194	186	246	254
Electric Traction Energy ..	986	964	924	908
Fuel Oil for Buses ..	206	228	230	213
Bus Licence and Road Tax Fees	20	22	22	21
General Administration and Stores Department Costs	906	908	904	996
Pay-roll Tax .. ..	296	300	292	297
Workers Compensation Payments	390	332	318	328
Depreciation .. ..	1,390	886	886	902
Non-operating Expenses ..	56	54	54	52
Provisions—				
Long Service Leave ..	228	240	234	225
Retiring Gratuities ..	396	426	412	434
Accrued Sick Leave ..	6	12	32	36
Public Risk Insurance ..	156	174	206	207
Interest on Loans ..	968	974	952	945
Obsolescence in Stores Stock ..	..	10	8	8
<b>Total Expenditure ..</b>	<b>18,210</b>	<b>17,794</b>	<b>17,362</b>	<b>17,646</b>
Net Surplus (+) or Deficit (—)	+6	—148	+10	—709
Capital Outlay .. ..	1,216	860	892	1,101
Loan Indebtedness at 30th June	19,438	19,340	18,324	18,497

Particulars relating to the tramway systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1959-60 to 1963-64 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling-Stock	Persons Employed
	miles		'000		\$'000		No.	
1960..	138	4	19,736	177,868	14,676	14,524	783	4,477
1961..	138	4	19,296	172,055	15,014	14,722	784	4,691
1962..	138	4	18,814	167,250	14,344	14,170	715	4,298
1963..	135	4	17,708	162,692	13,860	13,764	712	4,204
1964..	134	4	17,575	160,479	13,630	14,011	712	3,968

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 1959-60 to 1963-64 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

Year Ended 30th June—	Route Miles	Bus Mileage	Passenger Journeys	Operating Receipts	Operating Expenses	At 30th June—	
						Rolling-Stock	Persons Employed
		'000		\$'000		No.	
1960 ..	58	5,836	31,286	2,812	3,324	210	869
1961 ..	60	5,926	30,282	2,886	3,432	209	886
1962* ..	123	6,993	31,313	2,978	3,570	238	937
1963 ..	123	7,341	32,634	3,036	3,544	238	918
1964 ..	123	7,283	32,426	3,010	3,583	232	869

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

The following tables give an analysis of operating receipts, operating expenses, &c., for each of the five years 1959-60 to 1963-64 :—

**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	cents	cents	\$'000	cents	%
1960 .. ..	14,676	74·364	8·251	14,524	73·587	98·955
1961 .. ..	15,014	77·809	8·726	14,722	76·296	98·056
1962 .. ..	14,344	76·239	8·576	14,170	75·316	98·790
1963 .. ..	13,860	78·272	8·519	13,764	77·731	99·309
1964 .. ..	13,630	77·551	8·493	14,011	79·721	102·799

**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	cents	cents	\$'000	cents	%
1960 .. ..	2,812	48·195	8·990	3,324	56·945	118·154
1961 .. ..	2,886	48·706	9·532	3,432	57·927	118·932
1962 .. ..	2,978	42·590	9·511	3,570	51·045	119·851
1963 .. ..	3,036	41·356	9·303	3,544	48·281	116·743
1964 .. ..	3,010	41·329	9·283	3,583	49·196	119·034

*Metropolitan Private Omnibus Services*

A summary of the activities of omnibus systems operated by private enterprise in the Melbourne Metropolitan Area for the year 1963-64 are given in the following table :—

**VICTORIA—METROPOLITAN AREA OF MELBOURNE :  
PRIVATE MOTOR OMNIBUS SERVICES, 1963-64**

Particulars	Year 1963-64
Number of Omnibuses at End of Year :—	
Operating .. ..	686
Substitute .. ..	61
Omnibus Miles Run .. .. .	20,584
Passenger Journeys .. .. .	86,333
Gross Revenue .. .. .	6,810
Value of Omnibuses .. .. .	2,096
Value of Other Equipment .. .. .	78
Number of Drivers Employed .. .. .	936

*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 1959-60 to 1963-64 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 Em- ployed
	Double	Single						
	miles		'000		\$'000		No.	
1960..	5	18	848	6,201	200	538	48	187
1961..	5	18	844	6,071	202	560	47	185
1962..	5	18	841	6,005	196	568	47	185
1963..	5	18	839	5,583	210	558	46	183
1964..	5	18	840	4,945	244	605	46	191

**Further References, 1961-1963**

**Motor Vehicles**

*Registration, 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.

With the exception that driver or rider licence fees were increased to £1 (\$2.00) as from 1st January, 1965, fees payable in respect of the year ended 30th June, 1965, remained unaltered from those obtaining in the previous year. (See Victorian Year Book 1965, page 764.) As from 1st July, 1965, however, amendments were made to most rates of registration.

The following is a brief summary of the annual fees payable in respect of the principal types of registration and for the licensing of drivers and riders as from 1st July, 1965 :—

Type of Registration or Licence	Annual Rate
Motor Cycle (without trailer, &c.) ..	£1 17s. (\$3.70).
Motor Cycle (with trailer, &c. attached)	£2 15s. (\$5.50).
Motor Car (private use) .. ..	5s. 6d. (\$0.55) for each power-weight unit*.
Motor Car (private and business use) ..	6s. 6d. (\$0.65) for each power-weight unit*.
Trailer (attached to motor car) ..	£2 4s. (\$4.40) to £8 16s. (\$17.60) 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. (\$15.00).
Motor Car (used for carrying passengers or goods for hire or in the course of trade).	From 8s. 6d. (\$0.85) to 19s. 6d. (\$1.95) 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. (\$0.30) to 11s. (\$1.10) 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).	£12 4s. 6d. (\$24.45) (Unless a lower fee would otherwise have been payable.)
Driver or Rider Licence .. ..	£1 (\$2.00) (An additional fee of £1 (\$2.00) is payable by all applicants for new licences.)
Instructors' Licences .. ..	£10 (\$20.00) issued for a period of three years.

\* The number of power-weight units is that number which is equal to the sum of the horsepower 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 £5 10s. (\$11.00).



The following table shows the number of motor vehicles on the register by type at the end of each of the years 1955, 1962 (census years), 1963 and 1964. 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	1964
Cars * .. .. .	422,543	611,496	645,366	676,890
Station Wagons .. .. .	5,690	69,528	89,552	112,437
Utilities .. .. .	75,721	94,470	95,211	94,558
Panel Vans .. .. .	19,913	31,328	32,096	33,129
Trucks † .. .. .	70,362	79,482	82,214	85,661
Omnibuses .. .. .	2,580	3,409	3,603	3,815
Total (Excluding Motor Cycles)	596,809	889,713	948,042	1,006,490
Motor Cycles § .. .. .	26,406	15,802	14,518	13,051
GRAND TOTAL .. .. .	623,215	905,515	962,560	1,019,541

\* 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 1959–60 to 1963–64, the number of drivers' and other licences issued, and the total revenue received at the Motor Registration Branch of the Police Department :—

VICTORIA—DRIVERS' ETC., LICENCES IN FORCE AND  
REVENUE RECEIVED

Particulars	At 30th June—				
	1960	1961	1962	1963	1964
LICENCES IN FORCE					
Drivers' and Riders' Licences .. .. .	967,952	1,032,431	1,079,751	1,112,750	1,162,448
Dealers' Licences ..	1,328	1,342	1,263	1,262	1,354
REVENUE					
Total Revenue Received during Year Ended 30th June \$'000	22,098	22,538	23,334	25,176	27,433

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	
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
1964..	68,083	23,418	6,747	4,179	6,311	371	109,109	864

\* Includes ambulances and hearses.

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

§ Includes motor-scooters.

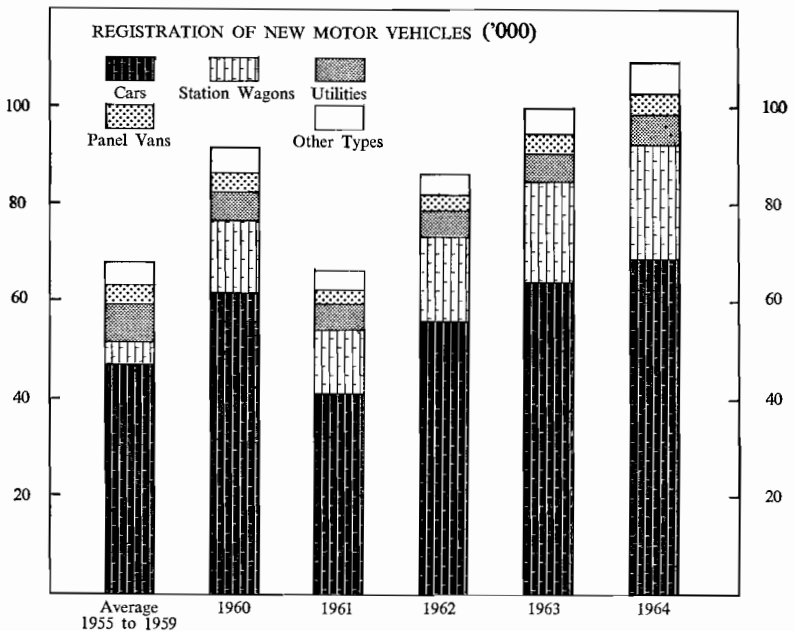


FIGURE 21.—Graph showing new motor vehicle registrations, 1955 to 1964.

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		
	1962	1963	1964	1962	1963	1964
Austin .. ..	1,351	931	615	673	577	304
Chevrolet .. ..	540	716	675	3	2	17
Chrysler .. ..	2,180	3,689	5,620	..	225	2,443
Datsun .. ..	72	180	536	92	123	176
Fiat .. ..	504	428	373	34	33	42
Ford .. ..	10,911	10,739	10,665	5,328	4,255	3,296
Hillman .. ..	1,506	1,159	2,003	252	265	203
Holden .. ..	19,595	23,139	22,453	10,371	13,859	14,835
Humber .. ..	525	1,081	917	2	3	1
Mercedes Benz .. ..	394	412	390	..	..	..
Morris .. ..	6,894	7,970	9,051	56	3	..
Nissan .. ..	1	220	177	..	29	125
Rambler .. ..	82	264	341	33	57	55
Simca .. ..	491	571	352	395	312	166
Studebaker .. ..	433	625	490	46	62	37
Toyota .. ..	..	106	917	1	32	387
Triumph .. ..	364	295	355	..	..	..
Vauxhall .. ..	1,678	1,814	2,057	5	6	48
Volkswagen .. ..	4,819	5,316	7,305	81	605	1,063
Wolseley .. ..	999	1,276	876	..	..	..
Other .. ..	2,289	1,980	1,915	206	359	220
Total .. ..	55,628	62,911	68,083	17,578	20,807	23,418

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	1963				1964			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin ..	3	2	388	393	..	3	381	384
Bedford ..	8	88	2,142	2,238	14	130	2,276	2,420
Commer ..	3	267	228	498	2	268	390	660
Datsun ..	195	17	9	221	280	55	3	338
Dodge ..	153	14	362	529	157	28	546	731
Ford ..	1,322	599	623	2,544	1,384	569	738	2,691
Holden ..	3,550	1,558	..	5,108	3,645	1,615	..	5,260
International ..	374	62	1,182	1,618	265	77	1,344	1,686
Land Rover ..	367	..	2	369	314	..	3	317
Morris ..	49	269	72	390	4	726	81	811
Toyota ..	95	3	43	141	320	7	185	512
Volkswagen ..	150	541	34	725	137	643	45	825
Other ..	256	16	515	787	225	58	690	973
Total ..	6,525	3,436	5,600	15,561	6,747	4,179	6,682	17,608

\* 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.

In December, 1963, the Commercial Goods Vehicles Act was amended to :—

- (1) Enable a decentralized industry approved as such by the Minister of State Development to obtain an “ As of Right ” licence for the carriage of own goods and materials throughout the State of Victoria, and
- (2) require the Board in considering an application for a discretionary licence to authorize the movement of goods for an industry located beyond a 50 miles radius from Melbourne, to take into account the relative costs and convenience of the available forms of transport and the disadvantage suffered or likely to be suffered by that industry because of its location.

There was an increase in the number of licences issued for commercial goods vehicles during the year ; of the 4,204 additional commercial goods vehicle licences, 3,695 were issued “ as of right ”.

Cost of omnibus operations have increased during the year, primarily on account of increases in wages. Generally, fares remained unaltered.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during the year was 136,622. This was 7,834 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, 1964, 24,461 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, 1964, there were 734 tow trucks specially licensed. During the year, 553 applications were recorded from tow truck drivers wishing to be issued with driving certificates. A number of these were 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 1959-60 to 1963-64 :—

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

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
Temporary Licences—			No.		
Commercial Passenger Vehicles .. ..	114	114	161	172	192
Commercial Goods Vehicles .. ..	786	1,025	2,621	1,187	1,224
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles .. ..	5,622	5,773	5,797	5,832	5,871
Commercial Goods Vehicles .. ..	5,861	7,005	7,226	8,044	8,516
Licences Issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.—					
Melbourne .. .. .	12,176	12,607	12,772	13,140	13,466
Ballarat .. .. .					
Bendigo .. .. .	1,456	1,465	1,439	1,527	1,594
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	7,991	7,879	7,259	7,066	7,171
Primary Producers (vehicles over 2 tons capacity)	14,359	15,131	15,428	15,857	16,680
Commercial Goods Vehicles owned by butter and cheese factories .. .. .	759	811	824	915	787
Commercial Goods Vehicles authorized to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	35,690	37,370	38,499	40,756	42,108
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..					
Racehorse Floats .. .. .					
Tank Waggon for carriage of petroleum products .. .. .	8,397	8,882	8,139	9,930	10,857
Commercial Travellers' Cars .. .. .					
Commercial Goods Vehicles operated by authorized decentralized industries .. ..					223*
Additional Licences to Commercial Goods Vehicles to carry passengers .. .. .	87	85	79	72	64
<b>Total Licences Issued .. .. .</b>	<b>93,298</b>	<b>98,147</b>	<b>100,244</b>	<b>104,498</b>	<b>108,753</b>

For footnote see next page.

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

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
	\$'000				
Financial Transactions—					
Revenue .. .. .	1,342	1,438	1,444	1,542	1,680
Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters) .. .. .	1,170	1,276	1,302	1,296	1,390
Balance .. .. .	172	162	142	246	290
Road charges collected and transferred direct to Country Roads Board .. .. .	4,238	4,510	4,526	4,924	5,630
Motor Boat registration fees collected and paid to Tourist Fund .. .. .	..	..	88†	110	134

\* Amendment to Commercial Goods Vehicles Act, December, 1963.

† Registration of motor boats commenced January, 1962.

### Traffic Commission

#### General

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

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

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

The Commission advises municipal councils of the standards required for traffic control items and on matters relating to the control of traffic. The principal traffic control items in use in Victoria as at 30th November, 1964 were :—

- 301 stop-go traffic signals at intersections ;
- 207 pedestrian-operated stop-go signals not controlling an intersection ;
- 301 pedestrian crossings ; and
- 1,099 school crossings.

#### Accident Analyses

The Commission carries out detailed analyses of information recorded on accident report forms made out by the Police Department.

During 1964, analyses of information about the wearing of seat belts showed that of the drivers who had seat belts available, 64 per cent. were wearing them when they were involved in an accident, and that if a driver were wearing a seat belt when he was involved in an accident, his chance of being injured at all was reduced by 30 per cent. in built-up areas and by 22 per cent. in open country areas. Use of a seat belt reduced by 60 per cent. a driver's likelihood of being killed if he were involved in an accident.

**Accident Reporting by Traffic Commission, 1963, 1964  
Road Traffic Legislation, 1965**

### 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 162.

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

Year Ended 30th June—	Accidents Involving Casualties	Persons Killed	Persons Injured
<b>METROPOLITAN AREA</b>			
1960 .. .. .	8,035	313	10,166
1961 .. .. .	8,024	367	10,461
1962 .. .. .	7,646	398	9,972
1963 .. .. .	8,180	397	10,763
1964 .. .. .	8,790	422	11,676
<b>REMAINDER OF STATE</b>			
1960 .. .. .	4,232	385	6,429
1961 .. .. .	4,116	406	6,296
1962 .. .. .	3,993	420	6,102
1963 .. .. .	4,150	406	6,386
1964 .. .. .	4,277	416	6,725
<b>VICTORIA</b>			
1960 .. .. .	12,267	698	16,595
1961 .. .. .	12,140	773	16,757
1962 .. .. .	11,639	818	16,074
1963 .. .. .	12,330	803	17,149
1964 .. .. .	13,067	838	18,401

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 1961-62 to 1963-64 :—

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

Description	1961-62		1962-63		1963-64	
	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrian .. ..	240	2,411	246	2,478	270	2,617
Driver of Motor Vehicle Other than Motor Cycle	283	5,416	279	6,060	279	6,590
Motor Cyclist ..	16	569	19	527	12	437
Passenger (Any Type) ..	237	6,494	212	6,898	217	7,561
Pedal Cyclist .. ..	38	1,111	42	1,115	56	1,101
Other .. .. .	4	73	5	71	4	95
Total .. .. .	818	16,074	803	17,149	838	18,401

Particulars of victims of road traffic accidents during the years 1961-62 to 1963-64 are shown according to age in the following table :—

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

Age Group (Years)	1961-62		1962-63		1963-64	
	Killed	Injured	Killed	Injured	Killed	Injured
Under 5 .. .. .	30	596	27	605	31	644
5 and under 7 ..	6	402	11	408	17	428
7 and under 17 ..	59	2,205	59	2,264	76	2,412
17 and under 21 ..	92	2,596	95	2,882	95	3,460
21 and under 30 ..	162	3,312	110	3,698	123	3,905
30 and under 40 ..	119	2,370	97	2,465	112	2,458
40 and under 50 ..	77	1,763	106	1,865	97	1,914
50 and under 60 ..	87	1,295	94	1,394	103	1,493
60 and over .. ..	174	1,321	197	1,326	177	1,396
Not Stated .. ..	12	214	7	242	7	291
Total .. .. .	818	16,074	803	17,149	838	18,401



### Australian Road Safety Council

In 1947–48, the Australian Transport Advisory Council (consisting of each of the State Transport Ministers together with Commonwealth Ministers with direct interests in transport matters) established the Australian Road Safety Council as one of its Committees. The function of the Australian Road Safety Council is to advise the Australian Transport Advisory Council and promote road safety within the broad policies decided upon by the latter.

The Australian Road Safety Council is administered by the Commonwealth Department of Shipping and Transport and has a staff of officers from that Department headed by an Executive Director. Each State has a representative on the Council.

The objectives of the Australian Road Safety Council are :—

- (1) To conduct a continuous programme of public education aimed at improving the knowledge, skills, attitudes, and practices of all classes of road users ;
- (2) to encourage a better understanding and observance of State and Commonwealth traffic laws by road users ;
- (3) to stimulate greater public interest, support, and active participation in road accident prevention ;
- (4) to co-ordinate, in a balanced programme, the Commonwealth and State public education campaigns and to integrate, with these campaigns, the support accorded by non-governmental bodies and the general public ;
- (5) to collect, collate, publish, and distribute educational and informative data regarding road accidents ; and
- (6) to advise on specific road safety matters referred to it by the Australian Transport Advisory Council.

The Commonwealth Government finances the Australian Road Safety Council by means of an annual grant of \$300,000. In turn, the Australian Road Safety Council allocates \$100,000 to the States, of which Victoria, in 1963–64, received a grant of \$20,000. This grant was made to the National Safety Council of Australia (Victorian Road Safety Division).

The Victorian Road Safety Division also receives a State Government subsidy of \$16,000 for the purpose of promoting road safety in the State of Victoria. The Australian Road Safety Council and the Victorian Road Safety Division co-operate in a programme of State wide campaigns directed at specific objectives, of which the 1964 seat belt campaign and the mid-year pedestrian campaign are typical examples.

### Civil Aviation

#### *Control of Aviation*

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

The functions performed by the Department include the following :—

- (1) The registration and marking of aircraft ;
- (2) the determination and enforcement of airworthiness requirements for aircraft and the issue of certificates of airworthiness, certificates of type approval, and supervision of aircraft design ;
- (3) the licensing of pilots, navigators, aircraft radio operators, flight engineers, and aircraft maintenance engineers ;
- (4) the licensing of airline, aerial work, and charter operators and supervision of their activities ;
- (5) the provision and maintenance of aeronautical communications, navigation aids, aerodromes, and landing grounds ;
- (6) the establishment and operation of Air Traffic Control, Aeronautical Information, and Search and Rescue Services ; and
- (7) the investigation of aircraft accidents, incidents, and defects.

#### *Aerodromes*

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

Construction of a new \$32 mill. airport for Melbourne to accommodate international and domestic aircraft is under way at Tullamarine. An aerodrome under construction by the shire authority at Portland to serve local needs is scheduled for completion in 1965.

All the licensed aerodromes, except the Latrobe Valley aerodrome, are licensed to the local government authority. Under the Aerodrome Local Ownership Plan assistance is given to local authorities to maintain licensed aerodromes, on \$1 for \$1 basis. Similarly, assistance is given the Local Authority to develop aerodromes which are or will be served by a regular public transport service. Local authorities which have received developmental assistance include Corryong, Horsham, Mildura, Portland, and Warrnambool. The assistance authorized by the Commonwealth to Victorian local authorities for aerodrome works in the year ending 30th June, 1965, amounts to \$151,108 for development and \$24,400 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorized landing grounds which serve the needs of the growing numbers of light aircraft users throughout the State.

#### *Private Operations*

In this category, aircraft are used for the personal purposes of the owner. The extent of this activity within the State may be gauged from the fact that there are 145 aircraft registered in the private category and approximately 1,353 licensed private aeroplane pilots in Victoria.

*Aerial Work Operations*

Aerial survey, spotting, agricultural operations, advertising, flying training, aerial ambulance operations, and flying for government purposes are examples of the operations included in this category. In terms of hours flown, the most significant operations are agricultural (see page 764) and flying training. In 1964, 46,200 hours were flown by training organizations in Victoria. In the interests of encouraging flying for defence and commercial purposes, training organizations receive financial assistance from the Commonwealth. They receive direct assistance in the form of subsidy payments and provision of facilities and indirect assistance through the Australian Flying Scholarship Scheme under which, in 1964-65, 37 Victorian resident pilots commenced flying training.

*Charter Operations*

These consist of flights for the carriage of passengers or cargo for hire or reward, but which may not be notified to the general public as being operated between fixed terminals or to fixed schedules, or for the carriage of passengers or cargo between fixed terminals to fixed schedules in circumstances in which the accommodation in the aircraft is not available to members of the public. During the 1950's most charter operations were conducted in single engine aircraft, but there is now an increasing use of the modern small twin engine "executive" aircraft. There are now 47 Victorian based operators licensed to conduct charter operations and flying hours have increased, over a five-year period, from 1,825 in 1959 to 18,000 in 1964.

*Regular Public Transport*

The airline services are the most familiar type of commercial operation. In this category, aircraft are flown on regular services for public, passenger, or freight transport in accordance with fixed schedules. A network of regular interstate services is operated from Melbourne Airport by the two major Australian airlines. Intra-state services within Victoria are, however, limited to one airline.

The most significant change in regular public transport operations in recent years was brought about by the introduction of the Boeing 727 to domestic operations in November, 1964. Passenger movements which represent the total number of passengers embarking on and disembarking from regular public transport services are given below for 1964 for each Victorian aerodrome to which a regular public transport service operates :—

VICTORIA—PASSENGER MOVEMENTS, 1964

Airport	Passenger Movements	Airport	Passenger Movements
Melbourne—		Mallacoota ..	309
Domestic ..	1,496,507	Mildura ..	14,921
International ..	37,929	Nhill ..	847
Bairnsdale ..	1,725	Sale ..	779
Corryong ..	5,821	Swan Hill ..	1,069
Hamilton ..	7,002	Warracknabeal ..	1,241
Kerang ..	323	Warrnambool ..	5,567

Melbourne Airport continues to be unique in having the only regular public transport helicopter service between a capital city airport and the city area.

### *Gliding Clubs*

Gliding is carried out in the main by clubs which operate at Berwick, Benalla, Beaufort, Mildura, and Geelong. A Commonwealth subsidy is granted to clubs through the Gliding Federation of Australia.

### *Air Traffic Control*

Control of air traffic is maintained by the Department of Civil Aviation through its Air Traffic Control organization. This embraces the closely co-ordinated sections of Operational Control which concerns each individual flight ; Airport Control which applies to all movements on or within 20 miles of an aerodrome ; and Area Control which controls aircraft along the main air routes, particularly to ensure safe separation. In conjunction with Air Traffic Control, the Department maintains a wide range of Air Navigation Aids and a comprehensive Search and Rescue Organization. This is described in detail on pages 773-775 of the 1965 Victorian Year Book.

### *Aircraft Parts and Materials*

There are about 70 organizations in Victoria which have been approved by the Department of Civil Aviation to distribute aircraft parts, materials and fuel.

### *Aerial Agricultural Operations*

Aerial agriculture has grown rapidly in recent years and has now become a major industry. Measures have been introduced to eliminate unsuitable types of aircraft, to apply sensible limits to the hours flown on these operations, and to educate operators and pilots in the hazards of the work. As a result, there has been a remarkable improvement in the safety record for agricultural operations.

Spraying techniques were first attempted in Victoria in 1929 when aircraft of the Royal Australian Air Force were used to dust calcium arsenate over a pine forest near Ballarat. This chemical was used in an endeavour to control the ravages of the Lesser Moth.

The discovery of D.D.T. in 1941 opened up the possibility of combating malaria-carrying mosquitoes in the Pacific and other battle areas and led to the development of aircraft equipment suited to spraying solutions of this formula from the air. In consequence, at the end of the war pilots with knowledge of aerial spraying techniques were seeking employment at the same time as aircraft of war-time origin became available for disposal on the domestic market. By 1956, the annual acreage sprayed or dusted from the air in Victoria amounted to 190,000 acres.

In the post-war era the cheapest and most readily available aircraft adaptable for aerial agriculture was the De Havilland "Tiger Moth" (DH82) aircraft. Initially it formed the mainstay of the industry but, since 1956, when Tiger Moths operated in excess of 90 per cent. of the total agricultural hours, their contribution has fallen to the extent that, in 1963, DH82 operations represented only 7 per cent. of total agricultural aircraft operations in Victoria. The Tiger Moth aircraft was, by modern standards, inefficient. It afforded poor forward visibility, was difficult to manoeuvre on the ground, and relatively uncomfortable to fly. It carried a maximum payload of some 4 cwt., whereas modern agricultural single engine aircraft carry loads ranging from 8 to 22 cwt. and incorporate specialized design features directed towards improved safety and efficiency in agricultural operations. Although pilot technique which has been subject to intensive development from 1956 onwards has undoubtedly contributed to greater productivity, it is clear that the capacity of the modern type of aircraft has been a primary factor in the rapid growth of the industry.

In 1961 the Department of Civil Aviation introduced, for the first time, a special category of agricultural pilot rating which required applicants to pass both theoretical and practical flying and other examinations relevant to their proposed activities. These examinations cover the field care and maintenance of aircraft, aircraft performance, landing ground requirements, load limitations, load distribution, coverage rates, emergency procedures and weather, health and medical requirements.

Today, the acceptance of aircraft in the performance of agricultural work is well established in this State and the progress being made is reflected in the following Victorian statistics for the period 1960-1964 :—

#### VICTORIA—AERIAL AGRICULTURE

Particulars	1960	1961	1962	1963	1964 (Pre- liminary)
Superphosphate ('000 acres) ..	458	624	585	817	1,232
Seed Sown ('000 acres) .. ..	5	2	77	19	148
Insecticides, Herbicides ('000 acres)	177	242	198	291	359
Other Treatment ('000 acres) ..	59	63	68	63	75
Total Area ('000 acres) ..	699	931	928	1,190	1,814
Aircraft Hours Flown .. ..	8,140	9,500	7,240	10,400	12,490

## Civil Aviation Statistics

The following table shows particulars for 1964 of regular interstate and intrastate air services terminating in Victoria :—

**VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1964**

Particulars	Interstate	Intrastate	Total
Miles Flown .. .. . '000	19,802·2	323·7	20,125·9
Paying Passengers .. .. . '000	1,653·2	21·8	1,675·0
Passenger Miles .. .. . '000	688,391·5	3,788·6	692,180·1
Freight—			
Short Tons .. .. . '000	36,950·7	46·2	36,996·9
Ton Miles .. .. . '000	15,313·8	7·8	15,321·6
Mail—			
Short Tons .. .. . '000	3,866·0	17·5	3,883·5
Ton Miles .. .. . '000	1,888·9	2·7	1,891·6

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	1960	1961	1962	1963	1964
Registered Aircraft Owners ..	109	124	149	210	238
Registered Aircraft .. ..	330	279	307	387	395
Student Pilot Licences .. ..	582	679	852	1,005	1,500
Private Pilot Licences .. ..	608	693	757	866	1,210
Commercial Pilot Licences ..	190	195	187	214	266
Airline Pilot Licences .. ..	305	314	341	591	506
Aircraft Maintenance Engineers Licences .. .. .	645	648	681	651	662

**MELBOURNE AIRPORT**

Particulars	1961	1962	1963	1964
Domestic Aircraft Movements ..	37,599	36,354	39,928	46,918
Domestic Passengers Embarked ..	571,063	584,471	632,768	743,352
Domestic Passengers Disembarked ..	574,661	589,395	644,669	753,155
International Aircraft Movements ..	896	834	844	1,085
Passengers Arriving/Departing Overseas	21,661	23,045	28,831	37,929

**History of Civil Aviation, 1962**

**Classification of Flying Activities, 1964**

*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 employs, in Victoria, a staff of about 29,000 persons who provide, operate, and maintain its speedy and intricate systems of communications. Post Office facilities are available throughout Victoria at 328 official and 1,846 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, 1961***Postal, Mail, and Transport Services*

During 1964-65, \$396,000 was spent on new postal equipment to mechanize the Melbourne Mail Exchange and to meet an anticipated traffic in Victoria of 777 million postal articles. In addition, some six million telegrams were handled during the year, and \$380,000 was allotted for the installation of new equipment that will ensure the rapid transit of this traffic.

During 1964, new post offices were opened at Mornington, Carlton South, Boronia, Camberwell, Numurkah, Swan Hill, Wedderburn, and Drouin. Others were in course of construction at Glenroy and Chadstone.

Over a ten year period to the 30th June, 1964, the incidence of postal traffic handled in the Mail Exchange Branch, Melbourne, increased from 451.5 mill. to 798.4 mill. items, representing an increase of 76.8 per cent. The letter class component of traffic increased by 73.7 per cent., parcels by 33.7 per cent., other classes of postal articles by 104.2 per cent., whilst the number of registered articles decreased slightly. However, the number of staff employed increased by only 36.7 per cent.

In January, 1964, "Telepost"—a new type of unstaffed, self-service Post Office providing continuous postal facilities 24 hours a day, became available for use by the general public. Situated on the ground floor of Royal Mail House, Bourke Street, Melbourne, "Telepost" is a combination of public telephone booths, automatic vending machines that dispense stamps and postal stationery, coin change machines, and a triple aperture letter receiver for city, suburban, and oversea mail. (See Photographic Section)

The Departmental mail transport operations involve the management of a fleet of 356 vehicles and a staff of 360. Other transport activities include the operation of a car pool, the movement of bulk equipment, stores and cable, and poles by semi-trailer or truck to locations throughout the State.

The conveyance of mail under contract by non-departmental means represents a significant aspect of Transport Branch responsibilities. There are 1,161 of these services currently operating in Victoria, at a cost of \$1,232,000 per annum, involving a total travel of nearly 12 million miles each year.

#### *Telecommunication Services*

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

#### **Further Reference, 1962**

#### *Telephone Services*

##### *Subscriber Trunk Dialling Facilities*

The S.T.D. (Subscriber Trunk Dialling) facility enables subscribers to dial trunk calls without the assistance of an operator. The charge is measured on the actual duration of the conversation, and not on the three minute minimum charge that applies to calls connected manually. It is envisaged that, by 1976, 66 per cent. of trunk calls in Australia will be dialled by subscribers. During 1964, provision of S.T.D. from provincial centres to Melbourne was extended and further progress was made towards the introduction of the facility for city subscribers. A network of "broadband" bearer systems—both coaxial cable and radio—capable of carrying very large groups of trunk circuits is being developed. Equipment now being installed will enable some Melbourne subscribers to dial direct to subscribers at Bacchus Marsh, Ballarat, Bendigo, Dromana, Geelong, Mornington Zone, Morwell, Wangaratta, and Warragul.

##### *New Crossbar Network*

The eventual aim of the Post Office is to provide nation-wide dialling facilities for all telephone subscribers. With this plan in view, a new system of automatic switching known as Crossbar Switching, designed to facilitate the development of this project was brought into service in Melbourne in May, 1964 with the opening of a network of exchanges employing the new system.

Prior to the introduction of this method of switching, the standard equipment was the "step-by-step" system, whereby the desired connection was established one stage at a time, as each digit was dialled. The crossbar system delays the switching process until it has enough dialled information to determine the optimum route to the called exchange, and then rapidly sets up the whole call. The name "crossbar" is derived from the automatic selector switches, whose arrangement of vertical armatures and horizontal selecting bars present a lattice effect.



Crossbar equipment is modern in design and has many technical advantages, including greater reliability and ease of integration with modern switching systems in both local and trunk networks. Considerable economic savings in expensive underground cables are attained, because of the ability of this equipment to select the shortest route to a called exchange. Crossbar equipment has been adopted as the standard installation in automatic exchanges in Australia, and, by the end of 1964, eighteen exchanges had been so equipped in Victoria. The new crossbar network operates in conjunction with the step-by-step network of exchanges which has built up over a period of some forty years. Within ten years, the two telephone networks will be of equal size and will continue working side by side.

#### *New Equipment*

Electronic equipment used to derive additional telephone channels from one pair of wires has traditionally been provided in "packaged" 3, 4, or 12 channel units called "carrier systems". More recently equipment has become available which allows channels to be added singly up to a maximum of 10. These systems, known as rural carrier systems, provide channels of excellent quality at less than the cost of new wires and find great application in the remote regions. They require little space and can operate from the commercial power mains or from home lighting systems. Over 80 channels of this equipment are being added annually to the communication network.

#### *Other Developments*

During 1964-65 \$34.3 mill. was spent on new telephone services. This included plans to connect 90,000 new telephone services, and provide 1,100 new trunkline channels. The programme added an estimated 560,000 single wire miles of cable and wire to the Victorian network, which handled about 670 mill. telephone calls during the year.

New automatic exchanges were installed at Bairnsdale, Langwarrin, Horsham, and Monbulk, and small rural exchanges in fifteen country centres. In the Metropolitan Area, large telephone exchange installations were completed in several suburbs, and considerable extensions were made to the capacity of some existing exchanges.

There was a net increase of 32,811 in the number of telephone services connected, to bring the total number of services in Victoria to 601,714 as at 30th June, 1964. The number of telephone services connected during the year totalled 84,422, while those cancelled amounted to 51,611. A total of 12,127 applications were held waiting exchange lines to become available, but by October, 1964 this number was reduced to 7,418.

#### *Public Telex Calls*

A telex call service became available to members of the public during March, 1964, on a trial basis. As a result of this facility members of the public who do not subscribe to a teleprinter service can hire a machine at the Chief Telegraph Office for a specific call.

#### *Radio Communications*

Civil radio communication stations are licensed and controlled by the Radio Branch of the Telecommunications Division; there was a total of 14,948 in Victoria at the end of 30th June, 1964. Technical

standards for equipment design and performance have been set and these are rigidly enforced by regular inspection, by monitoring, and by frequent transmission checks.

The Australian Post Office, as a member of the International Telecommunications Union, observes and checks all radio transmissions received in Australia. During 1964, 23,521 frequency checks were made, and the results of these observations forwarded to the International Frequency Registration Board in Geneva, Switzerland.

Complaints by broadcast listeners and television viewers of interference to reception are also investigated, and these totalled 2,579 during 1964. Inspectors of the Radio Branch, acting on behalf of the Department of Shipping and Transport, inspected the radio installations aboard 258 vessels in the ports of Melbourne and Geelong during 1964.

#### Melbourne-Sydney Coaxial Cable, 1964

#### Television

The transmitter at Baranduda (A.M.A.V.1. Albury), was completed and operated late in 1964.

#### Victorian National Television Network, 1965

#### 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 1959-60 to 1963-64 are contained in the following table:—

#### VICTORIA—POSTMASTER-GENERAL'S DEPARTMENT: REVENUE AND EXPENDITURE (\$'000)

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963†	1964†
<b>REVENUE</b>					
Postage .. .. .	22,280	24,850	25,324	26,050	27,838
Money Order Commission .. .. .	588	602	598	628	654
Poundage on Postal Notes .. .. .	126	132	134	138	144
Private Boxes and Bags .. .. .	1,960	38	34	144	221
Miscellaneous* .. .. .					
<b>Total Postal .. .. .</b>	<b>24,954</b>	<b>25,622</b>	<b>26,090</b>	<b>26,960</b>	<b>28,857</b>
Telegraph .. .. .	3,376	3,662	3,812	3,574	3,900
Telephone.. .. .	42,222	48,338	49,960	52,706	58,735
<b>Total Revenue .. .. .</b>	<b>70,552</b>	<b>77,622</b>	<b>79,862</b>	<b>83,240</b>	<b>91,492</b>
<b>EXPENDITURE</b>					
<b>Salaries and Contingencies—</b>					
Salaries and Payments in the Nature of Salary	26,158	26,196	27,390	27,762	29,302
Administrative Expenses .. .. .	3,002	3,308	3,424	3,440	4,135
Stores and Material .. .. .	1,302	1,348	1,206	888	936
Mail Services .. .. .	1,816	1,862	1,962	1,994	2,098
Engineering Services (Other than New Works)	21,946	22,434	23,350	19,280	20,499
Rents, Repairs, Maintenance, Fittings, &c...	890	1,016	1,050	1,150	1,539
Proportion of Audit Expenses .. .. .	32	34	36	§	§
<b>New Works—</b>					
Telegraphs, Telephones, and Wireless .. .. .	21,208	21,498	23,706	31,524	34,273
New Buildings, &c. .. .. .	2,306	2,618	2,944	2,808	3,371
<b>Total Expenditure .. .. .</b>	<b>78,660</b>	<b>80,314</b>	<b>85,068</b>	<b>88,846</b>	<b>96,153</b>

\* In respect of the years 1960-61 to 1963-64, 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 1959-60 to 1963-64 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*	
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
1964	2,174	141	16,462	8,467	2,489	1,096	705	29,219

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

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1959-60 to 1963-64 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)
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POSTED FOR DELIVERY WITHIN THE COMMONWEALTH

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
1964 .. ..	555,636	2,498	84,536	4,789

DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH

1960 .. ..	31,220	421	13,081	453
1961 .. ..	35,387	484	13,098	442
1962 .. ..	40,530	787	12,743	441
1963 .. ..	56,794	932	13,415	448
1964 .. ..	62,816	982	14,379	477

TOTAL POSTED AND RECEIVED

1960 .. ..	473,826	3,659	87,690	4,926
1961 .. ..	516,486	3,595	83,819	4,858
1962 .. ..	529,966	3,740	87,107	4,927
1963 .. ..	575,926	3,893	91,826	5,221
1964 .. ..	618,452	3,480	98,915	5,266

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1959-60 to 1963-64 :—

### 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
1960.. ..	2,537	42,116	2,514	42,264	4,523	4,442	5,917	5,426
1961.. ..	2,445	45,838	2,519	46,200	4,016	4,022	5,467	5,082
1962.. ..	*2,526	47,420	*2,622	47,762	3,959	3,998	5,443	4,948
1963.. ..	†2,829	82,430	†2,721	82,324	4,145	4,218	5,730	5,282
1964.. ..	†2,943	89,614	†2,800	90,068	4,029	4,167	5,589	5,256

\* Estimated.

† Includes official money orders.

Of the money orders issued in 1963-64, 2,823,004 for \$88,830,246 were payable in the Commonwealth of Australia and 120,115 for \$783,492 in other countries. The orders paid included 2,758,370 for \$89,492,562 issued in the Commonwealth, and 41,544 for \$574,942 in other countries.

### Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1959-60 to 1963-64 :—

### VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
Number of Telegraph Offices (Including Railway Telegraph Offices) .. ..	2,303	2,294	2,268	2,261	2,228
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—					
Ordinary, Urgent, and Press .. ..	4,093	3,834	3,851	3,783	3,976
Lettergrams .. ..	13	10	9	11	7
Radiograms .. ..	6	6	6	5	6
Meteorological .. ..	140	147	160	164	167
Unpaid Telegrams Dispatched—					
Service .. ..	145	137	129	123	123
Total .. ..	4,397	4,134	4,155	4,086	4,279
Beyond the Commonwealth—					
Dispatched .. ..	499	488	488	475	557
Received* .. ..	428	430	424	400	427
Total .. ..	927	918	912	875	984
Total Number of Telegrams Dispatched and Received .. ..	5,324	5,052	5,067	4,961	5,263

\* Estimated.

Information relating to the telephone service is given below for the years 1959-60 to 1963-64 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1960	1961	1962	1963	1964
Telephone Exchanges .. .. .	1,783	1,764	1,744	1,723	1,680
Public Telephones .. .. .	6,052	6,306	6,498	6,829	7,121
Services in Operation .. .. .	469,750	508,567	536,229	568,946	601,714
Instruments Connected .. .. .	677,468	707,937	728,704	772,565	819,037
Instruments per 1,000 of Population ..	234·3	238·9	243·9	252·8	261·9

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1961 to 1964 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—			
	1961	1962	1963	1964
<b>Transmitting and Receiving—</b>				
<b>Fixed Stations*—</b>				
Aeronautical .. .. .	6	6	6	4
Services with Other Countries ..	14	13	13	13
Other .. .. .	153	179	186	221
<b>Land Stations†—</b>				
Aeronautical .. .. .	8	19	27	16
<b>Base Stations—</b>				
Land Mobile Services ..	752	860	947	1,061
Harbour Mobile Services ..	16	17	17	18
Coast‡ .. .. .	11	14	14	14
Special Experimental ..	60	95	114	135
<b>Mobile Stations§—</b>				
Aeronautical .. .. .	..	185	229	274
Land Mobile Services ..	6,913	8,096	9,658	11,049
Harbour Mobile Services ..	110	115	120	142
Ships .. .. .	..	283	328	370
Amateur Stations .. .. .	1,307	1,351	1,414	1,454
<b>Total Transmitting and Receiving .. .. .</b>	<b>9,350</b>	<b>11,233</b>	<b>13,073</b>	<b>14,771</b>
<b>Receiving Only—</b>				
Fixed Stations* .. .. .	191	173	178	177
Mobile Stations§ .. .. .	34	43	43	..
<b>Total Receiving Only .. .. .</b>	<b>225</b>	<b>216</b>	<b>221</b>	<b>177</b>
<b>Grand Total .. .. .</b>	<b>9,575</b>	<b>11,449</b>	<b>13,294</b>	<b>14,948</b>

\* 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 1959-60 to 1963-64 are shown below :—

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

Class of Licence	At 30th June—				
	1960	1961	1962	1963	1964
Broadcasting Stations* ..	20	20	20	20	20
Television Stations† ..	2	2	6	6	6
Broadcast Listeners ..	606,587	589,437	585,752	607,036	622,663
Television Viewers .. ..	353,091	401,395	460,558	530,256	581,286
Amateur .. .. .	1,258	1,307	1,351	1,414	1,454

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

† Exclusive of five 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 oversea 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 1963-64 totalled 1,079,202 paid minutes, as compared with 819,858 paid minutes in the previous year, an increase of 32 per cent.

During 1963-64 the number of words transmitted by overseas telegraph services totalled over 81 million.

Radiotelephone calls exchanged between subscribers in the Australian Post Office internal network and overseas subscribers totalled 1,375,615 paid minutes in 1963-64, an increase of 59 per cent. as compared with the previous year.

A total of 6,341 phototelegrams was handled during 1963-64.

The following tables give statistics of Australia's overseas radiotelephone services, and overseas cable and radio telegraph services over a five-year period. Statistics of services with the Australian Territories are not included.

**AUSTRALIA—OVERSEAS TELECOMMUNICATIONS COMMISSION : OVERSEA RADIOTELEPHONE SERVICES :  
NUMBER OF PAID MINUTES**

('000)

Particulars	Year Ended 31st March—				
	1960	1961	1962	1963	1964
<b>British Commonwealth Countries—</b>					
From Australia .. ..	160	174	176	260	431
To Australia .. ..	156	190	198	338	557
Total .. ..	316	364	374	598	988
<b>Non-British Countries—</b>					
From Australia .. ..	101	107	110	131	184
To Australia .. ..	86	104	122	135	204
Total .. ..	187	211	232	266	387
<b>All Countries—</b>					
From Australia .. ..	261	281	286	391	615
To Australia .. ..	242	294	320	473	761
Total .. ..	503	575	606	864	1,376

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

('000)

Particulars	Year Ended 31st March—				
	1960	1961	1962	1963	1964
<b>British Commonwealth Countries—</b>					
From Australia .. ..	22,314	24,231	22,099	25,588	23,978
To Australia .. ..	28,617	29,735	30,106	26,723	27,039
Total .. ..	50,931	53,966	52,205	52,311	51,016
<b>Non-British Countries—</b>					
From Australia .. ..	13,453	13,767	13,403	14,789	16,191
To Australia .. ..	10,375	11,352	11,288	12,844	13,830
Total .. ..	23,828	25,119	24,691	27,633	30,021
<b>All Countries—</b>					
From Australia .. ..	35,767	37,998	35,502	40,377	40,168
To Australia .. ..	38,992	41,087	41,394	39,567	40,869
Total .. ..	74,759	79,085	76,896	79,944	81,037

Further References, 1962  
Commonwealth Year Book, 1946