

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, etc., 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, etc., are included whether for industrial, commercial, farm, or private use.

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

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

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

| Commodity Group† | Number of Establishments | | Value of Retail Sales of Goods | | | |
|---|--------------------------|----------------|--------------------------------|------------------|------------------------|--------------|
| | | | Total | | Per Head of Population | |
| | 1956-57 | 1961-62 | 1956-57 | 1961-62 | 1956-57 | 1961-62 |
| | | | | | | |
| | | | \$'000 | | \$ | |
| Foodstuffs— | | | | | | |
| Groceries | 8,134 | 8,819 | 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, etc. | 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 |
| Beer, Tobacco, etc.— | | | | | | |
| 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 |
| Clothing, Drapery, etc.— | | | | | | |
| 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, etc. | 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 |
| Hardware‡, Electrical Goods, etc.— | | | | | | |
| Domestic Hardware, etc. | 2,713 | 3,247 | 34,272 | 39,904 | 13.0 | 13.4 |
| Radios, Radiograms, etc. | 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, etc. | 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, etc. | 2,142 | 2,303 | 20,976 | 34,058 | 8.0 | 11.6 |
| Furniture and Floor Coverings— | | | | | | |
| 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 |
| Other Goods— | | | | | | |
| 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 |
| Total (Excluding Motor Vehicles, etc.) | \$ | \$ | 1,202,432 | 1,517,160 | 458.0 | 512.6 |
| Motor Vehicles, etc.‖— | | | | | | |
| Motor Vehicles (Including Motor Cycles)— | | | | | | |
| 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, etc. | 2,763 | 3,795 | 38,890 | 50,696 | 14.8 | 17.2 |
| Petrol, Oils, etc. | 3,536 | 4,262 | 70,212 | 94,046 | 26.8 | 31.8 |
| Total Motor Vehicles | \$ | \$ | 319,790 | 431,232 | 121.8 | 145.8 |
| GRAND TOTAL | 34,754¶ | 37,268¶ | 1,522,222 | 1,948,392 | 579.8 | 658.4 |

* The figures refer to establishments with total retail sales of \$1,000 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, etc.).

§ Not available.

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

¶ 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 30 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 Machine Firms, 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 30 June—‡ | |
|--|---------------------------------|---------------|------------------------|-------------------|-------------------------------------|----------------|
| | 1956-57 | 1961-62 | 1956-57 | 1961-62 | 1957 | 1962 |
| | | | \$'000 | | \$'000 | |
| Food Stores, etc.— | | | | | | |
| 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 |
| Fruiterers | 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 |
| Hotels, Tobacconists, etc.— | | | | | | |
| Hotels, Wine Saloons, etc. .. | 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 |
| Department Stores, Clothiers, Drapers, etc.— | | | | | | |
| 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 |
| Hardware, Electrical Goods and Furniture Stores, etc.— | | | | | | |
| Domestic Hardware Stores .. | 997 | 1,078 | 18,998 | 22,846 | 5,312 | 6,472 |
| Electrical Goods, etc., Stores .. | 1,057 | 1,108 | 55,876 | 72,988 | 9,950 | 14,190 |
| Furniture, etc., Stores | 710 | 739 | 50,876 | 54,838 | 12,554 | 13,374 |
| Other Goods Stores— | | | | | | |
| Chemists | 1,174 | 1,390 | 35,572 | 62,336 | 6,684 | 10,484 |
| Newsgagents 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 |
| Total (Excluding Motor Vehicle Dealers) | 31,360 | 32,893 | 1,203,308§ | 1,515,786§ | 163,260 | 195,428 |
| Motor Vehicle Dealers— | | | | | | |
| 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 |
| Total Motor Vehicle Dealers, Garages and Service Stations, etc. | 3,394 | 4,375 | 318,914¶ | 432,606¶ | 34,914 | 43,438 |
| GRAND TOTAL | 34,754 | 37,268 | 1,522,222 | 1,948,392 | 198,174 | 238,866 |

* 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 728 in that they include retail sales of motor vehicles, etc., made by establishments whose main type of business is other than motor vehicles, and exclude retail sales of goods, other than motor vehicles, made by establishments whose main type of business is motor vehicles.

¶ 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 inside back cover.

* 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, etc. 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 |
| | MALES | | | | | |
| Food Stores— | | | | | | |
| Grocers | 3,223 | 320 | 5,218 | 8,038 | 723 | 8,761 |
| Butchers | 2,103 | 85 | 5,636 | 7,449 | 375 | 7,824 |
| Fruiters | 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 |
| Hotels, etc.— | | | | | | |
| Hotels, Wine Saloons, etc. | 1,314 | 198 | 8,064 | 6,251 | 3,325 | 9,576 |
| Department Stores, Clothiers, Drapers, etc.— | | | | | | |
| 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 |
| Hardware, Electrical Goods, etc.— | | | | | | |
| Domestic Hardware Stores | 579 | 46 | 978 | 1,372 | 231 | 1,603 |
| Electrical Goods, Radio 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 |
| Other Goods Stores— | | | | | | |
| 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 |
| Total (Excluding Motor Vehicle Dealers, Garages and Service Stations, etc.) | 23,644 | 2,008 | 47,949 | 64,014 | 9,587 | 73,601 |
| Total Motor Vehicle Dealers, Garages and Service Stations, etc. | 3,484 | 299 | 18,791 | 20,401 | 2,173 | 22,574 |
| Total | 27,128 | 2,307 | 66,740 | 84,415 | 11,760 | 96,175 |

For footnotes see end of this table on page 733.

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 |
| Fruiters | 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, etc.— | | | | | | |
| Hotels, Wine Saloons, etc. | 1,022 | 342 | 6,587 | 5,967 | 1,984 | 7,951 |
| Department Stores, Clothiers, Drapers, etc.— | | | | | | |
| 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, etc.— | | | | | | |
| Domestic Hardware Stores | 345 | 85 | 776 | 895 | 311 | 1,206 |
| Electrical Goods, Radio 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, etc.) | 14,826 | 4,220 | 58,895 | 58,324 | 19,617 | 77,941 |
| Total Motor Vehicle Dealers, Garages and Service Stations, etc. | 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 |
| Fruiters | 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, etc.— | | | | | | |
| Hotels, Wine Saloons, etc. | 2,336 | 540 | 14,651 | 12,218 | 5,309 | 17,527 |
| Department Stores, Clothiers, Drapers, etc.— | | | | | | |
| 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 733.

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, etc.— | | | | | | |
| Domestic Hardware Stores | 924 | 131 | 1,754 | 2,267 | 542 | 2,809 |
| Electrical Goods, Radio 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, etc.) | 38,470 | 6,228 | 106,844 | 122,338 | 29,204 | 151,542 |
| Total Motor Vehicle Dealers, Garages and Service Stations, etc. | 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 30 June 1962, together with the value of stocks of goods on hand at 30 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 30 June, 1962 |
|-------------------------|---------------------------------|--------------------------------|-----------------------|-----------|---|
| | | Excluding Motor Vehicles, etc. | Motor Vehicles, etc.† | 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, etc.

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 1963-64 to 1967-68 :

VICTORIA—VALUE OF RETAIL SALES* (\$m)

| Commodity Group | Year Ended 30 June— | | | | |
|--|---------------------|----------------|----------------|----------------|----------------|
| | 1964 | 1965 | 1966 | 1967 | 1968 |
| Groceries | 259.3 | 283.8 | 302.2 | 323.9 | 351.7 |
| Butchers' Meat | 139.4 | 153.9 | 168.4 | 175.2 | 187.0 |
| Other Food† | 244.5 | 258.5 | 265.4 | 282.6 | 296.6 |
| Total Food and Groceries .. | 643.2 | 696.2 | 736.0 | 781.7 | 835.3 |
| Beer, Wine, and Spirits†† .. | 167.4 | 178.9 | 198.4 | 217.7 | 240.6 |
| Clothing and Drapery | 290.0 | 310.3 | 316.1 | 331.1 | 356.5 |
| Footwear | 52.0 | 54.4 | 54.7 | 60.5 | 63.4 |
| Domestic Hardware, China, etc.‡ .. | 42.8 | 46.5 | 47.9 | 51.1 | 55.4 |
| Electrical Goods§ | 103.6 | 110.7 | 108.9 | 112.5 | 119.5 |
| Furniture and Floor Coverings .. | 77.0 | 84.5 | 86.7 | 90.6 | 96.3 |
| Chemists' Goods | 84.2 | 90.4 | 95.8 | 101.8 | 107.1 |
| Newspapers, Books and Stationery | 61.1 | 64.5 | 68.0 | 73.1 | 76.8 |
| Other Goods | 171.4 | 183.1 | 199.6 | 210.4 | 212.6 |
| Total (Excluding Motor Vehicles, Parts, Petrol, etc.) | 1,692.7 | 1,819.5 | 1,912.1 | 2,030.5 | 2,163.5 |
| Motor Vehicles, Parts, Petrol, etc.¶ | 584.5 | 644.6 | 651.3 | 667.7 | 746.0 |
| GRAND TOTAL | 2,277.2 | 2,464.1 | 2,563.4 | 2,698.2 | 2,909.5 |

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

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

†† Excludes sales made by licensed clubs, canteens, etc.

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

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

|| Includes tobacco, cigarettes, sporting goods, jewellery, etc.

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

Retailing in Victoria since 1957

The value of retail sales in Victoria (excluding motor vehicles, petrol, parts, etc.) has increased during the period 1957 to 1967 at an average rate of about 5½ per cent a year. During the same decade, retail sales in Melbourne rose by nearly 2 per cent a year and population by a little less than 2 per cent annually. The money value of retail sales has increased slightly more than the combined effect of population growth and price increases. Over the same period personal incomes in Victoria have risen by nearly 7 per cent annually, suggesting that consumers are tending to spend their rising incomes in more diverse ways. An increasing percentage of personal expenditure is going to the purchase of motor vehicles, petrol, etc.

Sales of food and drink account for a little less than half the total retail turnover. It is, therefore, not surprising that food retailing has made considerable progress in its methods. The modern supermarket illustrates the form of capital investment in retailing today. Most shopping centres, large or small, include a supermarket which concentrates mainly on food and groceries. The supermarket combines the function of the grocer, the greengrocer, the butcher, and the delicatessen under one roof. Other retail stores have accepted the necessity to modernise buildings, fixtures, and techniques, with the result that Victorian retailing in cities, suburbs, or country towns has become modern in method and presentation.

Since the establishment of the first regional shopping centre in Australia at Chermiside, Brisbane, in 1957, there has been a marked tendency towards planned development of all shopping facilities. Victoria, a small State in area and served by a good network of roads, has recognised that most shoppers use motor vehicles for their shopping excursions, and centres have been developed to cater for the automobile. Chadstone, the first regional centre in Victoria, provided parking space for 3,000 vehicles; Northland, opened in October 1966, provided for 4,000. Established shopping centres in the older suburbs and in country towns have found it necessary to acquire land convenient to the shops for the provision of off-street parking. Some hotels have also modified their bottle departments to provide a drive-in service for the sale of liquor.

While Chadstone, opened in a densely populated Melbourne suburb in October 1960, was the first regional centre established in Victoria, smaller neighbourhood centres had already been built at Heidelberg and Mentone. Following the success of Chadstone, a smaller regional centre was built at Forest Hill in Melbourne in 1964; this was followed

by further suburban development at Croydon and Glenroy. Other newer suburbs such as Mount Waverley, had planned central shopping areas close to the railway station and to various services.

A major regional centre was opened at Ringwood late in 1967, and another large regional centre was opened at Cheltenham (Melbourne) in September 1968. Plans are in hand for at least another thirteen smaller centres in various Melbourne suburbs.

Melbourne had a population of 2,110,336 at 30 June 1966 and the Metropolitan Area as such held approximately two-thirds of Victoria's population. Consequently the major capital expansion in retailing has been in the Metropolitan Area where a concentrated market exists. However, considerable re-development of retailing has occurred in the major provincial cities of Geelong, Ballarat, Bendigo, Warrnambool, and Shepparton, while other country shopping centres show the evidence of up-to-date facilities.

Apart from the planned centres there has been a rapid growth in the number of free-standing supermarkets. These vary in size up to 20,000 sq ft, and devote a large proportion of their selling space to food retailing. The selling principle is entirely self-service with cash check-outs. The supermarkets stock a small quantity of merchandise other than food, but they rarely venture into the department store type of merchandising. Most of the traditional grocery stores have also been converted to modern self-service units.

The most significant characteristic of retailing in the decade ended 1967 has been to bring the merchandise to the customer, rather than the customer to the merchandise. The central city area of Melbourne once commanded over 30 per cent of the total value of retail sales in Victoria; today decentralisation of shopping has reduced this to about 18 per cent.

Overseas and Interstate Trade

Overseas Trade : Legislation and Agreements

General

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

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

The first Commonwealth Customs Tariff was introduced by Resolution on 8 October 1901, from which date uniform duties came into effect throughout Australia. 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 certain imports from countries of the Commonwealth. Some goods, generally those of a luxury nature, are subject to duty for revenue purposes. Customs collections are a major source of revenue, and the protective character of the tariff has an important influence on the Australian economy.

The present tariff provides for general and preferential rates of duty, and its structure is based on the "Brussels Nomenclature" which has its origins in the Convention on Nomenclature for the Classification of Goods in Customs Tariffs, signed in Brussels on 15 December 1950. Australia has operated a "Brussels-type" tariff since 1 July 1965.

Preferential rates apply to goods, the produce or manufacture of the United Kingdom, Ireland, Canada, New Zealand, Papua and New Guinea, and certain goods, the produce or manufacture of specified countries, provided that such goods comply with the laws in force at the time affecting the grant of preference.

General rates apply to goods from all countries which do not qualify for preferential rates of duty under a particular tariff classification.

Primage Duty

In addition to duties imposed by the Customs Tariff 1965, *ad valorem* duties at 5 per cent or 10 per cent are charged on some goods according to the type of goods and their origin. Goods produced or manufactured by New Zealand, Norfolk Island, Fiji, Cocos (Keeling) Islands, Christmas Island (Indian Ocean), and 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 Government on matters relating to the protection and encouragement of Australian industry.

Bilateral Trade Agreements

Australia has numerous trade agreements with overseas 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 preferential tariff treatment with certain specified exceptions as for 1931 agreement plus concessions granted in 1932 and 1937. |
| New Zealand .. | Dated 1966. Provides for free trade in certain scheduled goods. Provision is made for addition of items to the schedule. The 1933 Agreement continues in force as part of the 1966 Agreement except as superseded or modified by it. |
| Malaysia .. | Dated 1958. Agreement negotiated with the Federation of Malaya and applies only to that part of Malaysia formerly comprising the Federation. Records exchange of preferential treatment with special protection for Australia's wheat and flour markets in Malayan States, and for Malayan rubber and tin in Australia. |
| Indonesia .. | Dated 1959. Records desirability of expanding trade between Australia and Indonesia. Gives recognition to importance of flour trade from Australia to Indonesia. |
| 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. |
| Philippines .. | Dated 1965. Provides for an exchange of non-discriminatory treatment while recognising existing preferences. |
| South Korea .. | Dated 1965. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. Both Governments undertake to endeavour to increase volume of trade with each other. |
| U.S.S.R. .. | Dated 1965. Provides for an exchange of non-discriminatory treatment and for consultation on request about any matter affecting the operation of the Agreement. |
| Poland | Dated 1966. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. Both Governments undertake to endeavour to increase volume of trade with each other. |
| Romania .. | Dated 1967. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. |
| Hungary .. | Dated 1967. Provides for an exchange of non-discriminatory treatment with allowances for existing preferences. |

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 1 January 1948. At the end of January 1968, seventy-five countries, whose foreign trade represented over 80 per cent of the total volume of world trade, were full contracting parties to the Agreement, three had acceded provisionally, eight applied the Agreement on a *de facto* basis, and one participated under special arrangements.

Six 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* 1901-1954.

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 and Incentives

The Customs Act makes provision for the prohibition of exportation of certain goods from Australia either absolutely, or to a certain place, or unless prescribed conditions are complied with. The *Banking Act* 1959 contains provisions to ensure that the full proceeds of exports are received into the Australian banking system in the currency and in the manner prescribed by the Reserve Bank of Australia.

The Commonwealth Government provides taxation concessions as financial incentives to export. A special Income Tax allowance, equal and additional to the ordinary allowable deduction in respect of specified expenses, is designed to encourage firms to incur promotion expenditure in advance of export sales. Rebates of pay-roll tax are also granted to employers whose export sales have increased above their average annual level in a base period.

Australian Trade Missions

During the last decade, trade missions have become an integral part of the Commonwealth Department of Trade and Industry'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.

Trade missions may be of the survey or selling type. The general survey mission is designed to carry out a survey of a particular area, obtain market information, and assess the market potential for Australian products. The specialised survey mission undertakes a market survey on behalf of a particular industry or for specific commodities. A survey mission usually comprises about five members. The Government selects suitable specialists and meets the full cost of the project. The mission reports back and recommends appropriate follow-up trade promotional activity.

The general selling mission is a planned "hard sell" overseas visit of a group of businessmen whose products have market prospects in the countries to which the mission will travel. Membership is usually about twenty although numbers have been as high as forty and as low as seven members. The specialised selling mission is similar to the general selling mission in relation to the responsibilities of members and the facilities provided by the Government but differs in that it is concerned with specific industries, normally is smaller, and sometimes is backed up by small displays at selected centres to give additional impact.

As members of a selling mission, businessmen pay their own fares and accommodation and contribute towards the cost of mission entertainment. The Government meets the costs of a leader and manager, determines the itinerary, makes all necessary arrangements in Australia, and through Trade Commissioners in the countries being visited, organises government and business contacts, press receptions, and supporting advertising and publicity for the mission while it is away. A report on the mission's findings and recommendations is published and distributed.

Since 1954, Australia has sent overseas three general and twelve specialised survey missions, seventeen general, and three specialised selling missions, and five trade ships. The areas visited include Africa and the Rhodesias, South-east Asia, New Zealand, India and Ceylon, North America and Canada, the Pacific Islands, the Middle East and Mediterranean, South America and the Carribean, and Britain and Northern Europe.

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 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. For information about the law relating to exports, see page 572 of the *Victorian Year Book* 1968.

Overseas Trade of Victoria

General

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

The total values of the overseas trade of Victoria for each of the five years 1962-63 to 1966-67 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

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

| Year Ended 30 June— | Imports | Exports | | | Excess of Imports |
|------------------------|-----------|-----------------------|------------|---------|-------------------------|
| | | Australian Produce | Re-exports | Total | |
| 1963 .. | 780,058 | 588,210 | 8,670 | 596,880 | 183,178 |
| 1964 .. | 833,847 | 736,388 | 10,252 | 746,640 | 87,207 |
| 1965 .. | 1,026,834 | 708,395 | 14,652 | 723,047 | 303,787 |
| 1966 .. | 1,017,360 | 753,514 | 14,549 | 768,063 | 249,297 |
| 1967 .. | 1,072,514 | 785,462 | 15,725 | 801,187 | 271,327 |

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1962-63 to 1966-67 is shown in the following table :

VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED AT VICTORIAN PORTS

| Year Ended 30 June— | Australian Trade | | | Proportion of Australian Trade Handled at Victorian Ports | | |
|------------------------|------------------|---------------|-----------|--|----------|-------|
| | Imports | Exports | Total | Imports | Exports | Total |
| | | \$'000 f.o.b. | | | per cent | |
| 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 |
| 1965 .. | 2,904,703 | 2,651,449 | 5,556,152 | 35·4 | 27·3 | 31·5 |
| 1966 .. | 2,939,492 | 2,720,953 | 5,660,445 | 34·6 | 28·2 | 31·5 |
| 1967 .. | 3,045,341 | 3,023,925 | 6,069,266 | 35·2 | 26·5 | 30·9 |

Classification of Overseas Imports and Exports

From July 1965, imports have been classified according to the new Australian Import Commodity Classification. This classification is based on the Standard International Trade Classification, Revised (S.I.T.C.), which is closely related to the Brussels Tariff Nomenclature used in the new Australian Customs Tariff. A new Australian Export Commodity Classification based on S.I.T.C. was introduced in July 1966. The following table shows the value of imports for 1965-66 and 1966-67 and value of exports for 1966-67. Comparable figures for years prior to these are not available.

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

| Div- ision No. | Description | Imports | | Exports |
|----------------------|--|---------|---------|---------|
| | | 1965-66 | 1966-67 | 1966-67 |
| 00 | Live animals | 909 | 781 | 823 |
| 01 | Meat and meat preparations | 230 | 221 | 89,664 |
| 02 | Dairy products and eggs | 1,449 | 1,636 | 80,127 |
| 03 | Fish and fish preparations | 8,941 | 8,376 | 4,138 |
| 04 | Cereals and cereal preparations | 730 | 1,053 | 89,466 |
| 05 | Fruit and vegetables | 6,011 | 6,264 | 56,227 |
| 06 | Sugar and sugar preparations and honey | 772 | 916 | 535 |
| 07 | Coffee, tea, cocoa, spices and manu- factures thereof | 18,186 | 17,967 | 243 |
| 08 | Feeding-stuff for animals (except un- milled cereals) | 335 | 988 | 3,111 |
| 09 | Miscellaneous preparations chiefly for food | 465 | 630 | 874 |
| 11 | Beverages | 1,470 | 1,658 | 1,292 |
| 12 | Tobacco and tobacco manufactures .. | 12,800 | 13,742 | 493 |
| 21 | Hides, skins and fur skins, undressed .. | 1,589 | 1,138 | 39,022 |
| 22 | Oil-seeds, oil nuts and oil kernels .. | 1,379 | 495 | 4 |
| 23 | Crude rubber (including synthetic and reclaimed) | 11,924 | 13,626 | 449 |
| 24 | Wood, timber and cork | 5,772 | 6,479 | 146 |
| 25 | Pulp and waste paper | 7,016 | 7,772 | 72 |
| 26 | Textile fibres and their waste | 21,927 | 21,721 | 260,798 |
| 27 | Crude fertilizers and crude minerals (except coal, petroleum and precious stones) | 14,261 | 18,764 | 233 |
| 28 | Metalliferous ores and metal scrap .. | 414 | 448 | 11,136 |
| 29 | Crude animal and vegetable materials, n.e.s. | 2,991 | 3,570 | 6,542 |
| 32 | Coal, coke and briquettes | 29 | 27 | 88 |
| 33 | Petroleum and petroleum products .. | 72,888 | 80,739 | 8,546 |
| 34 | Petroleum gases and other gaseous hydrocarbons | 2 | 1 | 3 |
| 41 | Animal oils and fats | 117 | 86 | 6,523 |
| 42 | Fixed vegetable oils and fats | 3,629 | 3,422 | 21 |
| 43 | Animal and vegetable oils and fats, processed, and waxes of animal or vegetable origin | 533 | 591 | 279 |
| 51 | Chemical elements and compounds .. | 23,513 | 26,449 | 1,920 |
| 52 | Mineral tar and crude chemicals from coal, petroleum and natural gas .. | 2,025 | 1,881 | 9 |
| 53 | Dyeing, tanning and colouring materials | 7,557 | 9,134 | 682 |

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

| Div- ision No. | Description | Imports | | Exports |
|----------------------|--|-----------|-----------|---------|
| | | 1965-66 | 1966-67 | 1966-67 |
| 54 | Medicinal and pharmaceutical products | 10,058 | 10,645 | 3,442 |
| 55 | Essential oils and perfume materials; toilet, polishing and cleansing pre- parations | 3,305 | 3,659 | 680 |
| 56 | Fertilizers, manufactured | 2,126 | 2,820 | 8 |
| 57 | Explosives and pyrotechnic products | 1,522 | 1,008 | 1,706 |
| 58 | Plastic materials, regenerated cellulose and artificial resins | 35,253 | 38,012 | 3,736 |
| 59 | Chemical materials and products, n.e.s. | 11,336 | 13,531 | 10,484 |
| 61 | Leather, leather manufactures, n.e.s., and dressed fur skins | 2,439 | 2,833 | 1,954 |
| 62 | Rubber manufactures, n.e.s. | 7,812 | 8,863 | 952 |
| 63 | Wood and cork manufactures (except furniture) | 3,781 | 3,776 | 453 |
| 64 | Paper, paperboard and manufactures thereof | 28,646 | 30,627 | 2,385 |
| 65 | Textile yarn, fabrics, made-up articles and related products | 95,736 | 100,188 | 4,699 |
| 66 | Non-metallic mineral manufactures, n.e.s. | 17,793 | 18,329 | 1,229 |
| 67 | Iron and steel | 30,119 | 27,214 | 1,011 |
| 68 | Non-ferrous metals | 6,108 | 6,376 | 15,538 |
| 69 | Manufactures of metal, n.e.s. | 25,131 | 23,062 | 8,832 |
| 71 | Machinery (except electric) | 190,706 | 192,558 | 18,848 |
| 72 | Electrical machinery, apparatus and appliances | 55,201 | 60,013 | 6,247 |
| 73 | Transport equipment | 142,322 | 156,934 | 25,627 |
| 81 | Sanitary, plumbing, heating and lighting fixtures and fittings | 1,459 | 1,574 | 533 |
| 82 | Furniture | 1,393 | 1,079 | 168 |
| 83 | Travel goods, handbags and similar articles | 835 | 1,021 | 27 |
| 84 | Clothing and clothing accessories; articles of knitted or crocheted fabric | 8,127 | 8,906 | 1,503 |
| 85 | Footwear, gaiters, and similar articles and parts therefor | 1,811 | 2,367 | 92 |
| 86 | Professional, scientific and controlling instruments; photographic and optical goods, watches and clocks | 28,853 | 29,318 | 3,970 |
| 89 | Miscellaneous manufactured articles, n.e.s. | 34,630 | 38,852 | 3,943 |
| 9A | Commodities and transactions of mer- chandise trade, not elsewhere classi- fied | 35,567 | 31,497 | 7,628 |
| | Total Merchandise | 1,011,935 | 1,065,637 | 789,158 |
| 9B | Commodities and transactions not in- cluded in merchandise trade | 5,425 | 6,877 | 12,026 |
| | Total | 1,017,360 | 1,072,514 | 801,187 |

Trade with Countries

The value of trade with overseas countries from 1964-65 to 1966-67 is shown in the following table :

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

| Country | Imports | | | Exports | | |
|------------------------------|-----------|-----------|-----------|---------|---------|---------|
| | 1964-65 | 1965-66 | 1966-67 | 1964-65 | 1965-66 | 1966-67 |
| Arabian States | | | | | | |
| Kuwait | 14,415 | 10,165 | 16,578 | 1,214 | 1,210 | 1,580 |
| Qatar | 10,379 | 7,339 | 3,007 | 150 | 134 | 143 |
| Saudi Arabia | 17,263 | 8,184 | 9,518 | 2,165 | 3,649 | 5,012 |
| Other Arabian States | 1,935 | 11,643 | 10,930 | 756 | 727 | 1,053 |
| Belgium—Luxembourg | 7,087 | 5,977 | 7,279 | 11,454 | 10,484 | 10,000 |
| Canada | 42,288 | 34,092 | 39,141 | 14,921 | 19,367 | 22,143 |
| Ceylon | 7,009 | 6,731 | 5,951 | 7,638 | 7,083 | 6,092 |
| China Republic of (Mainland) | 7,634 | 7,486 | 8,927 | 27,382 | 37,109 | 17,621 |
| China (Formosa) | 1,186 | 1,496 | 1,722 | 4,720 | 6,549 | 6,020 |
| Czechoslovakia | 2,276 | 2,451 | 2,528 | 3,536 | 2,506 | 2,135 |
| France | 30,089 | 53,339 | 48,968 | 42,788 | 47,344 | 40,988 |
| Finland | 5,034 | 4,500 | 5,484 | 232 | 360 | 358 |
| Germany (Federal Republic) | 75,214 | 73,844 | 68,661 | 23,096 | 23,658 | 22,977 |
| Greece | 771 | 942 | 1,149 | 6,486 | 3,609 | 4,220 |
| Hong Kong | 9,179 | 9,048 | 10,712 | 12,782 | 11,368 | 11,792 |
| India | 13,236 | 10,415 | 11,005 | 22,753 | 9,445 | 15,234 |
| Indonesia | 10,393 | 7,278 | 4,315 | 2,020 | 1,888 | 2,140 |
| Iran | 3,732 | 6,819 | 14,242 | 2,685 | 2,578 | 6,517 |
| Iraq | 11,217 | 13,870 | 11,924 | 707 | 757 | 837 |
| Italy | 17,727 | 17,925 | 19,133 | 24,308 | 33,484 | 38,403 |
| Japan | 81,570 | 94,028 | 113,249 | 96,911 | 105,703 | 137,841 |
| Malaysia* | 12,825 | 9,166 | 8,623 | 29,242 | 14,983 | 24,228 |
| Mexico | 1,173 | 1,590 | 1,870 | 6,474 | 5,450 | 6,720 |
| Netherlands | 9,976 | 14,741 | 20,555 | 5,287 | 6,585 | 8,499 |
| New Zealand | 15,951 | 15,180 | 15,354 | 44,025 | 51,135 | 47,785 |
| Pakistan | 4,674 | 5,591 | 6,106 | 5,165 | 4,604 | 8,588 |
| Papua and New Guinea | 3,956 | 3,511 | 3,553 | 7,229 | 9,740 | 11,215 |
| Philippines | 683 | 630 | 510 | 8,562 | 8,311 | 10,260 |
| Poland | 950 | 886 | 795 | 4,680 | 5,216 | 8,675 |
| Singapore* | .. | 758 | 1,381 | .. | 11,795 | 19,741 |
| South Africa (Republic) | 5,806 | 5,427 | 5,368 | 10,447 | 9,331 | 11,761 |
| Sweden | 20,236 | 21,754 | 20,588 | 2,565 | 3,202 | 2,756 |
| Switzerland | 11,237 | 13,356 | 14,382 | 568 | 833 | 962 |
| Thailand | 347 | 303 | 477 | 4,345 | 4,425 | 7,256 |
| United Kingdom | 282,288 | 284,193 | 266,986 | 148,472 | 130,702 | 117,320 |
| U.S.S.R. | 672 | 583 | 525 | 18,934 | 16,303 | 3,677 |
| U.S.A. | 241,293 | 209,002 | 240,391 | 57,422 | 85,525 | 83,399 |
| Yugoslavia | 139 | 230 | 247 | 5,182 | 7,101 | 9,384 |
| Other and Unknown | 44,995 | 42,887 | 50,380 | 55,744 | 63,810 | 65,855 |
| Total | 1,026,835 | 1,017,360 | 1,072,514 | 723,047 | 768,063 | 801,187 |

* Singapore included with Malaysia from 1 July 1964 to 30 September 1965.

Interstate Trade

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 793).

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 1963 to 1967. Some cargoes, as indicated, are recorded in tons weight, while others are recorded in units of 40 cu ft, which measurement is taken as the equivalent of 1 ton.

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

| Commodity and Unit of Quantity | 1963 | 1964 | 1965 | 1966 | 1967 |
|---|-------|-------|-------|-------|-------|
| Ale, Beer and Stout .. 40 cu ft | 9 | 11 | 8 | 9 | 15 |
| Fruit, Fresh and Preserved .. 40 cu ft | 33 | 32 | 36 | 31 | 32 |
| Groceries 40 cu ft | 17 | 16 | 17 | 16 | 29 |
| Malt ton | 8 | 16 | 22 | 17 | 17 |
| Machinery ton | 19 | 22 | 12 | 16 | 22 |
| Motor Vehicles .. 40 cu ft | 113 | 133 | 131 | 116 | 126 |
| Motor Parts and Accessories .. 40 cu ft | 24 | 18 | 11 | 6 | 2 |
| Oils— | | | | | |
| Aviation Spirit (Bulk) .. 40 cu ft | 14 | 12 | 14 | 12 | 4 |
| Aviation Turbine Fuel (Bulk) 40 cu ft | 6 | .. | 3 | 1 | 8 |
| Fuel Oil (Bulk) .. 40 cu ft | 98 | 92 | 9 | 16 | 45 |
| Motor Spirit (Bulk) .. 40 cu ft | 114 | 36 | 83 | 67 | 152 |
| Paper and Stationery .. 40 cu ft | 22 | 20 | 19 | 20 | 21 |
| Plaster ton | 8 | 7 | 8 | 8 | 7 |
| Scrap Metal ton | 1 | 4 | 2 | 11 | 4 |
| Steel ton | 6 | 9 | 7 | 22 | 19 |
| Tourists’ Cars .. 40 cu ft | 89 | 75 | 89 | 106 | 118 |
| All Other ton or 40 cu ft | 561 | 535 | 531 | 544 | 627 |
| Total | 1,142 | 1,038 | 1,002 | 1,018 | 1,248 |

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

| Commodity and Unit of Quantity | 1963 | 1964 | 1965 | 1966 | 1967 |
|----------------------------------|-------|-------|-------|-------|-------|
| Barley ton | 16 | 15 | 15 | 55 | 38 |
| Coal ton | 423 | 453 | 363 | 357 | 295 |
| Gypsum ton | 121 | 127 | 119 | 116 | 115 |
| Iron ton | 43 | 42 | 58 | 31 | 35 |
| Molasses ton | 35 | 31 | 48 | 22 | 30 |
| Oils— | | | | | |
| Fuel Oil 40 cu ft | 253 | 229 | 176 | 169 | 7 |
| Kerosene 40 cu ft | 11 | 37 | 19 | 19 | 19 |
| Motor Spirit (Bulk) .. 40 cu ft | 281 | 273 | 305 | 123 | 114 |
| Paper and Stationery .. 40 cu ft | 134 | 132 | 144 | 143 | 158 |
| Pyrites ton | 37 | 62 | 48 | 73 | 56 |
| Steel ton | 237 | 216 | 245 | 189 | 239 |
| Sugar ton | 168 | 217 | 207 | 203 | 197 |
| Timber 40 cu ft | 143 | 126 | 179 | 148 | 171 |
| Tourists’ Cars .. 40 cu ft | 79 | 80 | 69 | 96 | 97 |
| All Other ton or 40 cu ft | 524 | 735 | 802 | 793 | 789 |
| Total | 2,505 | 2,775 | 2,797 | 2,537 | 2,360 |

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

| Commodity and Unit of Quantity | 1963 | 1964 | 1965 | 1966 | 1967 |
|---------------------------------|------|------|------|------|------|
| EXPORTS | | | | | |
| Bitumen ton | 3 | 27 | 44 | 18 | 18 |
| Explosives ton | 5 | 4 | 4 | 5 | 5 |
| Refined Oils 40 cu ft | 803 | 839 | 760 | 476 | 557 |
| Wheat ton | 2 | 4 | 3 | 4 | 10 |
| Wire and Steel ton | 1 | .. | 9 | 11 | 12 |
| Other Cargo .. ton or 40 cu ft | * | * | 1 | 1 | * |
| Total Exports | 814 | 874 | 821 | 515 | 602 |
| IMPORTS | | | | | |
| Alumina ton | .. | 38 | 77 | 82 | 79 |
| Cement Clinkers ton | 70 | 74 | 57 | 28 | .. |
| Coal ton | 215 | 224 | 222 | 206 | 205 |
| Oils (Various) 40 cu ft | 99 | 124 | 102 | 31 | 208 |
| Pig Iron and Steel ton | 64 | 130 | 147 | 126 | 155 |
| Sulphate of Ammonia ton | 6 | 7 | 9 | 14 | 8 |
| Superphosphate ton | .. | .. | .. | 19 | .. |
| Other Cargo .. ton or 40 cu ft | 3 | 1 | * | * | 9 |
| Total Imports | 457 | 598 | 614 | 506 | 664 |

*Under 500 tons.

Trade of Victoria with Western Australia and Tasmania

Details of trade between Victoria and other States are available only for trade with Western Australia and trade by sea with Tasmania.

Western Australia

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

For the year 1966–67, the value of exports from Victoria to Western Australia totalled \$194.9m. Transport equipment (\$30.3m), Machinery other than electric machinery (\$22.4m), Clothing and clothing accessories (\$22.4m), Rubber manufacturers (\$9.5m), and Tobacco and tobacco manufactures (\$8.3m) were the main types of commodities included in this total.

Imports from Western Australia during the same period were valued at \$35.7m. Iron and steel (\$7.2m), Petroleum and petroleum products (\$7.2m), Inorganic chemical elements and compounds (\$6.6m) were the main types of commodities imported.

Detailed statistics of this trade appear in the publications *External Trade, 1966–67* and *Interstate Trade of Western Australia, 1966–67* issued by the Deputy Commonwealth Statistician, Perth.

Tasmania

Details of trade between Victoria and Tasmania are available only for trade by sea. Both exports and imports are valued on an f.o.b. basis.

In 1966-67, exports by sea from Victoria to Tasmania were valued at \$135.5. Transport equipment (\$20.8m), Petroleum products (\$11.4m), Tobacco and tobacco manufactures (\$11.3m) were the main types of commodities. The value of tourists' motor vehicles included in this total was approximately \$17m.

Imports from Tasmania during this period amounted to \$107.3m. Timber (\$10.9m) and Preserved vegetables (\$11.4m) were the main commodities imported. The value of tourists' motor vehicles included in the total was approximately \$16m.

Additional details of trade by sea between Victoria and Tasmania are available from the Deputy Commonwealth Statistician, Hobart.

Customs and Excise Revenue

The total gross customs duties collected by the Commonwealth in Victoria in each of the three years 1964-65 to 1966-67 was \$104,780,390, \$104,786,642, and \$108,565,998, respectively. 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.

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 1964-65 to 1966-67. 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 | | |
|-----------------------------------|--------------------------------------|---------|---------|-----------------------------|---------|---------|
| | 1964-65 | 1965-66 | 1966-67 | 1964-65 | 1965-66 | 1966-67 |
| | '000 | | | \$'000 | | |
| Beer* gal | * | * | * | * | * | * |
| Spirits (Potable) proof gal | 601 | 561 | 547 | 4,074 | 5,059 | 5,416 |
| Tobacco lb | 2,075 | 1,994 | 1,843 | 4,152 | 4,363 | 4,128 |
| Cigars and Cigarettes lb | 18,958 | 19,595 | 18,563 | 68,270 | 79,907 | 77,962 |
| Petrol gal | 467,501 | 487,784 | 527,357 | 45,644 | 57,492 | 64,865 |
| All Other Articles | .. | .. | .. | 79,843 | 95,095 | 102,062 |
| Total | .. | .. | .. | 201,983 | 241,916 | 254,433 |

* Not available. Excise duty collected on Beer included under "All Other Articles".

The overseas trade and the gross revenue collected at Victorian ports during the year 1966-67 are shown in the following table :

VICTORIA—OVERSEAS TRADE AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1966-67
(\$'000)

| Particulars | Melbourne* | Geelong | Portland | Westernport | Total |
|-----------------|------------|---------|----------|-------------|-----------|
| Overseas Trade— | | | | | |
| Imports | 985,371 | 60,188 | 13,906 | 13,049 | 1,072,514 |
| Exports | 720,660 | 79,025 | 1,502 | .. | 801,187 |
| Total | 1,706,031 | 139,213 | 15,408 | 13,049 | 1,873,701 |
| Gross Revenue— | | | | | |
| Customs | 106,593 | 1,096 | 863 | 14 | 108,566 |
| Excise | 244,961 | 5,204 | 4,268 | .. | 254,433 |
| Total | 351,554 | 6,300 | 5,131 | 14 | 362,999 |

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

AUSTRALIA—VALUE OF OVERSEAS TRADE, GROSS
CUSTOMS, AND EXCISE DUTY COLLECTED BY
STATES, 1966-67
(\$'000)

| State | Imports | Exports | Excess of Exports | Gross Duty Collected | |
|---------------------------------------|-----------|-----------|----------------------|----------------------|---------|
| | | | | Customs | Excise |
| New South Wales .. | 1,323,597 | 878,446 | -445,151 | 140,386 | 309,192 |
| Victoria | 1,072,514 | 801,187 | -271,327 | 108,566 | 254,433 |
| Queensland | 193,677 | 499,968 | 306,291 | 19,784 | 100,109 |
| South Australia .. | 196,771 | 325,170 | 128,399 | 16,763 | 66,219 |
| Western Australia .. | 159,390 | 421,325 | 261,935 | 13,569 | 58,176 |
| Tasmania | 85,572 | 88,835 | 3,263 | 3,430 | 21,070 |
| Northern Territory .. | 7,386 | 8,968 | 1,582 | 1,166 | 2,218 |
| Australian Capital Territory | 6,434 | 26 | -6,408 | 66 | 14 |
| Australia | 3,045,341 | 3,023,925 | -21,416 | 303,730 | 811,431 |

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

Transport

Shipping

Coastal Trade

In the post-war years, particularly since 1959, significant changes have taken place in the carriage of goods by sea around the Australian coast. The Port of Melbourne, the principal sea terminal for Victoria which is the centre of the coastal trade routes around the mainland coast and to Tasmania, has been experimenting with new methods of cargo handling and "packaging" and the introduction of new specialised ships. In the years following the Second World War, Australian ship-owners revised their trading practices in the face of vigorous competition

from the land based transport operators. As a result the entire coastal trade by sea was transformed, and ships modified to make them more useful as a means of transportation around the coast.

One of the results of this was the expansion of the bulk cargo trade in which more goods (such as sugar and a variety of oils and oil products) began to be carried in bulk. Later, single bags, boxes, packages began to be packed into unit loads and containers which facilitated handling on ship and shore by means of new and improved mechanical cargo handling equipment. These new methods led to the specialised ship, exclusively designed and equipped to meet the requirements of the particular trade. These were the roll-on roll-off stern loading ships for cargo packed on road vehicles which travelled in the vessel, and the container ship designed for containerised cargo and other unit loads. The first roll-on roll-off ship in Australia was introduced in 1959 between Melbourne and Devonport in northern Tasmania.

Australia's first specially designed container ship came into service between Melbourne and Launceston in 1961, and was followed in 1964 by a larger container ship for the Melbourne-Fremantle trade. By then, between 7,000 and 8,000 containers were in transit between all States on these ships as well as on conventional and specially modified ships. These new methods are now well established and are being extended to the ports of Sydney and Brisbane.

Efforts are continuing to improve the handling and carrying of general cargo in addition to bulk cargoes which are most suitably carried by sea. More specialised and larger ships in the bulk trades are also proving valuable.

New packaging and cargo handling methods, as well as new ships, are bringing changes to port facilities, where specially designed wharves, equipment, and port modifications are matching the new concepts in ship and cargo handling around the Australian coast. These new concepts are also being extended to Australia's overseas trade.

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,* 1966-67

| Name of Vessel | Passengers | Accompanied Vehicles | Trade Vehicles† | Mail Vans |
|---------------------------|------------|----------------------|-----------------|-----------|
| "Princess of Tasmania" .. | 87,440 | 21,384 | 2,971 | 312 |
| "Bass Trader" | 1,607 | 746 | 4,003 | 310 |
| "South Esk" | .. | .. | 274 | .. |
| Other A.C.S.C. Vessels .. | .. | .. | 744 | .. |
| Total | 89,047 | 22,130 | 7,992 | 622 |

* Excludes commercial cargo which consists of unit loads, i.e., containers, trailers, timber packs, etc., as well as powered commercial vehicles.

† Motor vehicles available for sale.

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 1962-63 to 1966-67 were as follows :

VICTORIA—OVERSEAS AND INTERSTATE SHIPPING

| Particulars | Year Ended 30 June— | | | | |
|--------------------------------------|---------------------|--------|--------|--------|--------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Entrances No. '000 net tons | 3,581 | 3,717 | 3,690 | 3,753 | 3,706 |
| Clearances No. '000 net tons | 15,183 | 16,137 | 16,534 | 16,380 | 17,439 |
| | 3,581 | 3,681 | 3,679 | 3,754 | 3,710 |
| | 15,187 | 15,940 | 16,448 | 16,384 | 17,427 |

Nationality of Shipping

The countries of registration of vessels which entered or were cleared at Victorian ports during the years 1965-66 and 1966-67 were as follows :

VICTORIA—NATIONALITY OF SHIPPING
('000 Net Tons)

| Vessels Registered at Ports in— | Vessels Entered | | Vessels Cleared | |
|---------------------------------|-----------------|---------|-----------------|---------|
| | 1965-66 | 1966-67 | 1965-66 | 1966-67 |
| Australia | 3,195 | 3,310 | 3,199 | 3,322 |
| Belgium | 8 | 21 | 8 | 21 |
| Denmark | 210 | 278 | 206 | 278 |
| France | 341 | 253 | 339 | 253 |
| Germany, Federal Republic of .. | 569 | 418 | 528 | 425 |
| Greece | 549 | 579 | 553 | 577 |
| Hong Kong | 233 | 206 | 215 | 209 |
| India | 109 | 131 | 116 | 131 |
| Italy | 730 | 797 | 732 | 797 |
| Japan | 717 | 889 | 722 | 886 |
| Liberia | 1,059 | 1,205 | 1,067 | 1,196 |
| Mexico | .. | 22 | .. | 22 |
| Netherlands | 843 | 936 | 830 | 934 |
| New Zealand | 203 | 180 | 227 | 178 |
| Norway | 1,258 | 1,442 | 1,275 | 1,421 |
| Pakistan | .. | 42 | .. | 42 |
| Panama | 189 | 206 | 180 | 206 |
| Sweden | 515 | 701 | 554 | 696 |
| United Kingdom | 5,322 | 5,438 | 5,327 | 5,443 |
| United States of America .. | 165 | 210 | 170 | 214 |
| U.S.S.R. | 54 | 17 | 66 | 17 |
| Yugoslavia | .. | 24 | .. | 24 |
| Other | 111 | 134 | 70 | 135 |
| Total | 16,380 | 17,439 | 16,384 | 17,427 |

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1965-66 and 1966-67 :

VICTORIA—VESSELS ENTERED AT EACH PORT

| Class of Vessel | Melbourne | | Geelong | | Portland | | Westernport | |
|-----------------|---------------|---------|---------|---------|----------|---------|-------------|---------|
| | 1965-66 | 1966-67 | 1965-66 | 1966-67 | 1965-66 | 1966-67 | 1965-66 | 1966-67 |
| | Number | | | | | | | |
| Overseas— | | | | | | | | |
| Direct .. | 221 | 238 | 251 | 204 | 10 | 16 | .. | 33 |
| Other .. | 1,574 | 1,588 | 166 | 214 | 79 | 95 | .. | 9 |
| Interstate .. | 1,213 | 1,084 | 220 | 165 | 19 | 22 | .. | 38 |
| Total .. | 3,008 | 2,910 | 637 | 583 | 108 | 133 | .. | 80 |
| | '000 Net Tons | | | | | | | |
| Overseas— | | | | | | | | |
| Direct .. | 983 | 902 | 1,969 | 1,765 | 53 | 85 | .. | 500 |
| Other .. | 8,980 | 9,311 | 873 | 1,174 | 331 | 438 | .. | 63 |
| Interstate .. | 2,304 | 2,105 | 772 | 709 | 115 | 130 | .. | 256 |
| Total .. | 12,267 | 12,318 | 3,614 | 3,648 | 499 | 653 | .. | 820 |

Cargoes Discharged and Shipped

The following tables show the tonnage of overseas and interstate cargoes discharged and shipped in Victorian ports during 1965-66 and 1966-67, as well as the tonnage of overseas cargoes discharged and shipped during the years 1964-65 to 1966-67 according to the countries of origin and consignment, and 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 | | Westernport | |
|-------------------|-----------|---------|---------|---------|----------|---------|-------------|---------|
| | 1965-66 | 1966-67 | 1965-66 | 1966-67 | 1965-66 | 1966-67 | 1965-66 | 1966-67 |
| DISCHARGED | | | | | | | | |
| Interstate— | | | | | | | | |
| Weight .. | 1,718 | 1,466 | 558 | 490 | 79 | 88 | .. | 57 |
| Measure .. | 830 | 677 | 1 | .. | .. | .. | .. | .. |
| Overseas— | | | | | | | | |
| Weight .. | 3,220 | 3,527 | 3,867 | 4,138 | 23 | 12 | .. | 1,223 |
| Measure .. | 1,550 | 1,538 | 27 | 18 | .. | 1 | .. | .. |
| SHIPPED | | | | | | | | |
| Interstate— | | | | | | | | |
| Weight .. | 440 | 389 | 758 | 593 | 1 | 1 | .. | 389 |
| Measure .. | 702 | 789 | 2 | 3 | .. | .. | .. | .. |
| Overseas— | | | | | | | | |
| Weight .. | 1,017 | 1,239 | 1,461 | 1,377 | 69 | 165 | .. | 100 |
| Measure .. | 675 | 590 | 2 | 8 | .. | 1 | .. | .. |

NOTE.— 1 ton measurement = 40 cu ft.

**VICTORIA—OVERSEAS CARGOES DISCHARGED AND
SHIPPED ACCORDING TO COUNTRY OF ORIGIN AND
CONSIGNMENT**

('000 Tons)

| Country of Origin or Consignment | 1964-65 | | 1965-66 | | 1966-67 | |
|---------------------------------------|-----------------|---------|-----------------|---------|-----------------|---------|
| | Dis- charged | Shipped | Dis- charged | Shipped | Dis- charged | Shipped |
| Arabian States | 3,516 | 18 | 3,212 | 16 | 3,693 | 10 |
| Canada | 297 | 84 | 342 | 106 | 252 | 49 |
| China (Mainland) | 16 | 386 | 21 | 634 | 22 | 262 |
| Christmas and Cocos Islands | 248 | 5 | 233 | 4 | 300 | 3 |
| Germany, Federal Republic of | 307 | 134 | 278 | 113 | 108 | 68 |
| Hong Kong | 248 | 127 | 63 | 99 | 49 | 69 |
| India | 73 | 304 | 48 | 125 | 30 | 152 |
| Indonesia | 351 | 131 | 331 | 77 | 230 | 231 |
| Iran | 177 | 7 | 356 | 54 | 1,154 | 42 |
| Iraq | 897 | 10 | 984 | 11 | 1,224 | 1 |
| Italy | 16 | 17 | 34 | 23 | 45 | 96 |
| Japan | 295 | 362 | 334 | 296 | 393 | 527 |
| Nauru | 381 | 22 | 256 | 24 | 470 | 31 |
| Netherlands | 21 | 23 | 22 | 3 | 77 | 74 |
| New Zealand | 95 | 143 | 134 | 205 | 85 | 155 |
| Pakistan | 2 | 69 | 11 | 12 | 21 | 114 |
| United Kingdom | 532 | 448 | 570 | 389 | 429 | 327 |
| United States of America | 684 | 61 | 712 | 87 | 874 | 102 |
| Other | 605 | 1,056 | 744 | 948 | 999 | 1,167 |
| Total | 8,760 | 3,406 | 8,687 | 3,225 | 10,457 | 3,479 |

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

('000 Tons)

| Vessels Registered at Ports in— | 1964-65 | | 1965-66 | | 1966-67 | |
|---------------------------------------|-----------------|---------|-----------------|---------|-----------------|---------|
| | Dis- charged | Shipped | Dis- charged | Shipped | Dis- charged | Shipped |
| Australia | 57 | 9 | 3 | 49 | 8 | 1 |
| Belgium | .. | 1 | .. | .. | 54 | .. |
| Denmark | 237 | 55 | 100 | 40 | 286 | 44 |
| France | 396 | 9 | 647 | 7 | 454 | 18 |
| Germany, Federal Republic of | 607 | 150 | 500 | 128 | 310 | 78 |
| Greece | 70 | 280 | 122 | 322 | 247 | 298 |

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

| Vessels Registered at Ports in— | 1964-65 | | 1965-66 | | 1966-67 | |
|------------------------------------|-----------------|---------|-----------------|---------|-----------------|---------|
| | Dis- charged | Shipped | Dis- charged | Shipped | Dis- charged | Shipped |
| Hong Kong | 44 | 131 | 85 | 67 | 127 | 84 |
| India | 55 | 21 | 45 | 26 | 78 | 65 |
| Italy | 432 | 53 | 224 | 4 | 73 | 5 |
| Japan | 209 | 120 | 314 | 134 | 438 | 180 |
| Liberia | 1,112 | 82 | 1,277 | 130 | 186 | 234 |
| Mexico | .. | .. | .. | .. | 16 | 2 |
| Netherlands | 498 | 342 | 418 | 244 | 611 | 429 |
| New Zealand | 94 | 124 | 93 | 182 | 85 | 123 |
| Norway | 1,176 | 489 | 1,308 | 437 | 1,802 | 338 |
| Pakistan | .. | .. | .. | .. | 25 | 12 |
| Panama | 97 | 77 | 169 | 69 | 202 | 40 |
| Sweden | 326 | 157 | 231 | 142 | 333 | 252 |
| United Kingdom .. | 3,252 | 1,091 | 3,039 | 1,110 | 3,562 | 1,161 |
| United States of America | 50 | 34 | 37 | 27 | 46 | 39 |
| Other | 48 | 181 | 75 | 107 | 1,514 | 76 |
| Total | 8,760 | 3,406 | 8,687 | 3,225 | 10,457 | 3,479 |

NOTE.—In the two preceding tables tons measurement have been added to tons weight.

Port Phillip Sea Pilots

Thirty-six 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-four pilots are rostered for the various pilotage duties: from the Heads to Port Melbourne, Williamstown, Geelong, and Westernport; between Geelong and Melbourne; in the Yarra River or Victoria Dock; or elsewhere as required. Pilots for inward ships are organised 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 ft 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 Sick 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 1958 to 1967 :

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

| Year | | | No. of Ships | Year | | | No. of Ships |
|------|----|----|--------------|--------|----|----|--------------|
| 1958 | .. | .. | 3,311 | 1963.. | .. | .. | 4,333 |
| 1959 | .. | .. | 3,593 | 1964.. | .. | .. | 4,505 |
| 1960 | .. | .. | 3,768 | 1965.. | .. | .. | 4,738 |
| 1961 | .. | .. | 4,228 | 1966.. | .. | .. | 4,759 |
| 1962 | .. | .. | 4,177 | 1967.. | .. | .. | 4,606 |

Further Reference, 1963

Melbourne Harbor Trust

Administration

The Melbourne Harbor Trust Commissioners are a financially independent, 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 six 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 maintains, improves, and develops the port, and is empowered under its 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 each ton of cargo landed

in, or shipped out, of the port, 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, modernisation, and development, with any surplus put back into port development. In 1966, the Trust had more than \$70m invested in port assets. Capital works are financed out of revenue and out of loans, which, mainly privately arranged, 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.

Further References, 1961-1968 ; Changing Trends in Port Development, 1968
Port Facilities

Three distinctive types of facilities for the transfer of cargo between ship and shore have now become established in Melbourne. The first is for bulk cargo, i.e., cargo of a homogeneous nature handled loose and either wet, such as crude oil, and other petroleum products, and dry, such as phosphate, rock, sulphur, gypsum, sugar, and coal. The second is for specialised general cargo which is a heterogeneous variety of goods and products packed into containers, and unit-loads of multi-ton capacity. The third is for conventional general cargo which is cargo packed in a variety of packages, boxes, or bags each of which is handled individually on ship and shore.

Since 1958, methods of handling general cargo in the port's coastal trade with other Australian ports have undergone a transition from the conventional to the specialised methods which is now almost complete. Special port facilities have been in operation for many years to cater for these cargo handling methods. A similar transition in cargo handling methods has begun in the overseas general cargo trade through the port, and all future planning and construction of new berths and wharves is being directed towards catering for similar specialised methods.

Bulk Cargo

At Williamstown there are two berths for tanker ships handling crude oil, including one for ships up to 95,000 dwt and 950 ft in length ; on the lower reaches of the River Yarra, seven berths for petroleum products, petrochemicals, chemicals, raw sugar, phosphate, rock, soda ash, sulphur ammonia, molasses and lubricating oils ; at Appleton Dock, two berths for scrap metal, coal, and phosphate ; and on the upper reaches of River Yarra, two berths, one for bulk cement, and one for gypsum.

Specialised General Cargo

At the River Entrance there are two berths handling more than 1 mill. tons of unit load and container cargo a year in the Melbourne–Northern Tasmania trade. A third berth was being completed in 1968 to cater for an increase in existing services and an extension of specialised services to Queensland and the Northern Territory. Cargo is transferred by roll-on/roll-off and lift-on/lift-off methods.

On the Yarra River South Bank there are two berths: one catering for container and unit load cargo in the Launceston–Melbourne trade, and the other handling a variety of iron and steel, in unit loads and bulk.

On the Yarra River North Bank container and unit load cargo are transferred by roll-on/roll-off and lift-on/lift-off methods in the Hobart–Melbourne trade. A second berth, adjacent, was being completed in 1968 for the introduction of container, unit load cargo trade between Melbourne and New Zealand ports with cargo being transferred by the roll-on/roll-off methods.

On the Maribyrnong River facilities consist of a container unit load and livestock general cargo in the trade between King Island and Melbourne.

Passenger Traffic

In the Port Melbourne area there is a four berth dual purpose pier, the principal overseas passenger terminal with upper level facilities for passengers and lower level cargo and vehicular traffic and railway area. At the River Entrance area separate passenger facilities are available at the specialised cargo handling terminal for passengers on the Devonport–Melbourne service.

Conventional General Cargo

Yarra River North Bank : 12 berths.

Yarra River South Bank : 19 berths including two specially reconstructed for timber handling.

Victoria Dock : 23 berths including one used at regular fortnightly intervals for the all-container cargo trade between Fremantle and Melbourne, and three reconstructed berths which are used for both conventional and container, unit load cargo.

Appleton Dock : three berths which in the overseas cargo transition period are used for both unit load and container cargo as well as conventional cargo.

Port Melbourne area : one four-berth pier used exclusively for general cargo, and the passenger terminal.

Miscellaneous

The port also has a number of berths for use by small craft, such as fishing boats, yachts, etc., tugs, and dredging plant.

The following table shows particulars of the financial operations of the Melbourne Harbor Trust for the years 1963 to 1967 :

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

| Particulars | 1963 | 1964 | 1965 | 1966 | 1967 |
|---|---------------|---------------|---------------|---------------|---------------|
| REVENUE | | | | | |
| Wharfage and Tonnage Rates .. | 5,442 | 7,145 | 7,058 | 6,393 | 6,692 |
| Rent of Sheds | 326 | 637 | 606 | 572 | 586 |
| Special Berth Charges | 428 | 456 | 431 | 317 | 381 |
| Rent of Lands | 662 | 666 | 725 | 949 | 965 |
| Crane Fees | 1,436 | 1,613 | 1,800 | 1,672 | 1,793 |
| Other | 676 | 796 | 814 | 792 | 796 |
| Total Revenue | 8,970 | 11,312 | 11,434 | 10,695 | 11,213 |
| EXPENDITURE AND APPROPRIATIONS | | | | | |
| Administration and General Expenses | 500 | 710 | 784 | 874 | 908 |
| Port Operating Expenses | 1,916 | 2,160 | 2,413 | 2,422 | 2,642 |
| Maintenance— | | | | | |
| Dredging | 846 | 1,326 | 508 | 265 | 203 |
| Harbour | 90 | 75 | 123 | 110 | 116 |
| Wharves | 494 | 502 | 648 | 638 | 581 |
| Approaches | 78 | 90 | 117 | 125 | 152 |
| Railways | 32 | 44 | 51 | 79 | 80 |
| Cargo Handling Equipment .. | 288 | 304 | 325 | 342 | 358 |
| Other Properties | 48 | 38 | 62 | 93 | 54 |
| Interest | 1,440 | 1,482 | 1,465 | 1,551 | 1,706 |
| Depreciation and Renewals .. | 1,386 | 1,647 | 1,486 | 1,584 | 1,427 |
| Insurance | 160 | 165 | 96 | 99 | 103 |
| Sinking Fund | 458 | 1,150 | 928 | 160 | 435 |
| General Reserve | .. | .. | 800 | 900 | 1,037 |
| Payments to Consolidated Revenue | 1,100 | 1,437 | 1,420 | 1,287 | 1,346 |
| Other | 20 | * | 1 | 2 | 2 |
| Total Expenditure and Appropriations | 8,856 | 11,132 | 11,226 | 10,530 | 11,150 |
| CAPITAL OUTLAY | | | | | |
| Land and Property | 82 | 253 | 224 | 106 | 201 |
| Reclamation | 56 | 23 | 32 | 312 | 408 |
| Deepening Waterways | 592 | 154 | 786 | 1,239 | 1,235 |
| Wharves and Sheds Construction .. | 970 | 1,423 | 1,709 | 1,760 | 2,095 |
| Cargo Handling Equipment | 116 | 294 | 359 | 1,252 | 91 |
| Approaches Construction | 142 | 361 | 464 | 303 | 355 |
| Floating Plant | 152 | 59 | 11 | 95 | 51 |
| Other Works, etc. | 306 | 253 | 768 | 675 | 769 |
| Total Capital Outlay | 2,416 | 2,821 | 4,352 | 5,742 | 5,205 |
| Loan Indebtedness at 31 December | 29,836 | 29,773 | 30,473 | 32,247 | 34,484 |

* 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 ft and a width of 400 ft.

There are nineteen effective berths in the port and two berths at the Commonwealth Explosives Pier, Point Wilson—owned and operated

by the Commonwealth. Maximum water depths are 36 ft at eight berths, 32 ft at ten berths (all within the inner harbour), and three outer harbour berths of 30 ft. Special berths are provided for the handling of coal, grain, phosphatic rock and sulphur, oil, frozen meat, and alumina. 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.

Refinery Pier can accommodate simultaneously four oil tankers with maximum drafts of 34 ft. The Harbor Trust cool stores have a storage capacity of 900,000 cu ft. Adequate open coal storage is available. The port has good clearance facilities, with direct rail loading at seven berths and road clearance at all berths.

A modern dry bulk berth equipped with four 7½ ton kangaroo cranes giving an initial discharge rate of 1,000 tons per hour was commenced in 1966, the adjoining Kings Wharf having been strengthened in the meantime to accommodate the cranes which are now in operation. The new berth is expected to be in operation by March 1969.

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 1963 to 1967 are shown in the following table :

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

(\$'000)

| Particulars | 1963 | 1964 | 1965 | 1966 | 1967 |
|--|-------|-------|-------|-------|-------|
| REVENUE | | | | | |
| Wharfage, Tonnage, and Special Berth Rates | 2,156 | 2,284 | 2,238 | 2,373 | 2,464 |
| Shipping Services | 517 | 615 | 722 | 838 | 851 |
| Rents, Fees, and Licences | 36 | 38 | 43 | 45 | 47 |
| Freezing Works and Abattoirs | 44 | 50 | 63 | 64 | 64 |
| Other | 79 | 115 | 159 | 120 | 53 |
| Total Revenue | 2,832 | 3,102 | 3,225 | 3,440 | 3,479 |
| EXPENDITURE AND APPROPRIATIONS | | | | | |
| Management Expenses | 252 | 272 | 344 | 366 | 382 |
| Shipping Services | 464 | 516 | 622 | 647 | 614 |
| Maintenance— | | | | | |
| Wharves and Approaches | 82 | 70 | 77 | 102 | 89 |
| Harbour | 78 | 78 | 85 | 71 | 81 |
| Floating Plant | 10 | 24 | 10 | 13 | 16 |
| Other | 22 | 22 | 18 | 17 | 26 |
| Interest on Loans | 320 | 344 | 390 | 401 | 400 |
| Sinking Fund | 60 | 72 | 77 | 76 | 77 |
| Depreciation Provision | 394 | 414 | 432 | 515 | 603 |
| Port Development Fund | .. | .. | .. | 1,007 | 500 |
| Other | 54 | 102 | 72 | 62 | 66 |
| Total Expenditure and Appropriations | 1,736 | 1,914 | 2,127 | 3,277 | 2,854 |

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

| Particulars | 1963 | 1964 | 1965 | 1966 | 1967 |
|---|--------------|--------------|--------------|--------------|--------------|
| CAPITAL OUTLAY (NET) | | | | | |
| Floating Plant | 178 | 592 | 100 | .. | 651 |
| Land and Property | 84 | 104 | 294 | 70 | 138 |
| Deepening Waterways | 636 | 228 | 500 | 69 | 1,942 |
| Wharves and Approaches .. | 498 | 898 | 2,332 | 431 | 553 |
| Other | 34 | 30 | 46 | 11 | 36 |
| Total Capital Outlay .. | 1,430 | 1,852 | 3,272 | 581 | 3,320 |
| LOAN INDEBTEDNESS AT 31 DECEMBER | | | | | |
| State Government | 234 | 228 | 193 | 124 | 118 |
| Public | 5,878 | 6,958 | 7,490 | 7,404 | 7,618 |
| Total Loan Indebtedness .. | 6,112 | 7,186 | 7,683 | 7,528 | 7,736 |

Portland Harbor Trust

Situated on the south-west coast of Victoria, the Port of Portland has been administered by the Portland Harbor Trust Commissioners since 1951 and serves an area of about 40,000 sq miles of western Victoria and the south-east of South Australia. The Port is within a few miles of the main overseas and coastal shipping routes with deep water approaches right up to the entrance of the harbour basin.

Two breakwaters enclose an area of 250 acres of sheltered water to form the harbour basin, while all cargo berths have rail and road access to main Victorian and interstate traffic routes.

The highlight of activity within the Port during 1966-67 was centred around negotiations with a major fertilizer company for the establishment of a multi-million dollar fertilizer complex on 23 acres of reclaimed land adjacent to the main shipping berths. By March 1967 reclamation of an initial area was completed and construction of the fertilizer complex commenced. Reclamation of the remaining area was virtually complete at the end of 1966-67.

Establishment of this new industry at Portland is expected to provide an added stimulus to a growing port trade through the importation of large tonnages of raw materials required for manufacturing purposes.

Construction of the Trust's new bulk shipping berth, designed primarily to handle imports associated with fertilizer manufacture, proceeded on schedule during 1966-67 and was completed early in 1968.

New records for the quantity of cargo handled and the number of vessels berthed in the Port were established during 1966-67, when the volume of imports and exports rose to 446,678 tons; an increase of 40.5 per cent over the previous year.

The number of ships using the Port for all purposes during 1966-67 was 291, an increase of 164 over the previous year. This major growth resulted largely from activity created through the off-shore search for oil and gas in the Otway Basin.

Particulars of the financial operations of the Portland Harbor Trust for the years 1962-63 to 1966-67 are set out in the following table :

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

| Particulars | 1962-63 | 1963-64 | 1964-65 | 1965-66 | 1966-67 |
|--|---------|---------|---------|---------|---------|
| REVENUE | | | | | |
| Wharfage Rates | 126 | 130 | 117 | 137 | 156 |
| Tonnage Rates | 22 | 22 | 24 | 21 | 26 |
| Shipping Services | 44 | 42 | 84 | 63 | 108 |
| State Government Grant | 498 | 646 | 711 | 576 | 615 |
| Grain Terminal | .. | .. | 5 | 82 | 207 |
| Other | 64 | 86 | 53 | 46 | 57 |
| Total Revenue | 754 | 926 | 994 | 925 | 1,169 |
| EXPENDITURE AND APPROPRIATIONS | | | | | |
| Administration | 64 | 58 | 59 | 68 | 76 |
| Maintenance | 80 | 60 | 67 | 78 | 66 |
| Shipping Services | 70 | 74 | 92 | 61 | 88 |
| Depreciation | 14 | 16 | 12 | 26 | 27 |
| Interest on Loans | 562 | 562 | 622 | 677 | 739 |
| Sinking Fund | 42 | 42 | 47 | 50 | 52 |
| Loan Redemption | .. | .. | .. | 33 | 36 |
| Grain Terminal (excl. Depreciation) | .. | .. | 4 | 35 | 73 |
| Other | 2 | 2 | 8 | 4 | 2 |
| Total Expenditure and Appropriations | 834 | 814 | 911 | 1,032 | 1,159 |
| CAPITAL OUTLAY | | | | | |
| Port Rail System | .. | .. | .. | .. | 49 |
| Reclamation | 2 | 3 | 30 | 315 | 114 |
| Grain Terminal | .. | 133 | 1,036 | 111 | 131 |
| Deepening Waterways | 50 | 30 | .. | 51 | 51 |
| Wharves and Sheds | 302 | 68 | 173 | 386 | 395 |
| Breakwater Construction | 160 | 70 | 18 | .. | 42 |
| Other | 46 | 48 | 131 | 185 | 196 |
| Total | 560 | 352 | 1,388 | 1,048 | 978 |
| Loan Indebtedness at 30 June— | | | | | |
| State Government | 4,092 | 4,092 | 4,083 | 4,083 | 4,083 |
| Public | 10,274 | 10,952 | 12,310 | 13,027 | 13,939 |
| Total Loan Indebtedness | 14,366 | 15,044 | 16,393 | 17,110 | 18,022 |

Westernport

Westernport is eastward of and adjacent to Port Phillip, and is separated from it by the nine-mile wide Mornington Peninsula. The port is sheltered from Bass Strait by Phillip Island at its southerly end, and the waters between the western side of this island and the mainland form the entrance to the port. The entrance to the port contains some extensive sand banks; however, a deep water channel exists close in to the island with depths as great as 17 fathoms. This navigable channel extending from the Western Entrance to Crib Point is $14\frac{1}{2}$ miles long with low water depths of 47 ft in the Northern Arm and 49 ft in the Western Arm. Tidal rises are of the order of 9 to 10 ft springs and 7 ft 6 in neaps.

The Westernport (Oil Refinery) Act, passed by the Victorian Government in June 1963, gave effect to an agreement between the State and B.P. Refinery (Westernport) Pty Ltd, for the establishment of a refinery and associated port facilities at Crib Port. A marine terminal capable of berthing tankers of 100,000 tons deadweight has since been established and during 1966-67 was used by some eighty tankers. The terminal provides two berthing heads, the northern one being capable of taking tankers up to 100,000 tons deadweight, and the southern one 40,000 ton tankers.

The Westernport Development Act, passed by the Victorian Government in December 1967, gives effect to an agreement between the State and Hematite Petroleum Pty Ltd, and Esso Exploration and Production Inc. The agreement provides for the establishment of a fractionation plant to process petroleum recovered in waters adjacent to the State and the construction of additional port facilities.

A single berth marine terminal, which has been designed for the berthing of tankers up to 100,000 tons deadweight, is at present under construction at Long Island Point abutting the site of the Esso fractionation plant. Channel dredging to 40 ft depth below datum is being provided in the first instance with 42 ft alongside the berth. It is anticipated that dredging to 47 ft in the channel and 52 ft alongside the berth to provide for 100,000 tons deadweight tankers will be carried out at a later date.

Port maintenance facilities are centred around the existing jetty at Stony Point (2 miles south of Crib Point). At the root of the jetty an area of 4 acres has been reclaimed providing an area for a depot for the servicing of buoys, navigation lights, tugs, and pilot launch. It also includes administrative offices and radio-telephonic equipment. Maritime V.H.F. radio is established at the maintenance depot at Stony Point, with remote control to the Harbour Master's quarters at Crib Point.

To facilitate berthing two ocean-going tugs—each of 1,500 h.p. and with a bollard pull of 20 tons—are provided. The tugs are fitted with fire-fighting equipment and lifting gear capable of handling the 6 ton navigation buoys in service at the port. A 200 ft extension to Stony Point Jetty provides a berth for these tugs and a new parallel jetty is used to berth smaller craft.

Pilotage for the port is undertaken by the Port Phillip Sea Pilots. Large tankers coming from the west generally take on their pilot at the Pilot Boarding Station off Port Phillip Heads; small coastal tankers from the east take on their pilot off Flinders, where a 36 ft pilot launch is provided.

Further Reference 1967, 1968

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.

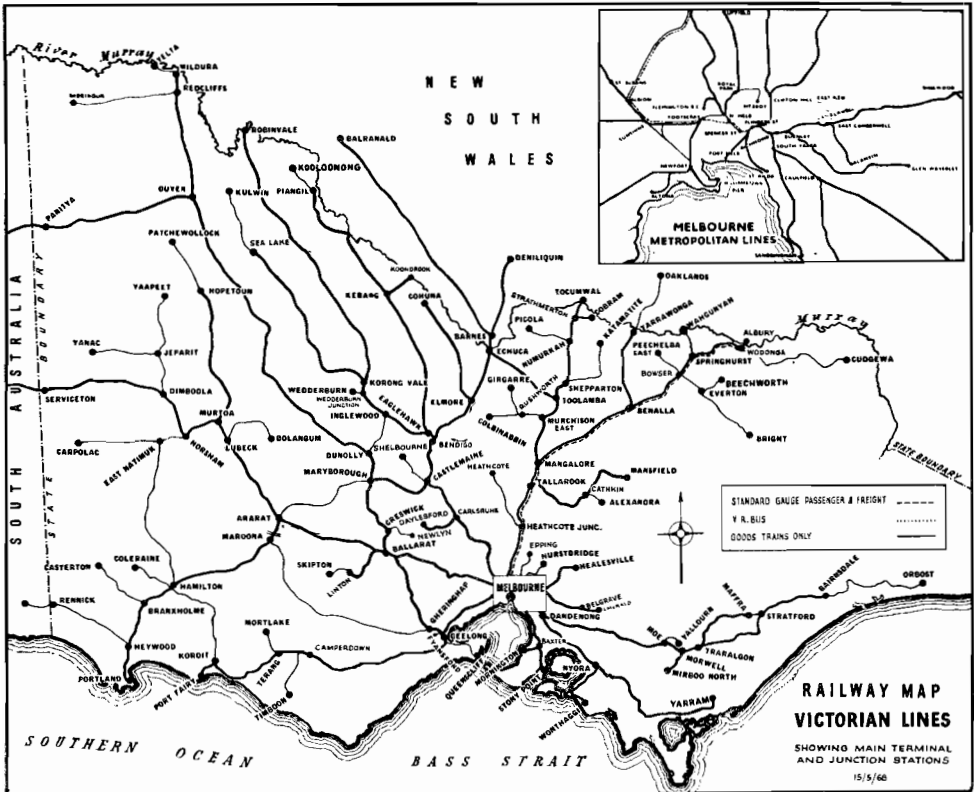


FIGURE 15.

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 12 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 25 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 1870s, 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 14 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 19 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 and X class (1,800 hp) and B class (1,600 hp)—haul Victorian Railways fast passenger and freight trains. The T class (950–1,050 hp) diesel-electric locomotive is mainly a freight train operator, but it also hauls selected passenger trains. The Y class (650 hp) diesel-electric locomotive hauls branch line freight trains and is also used on freight yard work. The W class (650 hp) diesel-hydraulic locomotive and the F class (350 hp) diesel-electric are almost exclusively used on shunting and transfer work. The L class (2,400 hp) electric locomotive hauls passenger and freight trains on the Gippsland line—Victoria's longest electrified track. Country passenger train services are supplemented by 102 hp, 153 hp, and 280 hp diesel, and 260 hp diesel-electric rail-cars. Only a small number of steam locomotives now haul freight trains. Modern multiple-unit saloon type suburban electric trains are progressively replacing obsolete swing-door compartment type trains on the suburban electric service.

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 or bogie types. They include many types of wagons and vans, up to 57-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 Williams-

town (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 Upper 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); Upper Ferntree Gully to Belgrave (converted to broad gauge and electrified in 1962); and Lalor to Epping (reopened in 1964).

Australia's first electric train ran from Newmarket to Flemington Racecourse on Sunday 6 October 1918. However, electric traction for passengers did not start until the following year.

The line from Essendon to Sandringham was first converted from steam to electric traction, 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 twenty 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 has fallen slightly in recent years. However, additional trains are needed to handle a growing long distance load. In 1946, the number of trains required for the peak service was 109; in 1968 it was 138. Following elimination of break of gauge at Albury for passenger trains since 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.

Standardisation 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 243 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 connections give direct rail access to about three-quarters of the population of Australia.

Bogie Exchange

The exchange of bogies which was pioneered by the Victorian Railways, has proved of great assistance to standard gauge operation. It is now an essential part of interstate railway operation, whereby loaded rail wagons travel over different gauge lines of Australian railways—between Kalgoorlie (Western Australia) and Brisbane (Queensland).

Bogie exchange has been responsible for many improvements, such as: faster transport of freight, less chance of loss through pilfering (the contents of the vehicles do not require handling), better use of rolling stock, better use of existing staff, and improved customer relations.

Bogie exchange was a sequel to the completion in 1962 of the standard gauge railway from Wodonga to Melbourne that extended the New South Wales standard gauge network interstate to Melbourne. Passengers no longer need to change trains at Albury, nor does freight have to be transferred there.

However, a considerable tonnage of Victorian and overland broad gauge traffic still required transfer at either Albury, or Melbourne, to travel in New South Wales and through to Brisbane. As a result of investigations into methods of reducing this transfer time, it was decided to experiment with bogie exchange.

A temporary installation was established at Dynon freight terminal on the fringe of Melbourne, with a 3-rail section of dual-gauge. It was soon proved that bogie exchange was a practical and economic method of transfer, but it was obvious that a properly planned permanent centre was necessary if the available and new traffic stemming from the elimination of manual transfer were to be handled efficiently. Consequently, a bogie exchange centre was established on a 4½ acre site at South Dynon.

The bogie exchange operation itself is quick and simple. A vehicle coming in on its arrival gauge is raised off its bogies by four 25-ton electric jacks, simultaneously operated from one control point. The arrival bogies are wheeled out, and others of different gauge are then wheeled under the raised vehicle. After the bogies are in position, the jacks lower the vehicle, which, after final adjustments to brake gear, etc., is ready to depart on the chosen gauge.

Bogies can be changed under a loaded vehicle in much shorter time than that taken for transshipping goods from one wagon to another at break-of-gauge terminals. The South Dynon bogie exchange centre can handle 200 vehicles per day, allowing up to 7,000 tons of freight to move undisturbed over both gauges.

The success of the Dynon installation was responsible for a smaller bogie exchange centre being established at Wodonga to handle the traffic between the northern States and northern and north-eastern Victoria. A similar installation followed at Port Pirie, South Australia, to transfer vehicles between the South Australian and Commonwealth railway systems.

With direct loading of vehicles between Brisbane and Kalgoorlie, rolling stock of all four systems—New South Wales, Victoria, South Australia and Commonwealth—can now be seen together in any of these States. Bogie exchange also gives the benefits of a direct multi-State link to both country and metropolitan districts in Victoria, New South Wales, and South Australia.

With bogie exchange, the tonnage of overland traffic handled by rail in Victoria is very much greater than that handled in 1962, and it continues to show a steady annual increase.

Gauge standardisation projects at present in course will give direct loading facilities from Brisbane to Perth, via Sydney and Broken Hill, but bogie exchange will still be required for vehicles dispatched from many New South Wales and Victorian stations to Adelaide and Perth.

Developmental Programme

The Victorian Railways are pursuing a policy within the limits of available finance, of modernising the system by purchasing more diesel-electric locomotives, suburban electric trains, and other rolling stock, and are continuing the programme of track relaying and duplication in suburban and country districts.

The current financial programme provides for further work to proceed on the Melbourne Goods Yard re-arrangement project (including an automated shunting hump), additional suburban track work, automatic signalling improvements, etc.

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 specialised traffic, such as flexivans, steel sections, motor cars, bulk cement, and freight consignments of unusual length.

Further References, 1961-1968

The following 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 774.

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 30 June of each of the five years 1963 to 1967 is shown in the following table :

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

| At 30 June— | Railways | | Road Motor Services | Total Capital Cost* |
|--------------|--------------|----------------------------------|---------------------|---------------------|
| | Lines Opened | Lines in Process of Construction | | |
| 1963 | 302,402 | 2,224 | 14 | 304,856 |
| 1964 | 312,512 | 2,478 | 47 | 315,172 |
| 1965 | 322,259 | 2,686 | 38 | 325,053 |
| 1966 | 332,956 | 2,693 | 61 | 335,710 |
| 1967 | 345,813 | 389 | 45 | 346,247 |

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

At 30 June 1967, 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 \$96.9m ; of the narrow gauge \$0.01m ; and of the uniform gauge \$6.6m.

Loan Liability and Interest

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances Adjustment) Act 1936*, amounted to \$379.4m at 30 June 1967.

After deducting the value of securities purchased from the National Debt Sinking Fund and cancelled (\$50.5m.), the net liability on current loans outstanding at that date was \$328.9m.

The total liability of the State for railways construction, etc., at 30 June 1967 (which includes the liability referred to in the previous paragraph) was \$441.1m. Deduction of securities purchased from the National Debt Sinking Fund and cancelled (\$72.1m) together with cash at credit in the Fund (\$0.2m) reduced the amount outstanding at the end of the year to a net liability of \$368.8m.

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 1 July 1964, the obligation to pay interest and debt charges on moneys borrowed for the purposes of the *Railways Act* 1958 on and after 1 July 1960. The total annual interest payable on the liability of \$368.8m at 30 June 1967, amounted to \$17.5m at an average rate of 4.758 per cent. Of this amount, the Victorian Railways are liable for \$5.3m. In addition, the State is required to pay a contribution of \$3.2m at a rate of 4.50 per cent on cancelled securities.

Additional funds, which amounted to \$50.5m at 30 June 1967, have been provided for railway construction, equipment, stores, etc., 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 of the *Victorian Year Book* 1966.)

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 1962-63 to 1966-67 are shown in the following table :

VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

| Year Ended 30 June— | Number of Employees at End of Year | | | Salaries, Wages, and Travelling Expenses |
|---------------------|------------------------------------|-----------------------------|--------|--|
| | Permanent | Supernumerary and Casual | Total | |
| 1963 | 18,047 | 11,202 | 29,249 | \$'000 66,156 |
| 1964 | 17,848 | 10,349 | 28,197 | 69,087 |
| 1965 | 16,859 | 10,604 | 27,463 | 75,760 |
| 1966 | 16,158 | 11,473 | 27,631 | 77,980 |
| 1967 | 15,704 | 11,038 | 26,742 | 79,464 |

Railways Route Mileage

The route mileage of the railways (exclusive of road motor service route mileage) for each of the years 1962-63 to 1966-67 is given in the following table.

It should be noted that the Victorian Railways operate certain services in New South Wales. At 30 June 1967, 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 30 June— | | | | |
|--------------------------------|-------------|-------|-------|-------|-------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| LINES OPEN FOR TRAFFIC | | | | | |
| | route miles | | | | |
| Single Track—Broad Gauge* .. | 3,756 | 3,700 | 3,694 | 3,671 | 3,711 |
| Narrow Gauge .. | 8 | 8 | 8 | 8 | 8 |
| Double Track—Broad Gauge* .. | 426 | 425 | 431 | 431 | 431 |
| Other Multi-Track—Broad Gauge* | 75 | 77 | 78 | 78 | 79 |
| Total Route Mileage .. | 4,265 | 4,210 | 4,211 | 4,188 | 4,230 |

* Broad gauge refers to 5 ft 3 in gauge track and includes 4 ft 8½ in gauge track and dual track.

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 1962-63 to 1966-67 :

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

| Rolling Stock in Service | At 30 June— | | | | |
|---------------------------|-------------|--------|--------|--------|--------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Locomotives— | | | | | |
| Steam | 258 | 246 | 220 | 181 | 132 |
| Electric | 35 | 35 | 35 | 35 | 35 |
| Diesel Electric | 105 | 139 | 161 | 185 | 199 |
| Other* | 83 | 84 | 87 | 85 | 87 |
| Total | 481 | 504 | 503 | 486 | 453 |
| Passenger Coaches— | | | | | |
| Electric Suburban | 1,080 | 1,074 | 1,080 | 1,089 | 1,116 |
| Other† | 732 | 724 | 712 | 698 | 675 |
| Total | 1,812 | 1,798 | 1,792 | 1,787 | 1,791 |
| Goods Stock ‡ | 21,761 | 21,792 | 21,891 | 21,914 | 21,725 |
| Service Stock | 1,667 | 1,660 | 1,676 | 1,659 | 1,625 |

* 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 included.

‡ All parcels and brake vans and standard gauge stock have been included.

Railways Traffic

The traffic of the railways (exclusive of road motor traffic) for each of the years 1962-63 to 1966-67 is shown in the table below :

VICTORIA—RAILWAYS TRAFFIC (EXCLUDING ROAD MOTOR SERVICES)

| Traffic | During Year Ended 30 June— | | | | |
|---------------------------------------|----------------------------|---------|---------|---------|---------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Traffic Train Mileage—Country '000 | 4,829 | 4,835 | 4,836 | 4,738 | 4,798 |
| Suburban '000 | 8,303 | 8,369 | 8,480 | 8,458 | 8,504 |
| Goods '000 | 6,345 | 6,909 | 7,172 | 6,949 | 6,733 |
| Total .. '000 | 19,477 | 20,113 | 20,488 | 20,145 | 20,035 |
| Passenger Journeys—Country '000 | 5,140 | 5,082 | 4,907 | 4,793 | 4,674 |
| Suburban '000 | 147,587 | 148,313 | 144,846 | 144,332 | 141,593 |
| Total .. '000 | 152,727 | 153,396 | 149,753 | 149,125 | 146,267 |
| Goods and Livestock Carried '000 tons | 10,841 | 12,132 | 12,596 | 12,156 | 12,075 |

The tonnage of various classes of goods and the total tonnage of livestock carried by the Victorian Railways for each of the years 1962-63 to 1966-67 are shown in the following table :

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

| Class of Goods | Quantity Carried | | | | |
|---|------------------|---------|---------|---------|---------|
| | 1962-63 | 1963-64 | 1964-65 | 1965-66 | 1966-67 |
| Butter | 85 | 86 | 90 | 82 | 69 |
| Grain— | | | | | |
| Barley | 177 | 177 | 215 | 210 | 196 |
| Wheat | 1,887 | 2,368 | 2,235 | 2,035 | 1,869 |
| Other | 318 | 307 | 343 | 220 | 322 |
| Flour | 168 | 218 | 197 | 153 | 145 |
| Bran, Pollard, and Sharps .. | 67 | 82 | 76 | 53 | 51 |
| Fruit— | | | | | |
| Fresh | 111 | 109 | 110 | 92 | 86 |
| Dried | 65 | 67 | 71 | 74 | 103 |
| Beer | 119 | 124 | 129 | 134 | 140 |
| Briquettes | 1,526 | 1,586 | 1,594 | 1,571 | 1,487 |
| Cement | 468 | 573 | 731 | 782 | 807 |
| Coal— | | | | | |
| Black | 205 | 219 | 214 | 195 | 213 |
| Brown | 390 | 483 | 389 | 363 | 363 |
| Galvanised Iron | 80 | 111 | 111 | 104 | 116 |
| Iron, Steel Bar Rods, etc., Un- prepared | 404 | 448 | 473 | 424 | 462 |
| Manures | 818 | 951 | 1,077 | 1,154 | 1,171 |
| Motor Cars and Bodies | 140 | 175 | 192 | 182 | 197 |
| Petrol, Benzine, etc. | 207 | 195 | 155 | 133 | 145 |
| Pulpwood | 97 | 83 | 109 | 124 | 124 |
| Pulp and Paper | 141 | 128 | 129 | 125 | 135 |
| Timber | 234 | 264 | 292 | 272 | 252 |
| Wool | 115 | 132 | 136 | 133 | 141 |
| All Other Goods | 2,726 | 2,934 | 3,169 | 3,303 | 3,322 |
| Total Goods | 10,548 | 11,820 | 12,237 | 11,917 | 11,916 |
| Total Livestock | 293 | 312 | 359 | 239 | 158 |
| Grand Total Goods and Livestock | 10,841 | 12,132 | 12,596 | 12,156 | 12,075 |

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1962-63 to 1966-67 were as follows :

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

| Particulars | Year Ended 30 June— | | | | |
|---|---------------------|---------------|----------------|----------------|----------------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| REVENUE | | | | | |
| Passenger, etc., Business— | | | | | |
| Passenger Fares | 25,104 | 25,201 | 27,455 | 27,826 | 30,162 |
| Parcels, Mails, etc. | 2,894 | 3,044 | 3,376 | 3,630 | 4,135 |
| Other | 80 | 77 | 87 | 163 | 88 |
| Goods, etc., Business— | | | | | |
| Goods | 50,470 | 56,121 | 60,488 | 59,276 | 61,531 |
| Livestock | 1,988 | 1,941 | 2,158 | 1,478 | 1,026 |
| Miscellaneous | 628 | 677 | 722 | 692 | 769 |
| Miscellaneous— | | | | | |
| Dining Car and Refreshment Services | 3,004 | 2,964 | 3,058 | 3,345 | 3,464 |
| Rentals | 1,568 | 1,588 | 1,653 | 1,710 | 1,880 |
| Bookstalls | 828 | 828 | 920 | 1,054 | 1,053 |
| Advertising | 210 | 219 | 208 | 211 | 228 |
| Other | 206 | 219 | 201 | 234 | 241 |
| Total Revenue | 86,980 | 92,878 | 100,326 | 99,619 | 104,579 |
| EXPENDITURE | | | | | |
| Working Expenses— | | | | | |
| Way and Works | 17,068 | 17,633 | 18,851 | 19,633 | 19,940 |
| Rolling Stock | 24,246 | 26,388 | 29,071 | 28,997 | 28,740 |
| Transportation | 27,958 | 28,857 | 31,743 | 32,939 | 34,611 |
| Electrical Engineering Branch | 4,234 | 4,328 | 4,471 | 4,563 | 4,427 |
| Stores Branch | 1,206 | 1,277 | 1,406 | 1,426 | 1,563 |
| Pensions | 4,658 | 4,797 | 4,870 | 4,945 | 5,073 |
| Service Grants and Retiring Gratuities | 1,520 | 1,566 | 1,343 | 1,173 | 1,146 |
| Contributions to Railway Renewals and Replacement Fund | 400 | 400 | 400 | 400 | 400 |
| Contributions to Railway Accident and Fire Insurance Fund | 1,100 | 1,163 | 1,533 | 1,315 | 1,441 |
| Pay-roll Tax | 1,586 | 1,647 | 1,803 | 1,744 | 1,852 |
| Long Service Leave | 1,010 | 1,236 | 1,371 | 1,353 | 1,521 |
| Other* | 2,142 | 2,344 | 2,606 | 2,664 | 2,846 |
| Total Working Expenses | 87,128 | 91,636 | 99,470 | 101,151 | 103,560 |
| Net Revenue | -148 | +1,243 | +856 | -1,532 | +1,019 |

For footnotes see next page.

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

| Particulars | Year Ended 30th June— | | | | | |
|--|-----------------------|------|---------|--------|--------|-----|
| | 1963 | 1964 | 1965 | 1966 | 1967 | |
| EXPENDITURE— <i>continued</i> | | | | | | |
| Debt Charges— | | | | | | |
| Interest Charges and Expenses† .. | } | } | 2,918\$ | 3,726 | 4,546 | |
| Exchange on Interest Payments and Redemption | | | ‡ | 131\$ | 129 | 132 |
| Contribution to National Debt Sinking Fund | | | ‡ | 137\$ | 176 | 213 |
| Net Result for Year .. | .. | .. | -2,330 | -5,563 | -3,872 | |
| Per Cent | | | | | | |
| Proportion of Working Expenses to Revenue | 100·2 | 98·7 | 99·1 | 101·5 | 99·0 | |

* Including interest paid to Commonwealth under Railways Standardisation Agreement viz., 1963, \$216,832; 1964, \$234,692; 1965, \$229,796; 1966, \$224,898, and 1967, \$220,000

† Including Loan Conversion Expenses.

‡ Under provisions of the *Railways (Funds) Act* 1961, interest and other charges on borrowed moneys were not charged to Railways Accounts during the years 1962-63 and 1963-64.

§ Under the provisions of the *Railways (Funds) Act* 1964, interest and debt charges on moneys borrowed on and after 1 July 1960 became chargeable against Railway Revenue with effect from 1 July 1964.

Revenue for 1966-67 increased by \$4,960,295 compared with 1965-66. Total working expenses increased by \$2,408,448 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 Equalisation Account". The Act provided for the annual appropriation out of the Consolidated Revenue and the payment into the Equalisation Account of any excess of railway income over railway operating expenses for the preceding year. Moneys standing to the credit of the Account were 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 Equalisation Account were \$1,840,692 for the year 1960-61, \$7,318 for 1961-62, and \$740,758 for 1963-64. To offset deficits for the years 1962-63 and 1964-65, amounts of \$419,168 and \$2,169,601, respectively, were transferred to Railway Revenue from the Equalisation Account, the latter transfer extinguishing the balance in the Account. 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 gross revenue per average mile of railway worked for each of the five years 1962-63 to 1966-67 were as shown in the following table :

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

| Particulars | Year Ended 30 June— | | | | |
|---|---------------------|--------|--------|--------|--------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Average Number of Miles Open for Traffic | 4,265 | 4,242 | 4,211 | 4,189 | 4,218 |
| Gross Revenue per Average Mile Open \$ | 20,376 | 21,878 | 23,807 | 23,765 | 23,601 |
| Working Expenses per Average Mile Open \$ | 20,398 | 21,572 | 23,590 | 24,112 | 24,519 |

Road Motor Services

The following table gives, for each of the five years 1962-63 to 1966-67, 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 30 June— | | | | |
|--|---------------------|-----------|-----------|-----------|-----------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Car Mileage | 321,680 | 341,304 | 329,635 | 314,337 | 283,201 |
| Passenger Journeys .. | 1,252,167 | 1,243,820 | 1,154,104 | 1,060,324 | 1,033,774 |
| Gross Revenue \$ | 73,648 | 72,800 | 73,274 | 68,925 | 70,287 |
| Working Expenses \$ | 128,262 | 122,132 | 133,138 | 145,393 | 136,571 |
| Capital Expenditure at End of Year (Less Depreciation Written Off) .. \$ | 14,452 | 46,962 | 38,156 | 60,859 | 44,990 |

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.

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 1963-64 to 1966-67 are shown in the following table :

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

| Particulars | Year Ended 30 June— | | | |
|---|---------------------|---------------|---------------|---------------|
| | 1964 | 1965 | 1966 | 1967 |
| REVENUE | | | | |
| Traffic Receipts | 16,474 | 17,580 | 17,421 | 19,060 |
| Miscellaneous Operating Receipts .. | 166 | 171 | 177 | 176 |
| Non-operating Receipts | 297 | 290 | 356 | 312 |
| Total Revenue | 16,937 | 18,041 | 17,954 | 19,548 |
| EXPENDITURE | | | | |
| Traffic Operation Costs | 7,819 | 8,311 | 8,430 | 9,096 |
| Maintenance— | | | | |
| Permanent Way | 770 | 910 | 924 | 960 |
| Tramcars | 2,055 | 2,229 | 2,315 | 2,457 |
| Buses | 744 | 773 | 774 | 765 |
| Electrical Equipment of Lines and Sub-stations | 433 | 483 | 501 | 474 |
| Buildings and Grounds | 254 | 257 | 229 | 206 |
| Electric Traction Energy | 908 | 889 | 884 | 874 |
| Fuel Oil for Buses | 213 | 200 | 171 | 184 |
| Bus Licence and Road Tax Fees .. | 21 | 25 | 27 | 25 |
| General Administration and Stores Department Costs | 996 | 1,172 | 1,183 | 1,178 |
| Pay-roll Tax | 297 | 320 | 326 | 346 |
| Workers Compensation Payments .. | 328 | 359 | 338 | 496 |
| Depreciation | 902 | 922 | 1,013 | 1,014 |
| Non-operating Expenses | 52 | 59 | 63 | 65 |
| Provisions— | | | | |
| Long Service Leave | 225 | 240 | 318 | 290 |
| Retiring Gratuities | 434 | 436 | 587 | 527 |
| Accrued Sick Leave | 36 | 46 | 57 | 56 |
| Public Risk Insurance | 207 | 230 | 234 | 286 |
| Interest on Loans | 945 | 1,035 | 1,129 | 1,222 |
| Obsolescence in Stores Stock .. | 8 | 6 | 7 | 8 |
| Total Expenditure | 17,647 | 18,902 | 19,509 | 20,529 |
| Net Surplus (+) or Deficit (-) .. | -710 | -861 | -1,555 | -981 |
| Capital Outlay | 1,101 | 2,886 | 1,442 | 1,317 |
| Loan Indebtedness at 30 June .. | 18,497 | 20,950 | 22,396 | 23,397 |

Particulars relating to the tramway systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1962-63 to 1966-67 in the following table :

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAMWAYS

| Year Ended 30 June— | Track Open at 30 June— | | Tram Mileage | Passenger Journeys | Operating Receipts | Operating Expenses | At 30 June— | |
|---------------------|------------------------|--------|--------------|--------------------|--------------------|--------------------|---------------|------------------|
| | Double | Single | | | | | Rolling-Stock | Persons Employed |
| | miles | | '000 | | \$'000 | | No. | |
| 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 |
| 1965.. | 134 | 4 | 16,920 | 147,891 | 14,552 | 15,047 | 703 | 3,793 |
| 1966.. | 134 | 4 | 16,609 | 140,556 | 14,727 | 15,636 | 693 | 3,786 |
| 1967.. | 134 | 4 | 16,571 | 131,876 | 15,921 | 16,440 | 693 | 3,745 |

In the following table, the operations of the motor omnibus systems of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1962-63 to 1966-67 :

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : MOTOR OMNIBUS SYSTEMS

| Year Ended 30 June— | Route Miles | Bus Mileage | Passenger Journeys | Operating Receipts | Operating Expenses | At 30 June— | |
|---------------------|-------------|-------------|--------------------|--------------------|--------------------|---------------|------------------|
| | | | | | | Rolling-Stock | Persons Employed |
| | | '000 | | \$'000 | | No. | |
| 1963 .. | 123 | 7,341 | 32,634 | 3,036 | 3,544 | 238 | 918 |
| 1964 .. | 123 | 7,283 | 32,426 | 3,010 | 3,583 | 232 | 869 |
| 1965 .. | 123 | 7,267 | 29,812 | 3,199 | 3,797 | 223 | 842 |
| 1966 .. | 123 | 6,763 | 25,120 | 2,871 | 3,809 | 231 | 828 |
| 1967 .. | 126 | 6,931 | 25,107 | 3,315 | 4,024 | 223 | 817 |

The following tables give an analysis of operating receipts, operating expenses, etc., for each of the five years 1962-63 to 1966-67 :

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

| Year Ended 30 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 | % |
| 1963 | 13,860 | 78.27 | 8.52 | 13,764 | 77.73 | 99.31 |
| 1964 | 13,630 | 77.55 | 8.49 | 14,011 | 79.72 | 102.80 |
| 1965 | 14,552 | 86.01 | 9.84 | 15,047 | 88.93 | 103.40 |
| 1966 | 14,727 | 88.67 | 10.48 | 15,636 | 94.15 | 106.17 |
| 1967 | 15,921 | 96.08 | 11.96 | 16,440 | 99.21 | 103.11 |

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

| Year Ended 30 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 | % |
| 1963 | 3,036 | 41.36 | 9.30 | 3,544 | 48.28 | 116.73 |
| 1964 | 3,010 | 41.33 | 9.28 | 3,583 | 49.20 | 119.04 |
| 1965 | 3,199 | 44.02 | 10.73 | 3,797 | 52.24 | 118.69 |
| 1966 | 2,871 | 42.45 | 11.43 | 3,809 | 56.32 | 132.67 |
| 1967 | 3,315 | 47.83 | 13.10 | 4,024 | 58.06 | 121.23 |

Private Motor Omnibus Services

The following table contains particulars of the operations of Victorian private omnibus services. In addition to details of route operations, charter, school and other special services are included. In the year 1966-67, route operations accounted for 61 per cent of total mileage travelled, while charter, school, and other special services accounted for 10, 27, and 2 per cent, respectively.

VICTORIA—PRIVATE MOTOR OMNIBUS SERVICES

| Particulars | Year Ended 30 June— | | | | |
|--------------------------------------|---------------------|--------|------------------|--------|--------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Number of Vehicles | 2,195 | 2,376 | 2,549 | 2,843 | 2,701 |
| Mileage—Petrol Vehicles ('000 miles) | 31,361 | 33,024 | 35,355 | 35,669 | 35,114 |
| Diesel Vehicles ('000 miles) | 10,954 | 12,998 | 14,196 | 16,461 | 16,713 |
| Total Mileage | 42,315 | 46,022 | 49,551 | 52,130 | 51,826 |
| Revenue | 13,769 | 15,513 | \$'000 17,364 | 18,476 | 19,628 |
| Expenditure— | | | | | |
| Drivers' Wages | 4,460 | 4,965 | 5,531 | 6,068 | 6,273 |
| Repairs and Maintenance | 1,999 | 2,093 | 2,182 | 2,268 | 2,431 |
| Depreciation | 1,300 | 1,550 | 1,758 | 1,887 | 1,910 |
| Other | 4,523 | 5,096 | 5,653 | 6,203 | 6,620 |
| Total Expenditure | 12,282 | 13,704 | 15,124 | 16,426 | 17,234 |
| Assets— | | | | | |
| Motor Vehicles | 3,977 | 6,583 | 4,680 | 5,403 | 5,199 |
| Other Assets | 4,517 | 5,105 | 6,136 | 7,081 | 7,444 |
| Total Assets | 8,495 | 11,688 | 10,816 | 12,484 | 12,643 |
| Liabilities | 2,537 | 2,842 | 3,896 | 4,417 | 4,534 |
| Capital | 5,958 | 6,926 | 6,920 | 8,068 | 8,110 |

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 1962-63 to 1966-67 are summarised in the following table :

VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

| Year Ended 30 June— | Track Open | | Tram Mileage | Passenger Journeys | Traffic Receipts | Operating Expenses | Rolling Stock | Persons Employed |
|---------------------|------------|--------|--------------|--------------------|------------------|--------------------|---------------|------------------|
| | Double | Single | | | | | | |
| | miles | | | | | | | |
| | | | | '000 | | \$'000 | | No. |
| 1963.. | 5 | 18 | 839 | 5,583 | 210 | 558 | 46 | 183 |
| 1964.. | 5 | 18 | 840 | 4,945 | 244 | 605 | 46 | 191 |
| 1965.. | 5 | 18 | 828 | 4,728 | 230 | 661 | 46 | 184 |
| 1966.. | 5 | 18 | 830 | 4,333 | 248 | 720 | 46 | 187 |
| 1967.. | 5 | 18 | 836 | 3,861 | 282 | 755 | 48 | 184 |

Further References, 1961-1963

Motor Vehicles

Registration, Licences, etc.

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. All trailers (except certain small trailers for private use and agricultural implements), fore-cars, and sidecars drawn by or attached to motor cars or motor cycles must also be registered.

The following is a brief summary of the annual fees applicable at 1 March 1968, in respect of the principal types of registration and for the licensing of drivers and riders :

| Type of Registration or Licence | Annual Rate |
|---|--|
| REGISTRATION— | |
| Motor Cycle (without trailer, etc.) .. | \$4.10 |
| Motor Cycle (with trailer, etc., attached) | \$6.10 |
| Motor Car (private use) | \$0.60 for each power-weight unit* |
| Motor Car (private and business use) .. | \$0.75 for each power-weight unit* |
| Trailer (attached to motor car) .. | From \$2.50 each, according to the unladen weight and use |
| Motor Car (Commercial Passenger Vehicle) operating on a stage omnibus service or a temporary school service licence. | \$15.00 |
| Motor Car (used for carrying passengers or goods for hire or in the course of trade). | From \$1.10 to \$2.30 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 connection with their business). | From \$0.30 to \$1.30 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). | \$27.10 (Unless a lower fee would otherwise have been payable.) |
| LICENCE— | |
| Driver or Rider Licence | \$6.00 issued for a three year period (An additional fee of \$2.00 is payable by all applicants for new licences.) |
| Instructors' Licences | \$20.00 issued for a three year period |

* 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 \$12.00.

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), 1965, 1966, and 1967. 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 31 December— | | | | |
|--------------------------------------|-----------------|----------------|------------------|------------------|------------------|
| | 1955 | 1962 | 1965 | 1966 | 1967 |
| Cars* | 422,543 | 611,496 | 706,067 | 731,647 | 763,585 |
| Station Wagons | 5,690 | 69,528 | 131,128 | 146,032 | 159,915 |
| Utilities | 75,721 | 94,470 | 93,414 | 92,216 | 91,615 |
| Panel Vans | 19,913 | 31,328 | 33,648 | 34,253 | 35,300 |
| Trucks† | 70,362 | 79,482 | 87,870 | 89,713 | 90,606 |
| Omnibuses | 2,580 | 3,409 | 3,979 | 4,145 | 4,266 |
| Total (Excluding Motor Cycles) | 596,809 | 889,713 | 1,056,106 | 1,098,006 | 1,145,287 |
| Motor Cycles§ | 26,406 | 15,802 | 12,095 | 11,811 | 13,601 |
| GRAND TOTAL | 623,215 | 905,515 | 1,068,201 | 1,109,817 | 1,158,888 |

* Includes ambulances and hearses.

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

§ Includes motor-scooters.

The following tables show, for each of the years 1962–63 to 1966–67, the number of drivers' and riders' licences in force, and the total revenue received at the Motor Registration Branch of the Police Department :

**VICTORIA—DRIVERS' AND RIDERS' LICENCES IN FORCE
AT 30 JUNE**

| Type of Licence | 1963 | 1964 | 1965 | 1966 | 1967 |
|-----------------|-----------|-----------|-----------|-----------|-----------|
| Drivers' | 1,084,931 | 1,133,387 | 1,185,050 | 1,227,990 | 1,280,459 |
| Riders' | 27,819 | 29,061 | 30,385 | 31,487 | 32,832 |
| Total | 1,112,750 | 1,162,448 | 1,215,435 | 1,259,477 | 1,313,291 |

**VICTORIA—GROSS REVENUE COLLECTED BY MOTOR
REGISTRATION BRANCH
(\$'000)**

| Particulars | 1962–63 | 1963–64 | 1964–65 | 1965–66 | 1966–67 |
|--------------------------|---------|---------|---------|---------|---------|
| Registrations and Tax .. | 23,792 | 26,038 | 29,714 | 41,052 | 43,299 |
| Drivers' Licences | 1,288 | 1,222 | 1,824 | 2,872 | 2,746 |
| Other | 252 | 356 | 605 | 581 | 612 |
| Total | 25,332 | 27,616 | 32,143 | 44,505 | 46,657 |

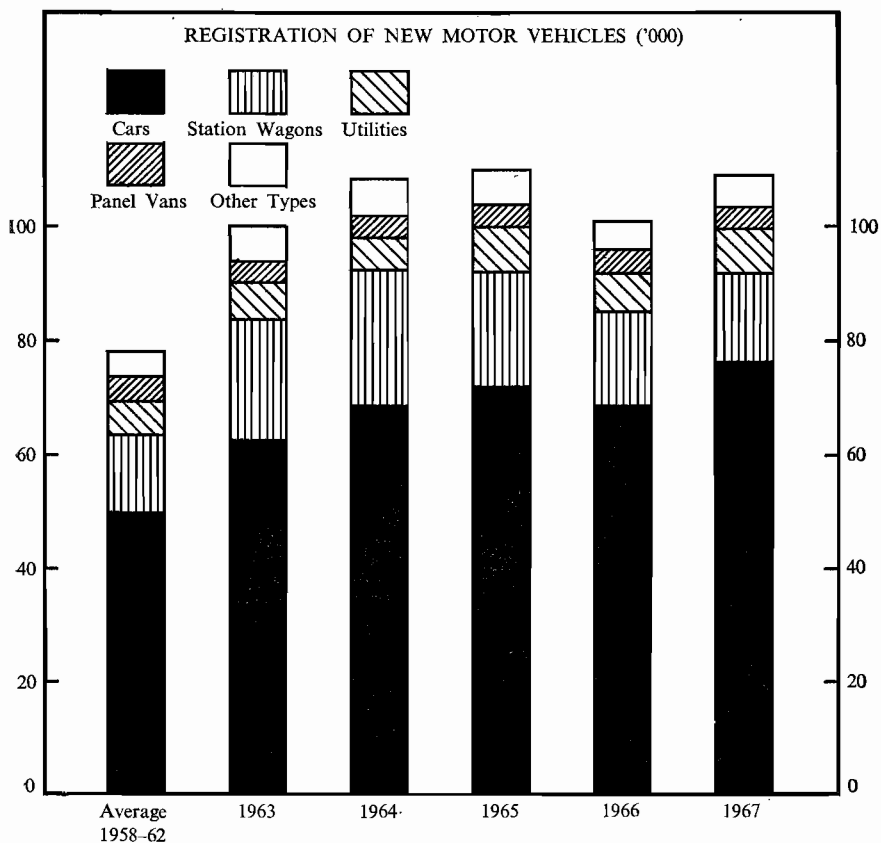


Figure 16—New Motor Vehicle Registrations 1958 to 1967

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 | | |
|-----------------------|---------------|---------------|---------------|----------------|---------------|---------------|
| | 1965 | 1966 | 1967 | 1965 | 1966 | 1967 |
| Austin | 669 | 2,724 | 3,033 | 51 | 2 | .. |
| Chevrolet | 569 | 507 | 417 | 9 | 2 | 3 |
| Chrysler | 7,162 | 7,557 | 7,935 | 2,706 | 2,265 | 2,268 |
| Datsun | 581 | 788 | 2,234 | 148 | 175 | 551 |
| Fiat | 388 | 238 | 328 | 19 | 6 | 6 |
| Ford | 13,108 | 13,928 | 17,424 | 3,278 | 3,527 | 3,799 |
| Hillman | 1,190 | 1,143 | 1,852 | 171 | 140 | 85 |
| Holden | 22,673 | 20,777 | 21,365 | 12,760 | 9,431 | 8,490 |
| Humber | 1,063 | 432 | 126 | 1 | .. | .. |
| Isuzu | 536 | 382 | 288 | .. | .. | .. |
| Mercedes Benz | 410 | 512 | 543 | .. | .. | 1 |
| Morris | 8,779 | 5,973 | 5,939 | 6 | 3 | .. |
| Peugeot | 426 | 347 | 453 | 74 | 45 | 54 |
| Rambler | 407 | 383 | 369 | 46 | 37 | 28 |
| Studebaker | 344 | 411 | 9 | 27 | 44 | 1 |
| Toyota | 2,653 | 3,936 | 5,348 | 625 | 622 | 541 |
| Triumph | 371 | 291 | 355 | .. | .. | .. |
| Vauxhall | 2,091 | 1,546 | 848 | 29 | 27 | 2 |
| Volkswagen | 5,952 | 4,048 | 3,775 | 619 | 288 | 334 |
| Wolseley | 540 | 264 | 8 | .. | .. | .. |
| Other | 2,322 | 2,185 | 3,505 | 371 | 151 | 107 |
| Total | 72,234 | 68,372 | 76,154 | 20,940 | 16,765 | 16,270 |

**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 | 1966 | | | | 1967 | | | |
|------------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------|
| | Utilities | Panel Vans | Other* | Total | Utilities | Panel Vans | Other* | Total |
| Austin .. | 1 | 2 | 354 | 357 | .. | 3 | 325 | 328 |
| Bedford .. | 8 | 113 | 1,668 | 1,789 | 3 | 80 | 1,582 | 1,665 |
| Chrysler .. | 910 | .. | .. | 910 | 646 | 1 | .. | 647 |
| Commer .. | 14 | 248 | 213 | 475 | 5 | 212 | 234 | 451 |
| Dodge .. | 123 | 36 | 514 | 673 | 261 | 38 | 537 | 836 |
| Ford .. | 1,424 | 523 | 718 | 2,665 | 1,841 | 1,003 | 701 | 3,545 |
| Holden .. | 3,081 | 1,594 | .. | 4,675 | 2,994 | 1,606 | .. | 4,600 |
| International .. | 183 | 48 | 1,116 | 1,347 | 164 | 59 | 1,226 | 1,449 |
| Land Rover .. | 326 | 6 | 2 | 334 | 328 | 1 | 9 | 338 |
| Morris .. | 167 | 608 | 123 | 898 | 152 | 703 | 109 | 964 |
| Toyota .. | 423 | 24 | 309 | 756 | 448 | 70 | 484 | 1,002 |
| Volkswagen .. | 63 | 396 | 54 | 513 | 77 | 384 | 72 | 533 |
| Other .. | 347 | 95 | 630 | 1,072 | 323 | 130 | 637 | 1,090 |
| Total .. | 7,070 | 3,693 | 5,701 | 16,464 | 7,242 | 4,290 | 5,916 | 17,448 |

* Other vehicles include trucks, omnibuses, milk tankers, petrol tankers, etc.

Transport Regulation Board

General

The Transport Regulation Board is a statutory 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 who operates or intends to operate a vehicle for the carriage of goods or passengers for hire or reward or for any consideration or in the course of any trade or business whatsoever, 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 legislation.

There was an increase of 3,529 in the number of licences issued for commercial goods vehicles during 1966-67; of these, 3,149 were issued "as of right".

Omnibus services were relatively stable during 1966-67, although there were further increases in costs, particularly wages, petrol and insurance. There were no general increases in fares nor were there sufficient reductions of service to bring about any notable change in the pattern of omnibus operations.

The number of permits—temporary authority to operate vehicles outside conditions of licence—issued during 1966-67 was 141,672—a decrease of 1,675 from the previous year.

Motor Boats

The Board was appointed under the *Motor Boating Act* 1961 as the registration authority for motor boats, and at 30 June 1967, 36,275 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 and Drivers' Certificates

At 30 June 1967, there were 699 tow trucks specially licensed in Victoria. During the year, 512 applications were received from tow truck drivers wishing to be issued with driving certificates. A number of these was refused because the applicants were under the required minimum age of 21 years and not fully employed by or apprenticed in some capacity to a tow truck operator, or the Board did not consider the applicants "fit and proper" persons within the meaning of the Transport Consolidated Regulations.

Drivers of all types of commercial passenger vehicles must be in possession of a driver's certificate. This certificate is a separate and additional authority to the motor car driver's licence issued by the police. The test for a driver's certificate includes as well as a medical and eyesight test a suitable character and traffic record which is subject to police check.

A total of 2,535 applications for drivers' certificates were received during the year.

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 1962-63 to 1966-67 :

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

| Particulars | Year Ended 30 June— | | | | |
|---|---------------------|----------------|----------------|----------------|----------------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Temporary Licences— | | | No. | | |
| Commercial Passenger Vehicles | 172 | 192 | 223 | 221 | 214 |
| Commercial Goods Vehicles | 1,187 | 1,224 | 1,502 | 963 | 756 |
| Permanent "Discretionary" Licences— | | | | | |
| Commercial Passenger Vehicles | 5,832 | 5,871 | 6,101 | 6,269 | 6,576 |
| Commercial Goods Vehicles | 8,044 | 8,516 | 10,333 | 10,995 | 11,582 |
| Licences Issued "As of Right"— | | | | | |
| To operate for hire or reward within 25 miles of the G.P.O. or P.O.— | | | | | |
| Melbourne | 13,140 | 13,466 | 14,067 | 14,798 | 14,831 |
| Ballarat | } 1,527 | 1,594 | 1,618 | 1,537 | 1,512 |
| Bendigo | | | | | |
| Geelong | | | | | |
| Within 20 miles of place of business of the owner; generally outside the radius of 25 miles from the G.P.O. or P.O. Melbourne, Ballarat, Bendigo, and Geelong | | | | | |
| Primary Producers (vehicles over 2 tons capacity) | 7,066 | 7,171 | 7,018 | 6,714 | 6,821 |
| Commercial Goods Vehicles owned by butter and cheese factories | 15,857 | 16,680 | 17,086 | 17,080 | 17,414 |
| Commercial Goods Vehicles authorised to carry goods in connection with the owner's business (50 miles radius—vehicles up to 80 cwt capacity) | 915 | 787 | 758 | 708 | 694 |
| Commercial Goods Vehicles being used as— | | | | | |
| Carriers of all "Third Schedule" goods .. | 40,756 | 42,108 | 45,756 | 47,218 | 49,498 |
| Racehorse Floats | } 9,930 | 10,857 | 11,434 | 12,203 | 12,548 |
| Tank Wagons for carriage of petroleum products | | | | | |
| Commercial Travellers' Cars | | | | | |
| Commercial Goods Vehicles operated by authorised decentralised industries | .. | 223* | 507 | 679 | 768 |
| Additional Licences to Commercial Goods Vehicles to carry passengers | 72 | 64 | 56 | 52 | 46 |
| Total Licences Issued | 104,498 | 108,753 | 116,459 | 119,437 | 123,260 |
| Financial Transactions— | | | \$'000 | | |
| Revenue | 1,542 | 1,680 | 1,749 | 2,025† | 2,383 |
| Expenditure (including payments to local authorities for road maintenance, comfort stations, and bus shelters) | 1,296 | 1,390 | 1,475 | 1,636 | 1,860 |
| Balance | 246 | 290 | 274 | 389 | 523 |
| Road charges collected and transferred direct to Country Roads Board | 4,924 | 5,630 | 5,927 | 6,378 | 6,733 |
| Motor Boat registration fees collected and paid to Tourist Fund | 110 | 134 | 163 | 179 | 193 |
| Log Book Fees‡ | .. | .. | .. | .. | 5 |

* Amendment to Commercial Goods Vehicles Act, December 1963.

† Includes amount recouped from Country Roads Board for road charges collected.

‡ As from 15 May 1967, all collections paid to Country Roads Board.

Traffic Commission

General

The Traffic Commission is constituted by the provisions of the *Road Traffic Act 1958* and consists of three Members—one 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 in 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 any major traffic control item such as a stop sign, traffic signal, pedestrian crossing, etc.

The Commission keeps the State traffic accident records and uses information obtained from these to recommend the improvement of traffic conditions.

Clearways

In 1965, a scheme to create "clearway" conditions on 108 miles of kerbside on arterial routes throughout Melbourne was begun. Previously, kerbside parking had been banned at peak periods on the worst traffic bottlenecks on arterial roads throughout Melbourne. There were, however, many long stretches of busy arterial roads on which parking was permitted, and with increasing traffic, congestion on these lengths was becoming intolerable.

Investigations carried out by the Commission showed that wherever the one-way traffic volume on one chain streets with trams exceeded 800 vehicles per hour, traffic congestion became unreasonable. On one chain streets without trams, the critical figure was found to be 1,200 vehicles per hour. The Commission, therefore, proposed that kerbside parking on the busy side of a street should be banned during peak periods whenever the one-way volume exceeded 800 vehicles per hour on one chain streets with trams and exceeded 1,200 vehicles per hour on other one chain wide streets. Higher volumes were required before a ban was required in wider streets.

Surveys carried out by the Commission showed that banning of kerbside parking in accordance with these principles would lead to an additional 108 miles (one side) of kerbside being freed of parked vehicles during peak hours. All municipal councils concerned were asked to erect the signs necessary to implement these parking prohibitions. The signs erected consisted of normal "No Standing" signs together with 2 ft by 3 ft special "Clearway" signs at half-mile intervals along the length of road on which parking was to be prohibited.

The Commission's proposals affected twenty-two councils and if the estimated cost of erection of the signs exceeded \$200, each council was offered a 4 to 1 subsidy towards meeting the cost of their erection. All municipalities affected, except one, agreed to erect route marking signs throughout their municipal district. By June 1967, some 90 per cent of all signs required had been erected and the metropolitan route scheme was for practical purposes in effective operation. In June 1966, the Road Traffic Regulations were amended to make it an offence to drive a horse-drawn vehicle on a clearway.

Major Traffic Control Items

At 30 June 1967, the following major traffic control items were installed in Victoria : Intersection Control Signals, 392, Pedestrian-operated Signals, 258, Pedestrian Crossings, 296, and School Crossings, 1,260.

Lower Yarra Crossing Authority

The Lower Yarra Crossing Authority was formed in October 1965. Two months later it was given power under the *Lower Yarra Crossing Authority Act* 1965 to construct and operate a toll crossing on the Lower Yarra between Graham Street, Port Melbourne and Williamstown Road, Spotswood.

The estimated cost of the eight lane bridge and traffic interchanges is \$42m. The overall length will be 8,472 ft, including a five span cable-stayed girder bridge of 2,782 ft. The main span will be 1,102 ft in length and at its highest point, the bottom of the girder will be 176 ft above the low water mark of the navigational channel.

Work on the project commenced on 9 April 1968 and is expected to be completed in early 1971.

Road Traffic Accidents

The following tables include particulars of all road traffic accidents reported by the Victoria Police during the periods specified, 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 thirty 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 169.

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

| Year Ended 30 June— | Number of Accidents | Persons Killed | Persons Injured | Per 100,000 of Mean Population | | |
|------------------------|------------------------|-------------------|--------------------|--------------------------------|-------------------|--------------------|
| | | | | Number of Accidents | Persons Killed | Persons Injured |
| 1953 .. | 10,098 | 515 | 12,564 | 428 | 22 | 532 |
| 1954 .. | 10,537 | 569 | 13,351 | 435 | 23 | 551 |
| 1955 .. | 10,217 | 528 | 12,833 | 405 | 21 | 509 |
| 1956 .. | 10,606 | 582 | 13,483 | 414 | 23 | 525 |
| 1957 .. | 10,804 | 589 | 14,120 | 409 | 22 | 535 |
| 1958 .. | 11,233 | 571 | 15,015 | 418 | 21 | 559 |
| 1959 .. | 12,462 | 661 | 16,784 | 449 | 24 | 605 |
| 1960 .. | 12,267 | 698 | 16,595 | 430 | 24 | 582 |
| 1961 .. | 12,140 | 773 | 16,757 | 420 | 27 | 579 |
| 1962 .. | 11,639 | 818 | 16,074 | 393 | 28 | 543 |
| 1963 .. | 12,330 | 803 | 17,149 | 408 | 27 | 568 |
| 1964 .. | 13,067 | 838 | 18,401 | 423 | 27 | 595 |
| 1965 .. | 14,432 | 907 | 20,482 | 455 | 29 | 646 |
| 1966 .. | 14,110 | 933 | 20,277 | 442 | 29 | 636 |
| 1967 .. | 14,077 | 963 | 19,994 | 433 | 30 | 616 |

The table which follows provides a description of types of road users killed or injured in road traffic accidents occurring during the years 1964-65 to 1966-67 :

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

| Description | 1964-65 | | 1965-66 | | 1966-67 | |
|---------------------------|---------|---------|---------|---------|---------|---------|
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Drivers of Motor Vehicles | 349 | 7,722 | 356 | 8,005 | 343 | 7,858 |
| Motor Cyclists .. | 10 | 423 | 16 | 356 | 12 | 381 |
| Passengers (Any Type) .. | 253 | 8,386 | 274 | 8,314 | 300 | 8,201 |
| Pedestrians | 234 | 2,757 | 246 | 2,543 | 265 | 2,570 |
| Pedal Cyclists | 52 | 1,105 | 39 | 985 | 37 | 939 |
| Other | 9 | 89 | 2 | 74 | 6 | 45 |
| Total .. | 907 | 20,482 | 933 | 20,277 | 963 | 19,994 |

Particulars of victims of road traffic accidents during the years 1964-65 to 1966-67 are shown according to age in the following table :

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

| Age Group (Years) | 1964-65 | | 1965-66 | | 1966-67 | |
|--------------------|---------|---------|---------|---------|---------|---------|
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Under 5 | 25 | 780 | 26 | 725 | 43 | 709 |
| 5 and under 7 .. | 12 | 434 | 12 | 392 | 11 | 412 |
| 7 and under 17 .. | 66 | 2,497 | 72 | 2,371 | 74 | 2,283 |
| 17 and under 21 .. | 133 | 3,911 | 154 | 4,182 | 150 | 4,163 |
| 21 and under 30 .. | 141 | 4,422 | 165 | 4,397 | 191 | 4,301 |
| 30 and under 40 .. | 104 | 2,670 | 99 | 2,590 | 115 | 2,411 |
| 40 and under 50 .. | 99 | 2,180 | 109 | 2,201 | 104 | 2,130 |
| 50 and under 60 .. | 122 | 1,640 | 93 | 1,587 | 90 | 1,636 |
| 60 and over | 196 | 1,621 | 203 | 1,510 | 183 | 1,532 |
| Not Stated | 9 | 327 | .. | 322 | 2 | 417 |
| Total | 907 | 20,482 | 933 | 20,277 | 963 | 19,994 |

Australian Road Safety Council, 1966; Melbourne Transportation Committee, 1968

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, Mallacoota, Mangalore, and Sale, and by licensed aerodromes at Ararat, Ballarat, Bairnsdale, Corryong, Grovedale, Hamilton, Horsham, Kerang, Latrobe Valley, Mildura, Nhill, Shepparton, Swan Hill, Warracknabeal, Warrnambool, Yarram, Portland, Birchip, Orbost, St Arnaud, and Wycheproof.

Construction of a new \$40m airport for Melbourne to accommodate international and domestic aircraft is nearing completion at Tullamarine. This is now officially titled Melbourne Airport.

All the licensed aerodromes, except the Grovedale 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 a \$1 for \$1 basis. Similar assistance is given the local authority to develop and maintain 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, Warracknabeal, and Warrnambool. The assistance authorised by the Commonwealth to Victorian local authorities for aerodrome works in the year ending 30 June 1969, amounts to \$136,817 for development and \$64,000 for maintenance works.

In addition to these main aerodromes, there are hundreds of authorised 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 214 aircraft registered in the private category and approximately 2,253 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 793) and flying training. In 1967, 98,700 training hours were flown by training organisations in Victoria. In the interests of

encouraging flying for defence and commercial purposes, training organisations 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 1966-67, 35 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 1950s 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 were eighty Victorian based operators licensed to conduct charter operations and flying hours have increased, over an eight-year period, from 1,825 in 1959 to 28,400 in 1967.

Commuter Services

Country or feeder air services within Victoria since the Second World War have been conducted by several organisations. These intra-state operations, mainly between Melbourne and the major country centres, have tended to prove uneconomic. This has been due largely to low traffic volume, competition from surface transport, and the short distances involved. Many of the routes were in the order of between 130 and 150 miles. Two airlines operated in competitive services on a number of Victorian routes during 1957 and 1958. These operations proved uneconomic and one of them, which operated 15-passenger Heron and 8-passenger Dove aircraft, finally ceased commercial operations in November 1958.

In a bid to improve the economics of Victorian intra-state services and stimulate traffic, the other airline introduced special "coach services". These were operated by high-density seating DC3 aircraft with a basic cabin service. Fares were set deliberately low to be competitive with surface transport. However, apart from one or two routes, the service failed to win sufficient support.

The Victorian Air Coach Service as it was known was discontinued but services to some of the centres were maintained. This has been achieved by operating normal type airline services using Fokker Friendship aircraft with fares set at the level charged by most intra-state airlines throughout Australia. Services have tended to concentrate in the western, south-western, and northern area of the State. The towns served have been Mildura, Warrnambool, Portland, Warracknabeal, Hamilton, and Swan Hill. There have been attempts to provide services to the Gippsland area, but once again, due to the short distances between the major Gippsland towns and Melbourne, they were short lived. Areas which between 1957 and 1966 experienced the convenience and desirability of an air service were then left with either none or one that was a financial liability to the company concerned.

In 1966, the Commonwealth Government felt the need for a fresh approach to providing an air service to many towns in Victoria and other parts of the Commonwealth. Normal, regular public transport services having failed, it became evident that it would be necessary for an operator to provide a service that not only bore close resemblance to an airline type operation but also maintained that high degree of safety in keeping with other sophisticated branches of aviation. There would also be the overriding factor that such services must prove economical. It was felt that this standard of service could be provided by charter operators but the Air Navigation Regulations would prevent them operating to a fixed schedule. It was decided that by granting an exemption under the Regulations a charter operator who met appropriate additional requirements and standards would be permitted to operate air services between centres to a fixed schedule and on a regular basis.

Standards and procedures were promulgated by June 1967 and interested operators were invited to submit their proposals for consideration. A number of operators within Victoria did this and submitted plans for services linking the capital and numerous country centres.

By October 1967, exemptions under the regulations had been granted to three operators. Using single and light twin engined aircraft capable of carrying six to thirteen passengers, these operators were approved to operate services to Stawell, Ararat, Ballarat, Kerang, Swan Hill, Echuca, Shepparton, Latrobe Valley, West Sale, and Bairnsdale, and to the interstate centres of Albury and Merimbula. Some of these services commenced in November 1967 with the others to follow as local and company arrangements were finalised.

Soon after these services commenced, applications had been made for new services by these operators and additional operators had submitted details of proposed services. Thus, in fact, a new era in Victorian aviation development has been reached.

Tullamarine Airport

A major aviation development affecting Victoria is the transfer of airline operations from Melbourne's existing airport at Essendon to the new airport now under construction at Tullamarine. The Federal Government is spending over \$40m at Tullamarine which is scheduled to be in use for international services in late 1969 and for domestic services in late 1970. The new airport will replace Essendon which is incapable of extension because of topography and surrounding residential development.

The Tullamarine project involves the construction of an entirely new airport on 5,300 acres of land about 12 miles from the city centre. The new airport will have two runways of 8,500 ft and 7,500 ft and a combined international-domestic terminal supported by the latest air safety aids and long range radar. There will be emphasis on domestic operations because of Melbourne's position as the centre of Australia's domestic airline network, but there will be adequate provision for international operations. International services into Melbourne during the past few years have been limited mainly to turbe-prop Electra services across the Tasman to New Zealand, because the present airport's runways (5,500 ft and 6,100 ft) cannot

accommodate commercial operations by large jet transport aircraft of the Boeing 707 and Douglas DC8 type. This situation will be remedied by the change to the new airport at Tullamarine.

It is not expected that Melbourne will supplant Sydney as Australia's major international terminal (because of Sydney's geographic position as the logical entry point for international services) but Melbourne will undoubtedly become a major international air terminal in the 1970s as it is certain that a number of the international airlines now serving Australia, principally through Sydney, will also run some services to Melbourne.

It is estimated that international traffic at the new Melbourne airport will exceed 150,000 passengers by 1970 and 250,000 passengers by 1980. (These estimates do not take into account the recent cuts in fares on international services and the stimulus these will give to traffic).

The corresponding forecasts for domestic traffic are 1,750,000 passengers by 1970 and 2,500,000 by 1980. The Department of Civil Aviation intends to retain the present Essendon Airport "as long as it has a legitimate aviation use" and its role in the system of airports serving the Melbourne Metropolitan Area will be more clearly defined when Melbourne's new airport is commissioned.

Passenger movements which represent the total number of passengers embarking on and disembarking from regular public transport services are given below for 1967 for each Victorian aerodrome to which a regular public transport service operates :

VICTORIA—PASSENGER MOVEMENTS, 1967

| Airport | Passenger Movements | Airport | Passenger Movements |
|------------------|---------------------|------------------|---------------------|
| Essendon— | | Mildura .. | 19,181 |
| Domestic .. | 1,961,690 | Portland .. | 8,273 |
| International .. | 48,445 | Swan Hill .. | 756 |
| Corryong .. | 5,172 | Warracknabeal .. | 2,650 |
| Hamilton .. | 9,117 | Warrnambool .. | 8,620 |
| Horsham .. | 3,864 | | |

Essendon 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 mainly by clubs which operate at Bacchus Marsh, Benalla, Colac, Horsham, and Mildura. 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 organisation. 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 to ensure collision

avoidance. In conjunction with Air Traffic Control, the Department maintains a wide range of Air Navigation Aids and a comprehensive Search and Rescue Organisation. This is described in detail on pages 773-775 of the *Victorian Year Book 1965*.

Aircraft Parts and Materials

There are about 130 organisations in Victoria which have been approved by the Department of Civil Aviation to distribute aircraft parts, materials, and fuel.

Aerial Agricultural Operations

As shown in the following table, aircraft are being increasingly used for appropriate agricultural operations. These include the spreading of fertilizer, seed, and insecticides. The table shows Victorian statistics for the period 1963 to 1967.

VICTORIA—AERIAL AGRICULTURE

| Particulars | 1963 | 1964 | 1965 | 1966 | 1967 |
|--|--------|--------|--------|--------|--------|
| Superphosphate ('000 acres) .. | 817 | 1,232 | 1,510 | 1,690 | } * |
| Seed Sown ('000 acres) .. | 19 | 148 | 55 | 17 | |
| Insecticides, Herbicides ('000 acres) .. | 291 | 359 | 717 | 386 | |
| Other Treatment ('000 acres) .. | 63 | 75 | 130 | 106 | |
| Total Area ('000 acres) .. | 1,190 | 1,814 | 2,412 | 2,199 | |
| Aircraft Hours Flown .. | 10,400 | 12,490 | 18,797 | 18,020 | 19,343 |

* Not available.

Civil Aviation Statistics

The following table shows particulars for 1967 of regular interstate and intrastate air services terminating in Victoria :

VICTORIA—REGULAR INTERSTATE AND INTRASTATE AIR SERVICES TERMINATING IN VICTORIA, 1967

| Particulars | Interstate | Intrastate | Total |
|--------------------------------|------------|------------|---------|
| Miles Flown '000 | 21,417 | 207 | 21,624 |
| Paying Passengers '000 | 2,208 | 21 | 2,229 |
| Passenger Miles '000 | 860,506 | 3,424 | 863,930 |
| Freight— | | | |
| Short Tons '000 | 46,888 | 52 | 46,940 |
| Ton Miles '000 | 19,603 | 9 | 19,612 |
| Mail— | | | |
| Short Tons '000 | 4,708 | 19 | 4,727 |
| Ton Miles '000 | 2,167 | 3 | 2,170 |

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 Essendon Airport activities :

VICTORIA—CIVIL AVIATION

| Particulars | 1963 | 1964 | 1965 | 1966 | 1967 |
|---|-------|-------|-------|-------|-------|
| Registered Aircraft Owners .. | 210 | 238 | 236 | 332 | 370 |
| Registered Aircraft | 387 | 395 | 510 | 630 | 742 |
| Student Pilot Licences | 1,005 | 1,500 | 1,726 | 2,574 | 2,672 |
| Private Pilot Licences | 866 | 1,210 | 1,271 | 1,927 | 2,253 |
| Commercial Pilot Licences .. | 214 | 266 | 259 | 481 | 515 |
| Airline Pilot Licences | 591 | 506 | 510 | 501 | 533 |
| Aircraft Maintenance Engineers Licences | 651 | 662 | 728 | 757 | 864 |

VICTORIA—ESSENDON AIRPORT

| Particulars | 1964 | 1965 | 1966 | 1967 |
|--|---------|---------|---------|---------|
| Domestic Aircraft Movements .. | 46,918 | 47,938 | 48,243 | 49,939 |
| Domestic Passengers Embarked .. | 743,352 | 856,536 | 890,043 | 976,779 |
| Domestic Passengers Disembarked .. | 753,155 | 849,203 | 898,493 | 984,911 |
| International Aircraft Movements .. | 1,085 | 1,201 | 1,120 | 1,036 |
| Passengers Arriving/Departing Overseas | 37,929 | 43,306 | 42,784 | 48,445 |

History of Civil Aviation, 1962; Classification of Flying Activities, 1964; Radio Aids to Air Navigation in Victoria, 1965; Aerial Agricultural Operations, 1966; Flying Training in Victoria, 1967; Regular Public Transport, 1968.

*Communications***Posts, Telegraphs, Telephones, Radio, and Television :
Australian Post Office***Introduction*

In 1837, Mr E. J. Foster, Clerk to the Bench at the Port Phillip Settlement, was officially permitted to act as Postmaster in addition to performing his normal duties. Since that date, the Postmaster-General's Department in Victoria has developed from a staff of one in a crude bark hut to an organisation employing about 29,500 persons located throughout the State.

The complexity of modern communications requires specialisation in activities, and to meet these requirements the Victorian Administration is divided into six major sectors: the Postal Services Division, Engineering Division, Telecommunications Division, Personnel Branch, Supply Branch, Finance and Accounting Branch. Each of these sectors has numerous sections and sub-sections.

At 30 June 1967, approximately 26,000 permanent officers and 3,500 part-time employees were employed by the Department in Victoria. There were 332 official and 1,702 non-official post offices, 473 small country automatic telephone exchanges, 102 large country automatic and 824 country manual exchanges, and 103 metropolitan automatic exchanges. These offices and installations ensure that departmental services were within the reach of all but the most isolated homes.

To maintain the operating staff at desirable levels, large numbers of trainees are recruited each year. In 1967, 429 technicians-in-training began their five year course at the Departmental training schools in Tooronga, Wendouree, and Bendigo; 164 linemen-in-training commenced a two year period at their training schools in Port Melbourne and Wendouree; 98 Postal Clerks-in-training were trained for eight months at the Postal Training School in Melbourne and thirty-four apprentices commenced the first year of their five year course in Melbourne.

As well as providing postal, telephone, and telegraphic services, the Department 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 1942-1956*, while, under the same Act, the Australian Broadcasting Commission controls the activities of the National Broadcasting Service and National Television Service.

The following information is mainly devoted to those branches and divisions of the Postmaster-General's Department that are associated with services directly available to the public.

Post Offices Branch

During the financial year 1966-67, new post office buildings were opened at Murchison, Northcote, Richmond, Doveton, Warragul, and Ferntree Gully. Modern and attractive in appearance, yet strictly functional and planned to meet future needs, they provide facilities for the latest mail handling techniques as well as improved amenities for staff. The two storeyed building at Waragul has accommodation not only for the post office on the ground floor, but also offices for the District Postal Manager and his staff on the upper floor.

For the convenience of travellers, an automatic postal sales unit was installed on the main pedestrian concourse at Spencer Street Railway Station.

Mail Exchange Branch

The ever-increasing volume of mail passing through Melbourne, led, in 1964, to the commencement of a programme to modernise, and extend, the use of mail handling machinery. This programme was completed during 1966-67, and was largely responsible for the handling of some 911 million postal articles that passed through the Melbourne Mail Exchange in the twelve months ending 30 June 1967. A further development in mail handling systems began in mid-1967 when the Postmaster-General introduced Postcode.

Postcode

Postcode is designed to ensure the speedy and efficient sorting of mail by electronic processes. Electronic sorting equipment was first installed in the Redfern Mail Exchange, New South Wales, and similar machinery will be progressively installed in all Mail Exchange Branches throughout Australia. Although the equipment and the method are based on overseas systems, the Australian-named Postcode is an improved version. The electronic machinery was designed and built in Australia, and modifications were made after prolonged testing under normal working loads in the Redfern Mail Exchange. The advanced design of the equipment has aroused the interest of many countries abroad whose representatives are studying the first installation in Sydney with a view to adopting the Australian Postcode system themselves.

Postcode is a new four digit postal address code which will provide a fast and reliable mail service, notwithstanding the increasing volume of mail handled each year. The Postcode system is a nation-wide scheme, and all post towns and localities in the Commonwealth have

been allocated a particular code. The first digit indicates the State in which the place name is located, i.e., 2000 series—New South Wales (including A.C.T.); 3000 series—Victoria; 4000 series—Queensland; 5000 series—South Australia and Northern Territory; 6000 series—Western Australia; and 7000 series—Tasmania.

In mid-1967, all householders and business organisations in Australia were given a copy of the Postcode Directory which lists the Postcode number of locations where there is reasonable mail traffic. Lists of all other locations are held in the Postcode Advisory Centre, a section of the Mail Exchange Branch, from whom further information can be obtained either personally or by a free telephone call.

At present, mail sorters are required to know thousands of place-names, and in many cases mail must be handled several times. Postcode eliminates both this and the uncertainty of postal locality boundaries. The success of this new and faster mail handling depends largely on the widespread use of Postcode numbers by all sections of the community, both in the addressing of mail and in the return address usually shown on all letterheads and on envelopes.

Whilst all the electronic equipment has not yet been installed in Melbourne, the employment of the Postcode numerical system on all letters to New South Wales is essential in order to use fully the equipment already operating there. It has been found that even the old manual sorting system has been simplified and hastened by the use of Postcode, so that this system is already helping to expedite the mails in Victoria.

Electronic Sorting

Small and medium sized letters, already faced-up and postmarked, arrive at the coding units by high speed conveyor belts which feed them automatically, as required, to each of the 150 coding units which are arranged in suites of thirty. Each coding unit incorporates a keyboard and a visual panel at eye level, in which the letters appear one at a time with the address side of the envelope in the correct reading position. Each unit works at its operator's speed, and another letter does not appear in the presentation panel until the operator has processed the previous one.

For suburban and country mail, the operator presses keys which register either the numeric code address shown on the letter or an alphabetical code which is mentally extracted from the address. When the code is keyed, it is translated by a central electronic memory unit into a combination of bar impressions which are printed in a luminescent material on the back of the envelope. As these letters are coded, they are deposited automatically into the correct one of thirty conveyor belts, running under the coding suites, and carried outside the coding area to one of the twenty electronic decoding machines where the luminescent code marks on the back of each envelope are scanned by ultra violet light. According to the coding impressions thereon, which are identified by the electronic memory unit of the decoder, the letters are then directed automatically to the correct final collection points from which they are placed in bags ready for dispatch.

Letters for city, interstate, and overseas destinations are directed by the coding operator, who presses a key or keys, to the appropriate section of the mail exchange, where they are sorted on existing types of mail handling equipment.

A small proportion of letters cannot be processed by the coding operator and must be diverted, by pressing the appropriate key, to the "reject" collection point at the end of each coding suite. The operator is required to use the reject key in cases where the placename or the numeric code is indecipherable or the letter, presented for coding, is re-addressed to another placename. Mail reaching the "reject" collection point is placed in containers and transferred outside the coding area where it is sorted manually.

Transport Branch

This Branch has a fleet of 427 vehicles and a staff of 379 officers. This includes 319 motor drivers who are employed largely on rostered shifts and who transport mails, clear public telephone coin boxes, and street letter receivers throughout the Metropolitan Area. The Transport Branch also provides a pool of sedan cars for authorised Departmental staff, and undertakes the movement of bulk equipment, stores, cable, and poles by semi-trailer or truck to specified locations. In some areas mails are conveyed by private contractors. There are 1,196 of these services operating in Victoria at a cost of \$1,419,164 per annum. They travel an annual mileage of 12,701,703 miles—equivalent to half the total mileage covered annually by the combined fleet of 3,200 vehicles belonging to the Department in Victoria. The majority of the services operated under private contract serve the more sparsely populated areas.

Telecommunication Services

These services are the joint responsibility of the Engineering Division and the Telecommunications Division. The Engineering Division provides and maintains the technical facilities for telephone and telegraph services and for the national radio and television networks. It allots frequencies, monitors transmissions, and issues licences for privately operated radio services. The Telecommunications Division makes telephone and telegraph facilities available to the public, orders new services, provides customer advice, issues telephone directories, and deals with a host of other telecommunications administrative matters.

Subscriber Trunk Dialling (S.T.D.)

S.T.D. facilities which enable a telephone subscriber to dial distant subscribers direct, without the assistance of a Post Office operator, have continued to expand rapidly. During the year ended 30 June 1967, ninety-five exchanges in Victoria provided 300,227 services with access to S.T.D. This represents 43·31 per cent of the total services in operation in the State. Additional centres to which S.T.D. became available included Adelaide, Launceston, Belgrave, Colac, Warburton, and Warrnambool.

Automatic Telex

Automatic Telex is basically similar to S.T.D, but the typewritten message from the teleprinter and not the spoken word is communicated. During the year ended 30 June 1967, an additional

216 Telex services were connected, bringing the total services in operation to 924. Victorian Telex subscribers now have access to more than 3,100 services in Australia, and to some 100 countries overseas.

Telephone Services—Development

Telephone service connections to Victorian exchanges increased by 32,160, and brought the total at 30 June 1967, to 693,134. Connections made during the year totalled 96,824.

In keeping with the Department's policy, steady progress is being made towards a totally automatic telephone network. By 30 June 1967, 88 per cent of Victoria's telephone services were connected to automatic exchanges.

South-East Asian Commonwealth Cable (SEACOM)

On 30 March 1967, the SEACOM section of the Commonwealth cable was opened, providing direct links with Hong Kong, Japan, Singapore, Malaysia, the Philippines, and Madang.

Radio Telephone Facilities

From the commencement of Bass Strait survey work and oil drilling operations a few years ago, much use has been made of private telephone communication systems by the companies carrying out these operations. Such systems provide communication between the floating rigs, work ships, and land-based headquarters of the major oil companies concerned. Radio telephone facilities licensed by the Department will be used extensively in co-ordinating activities in the laying of pipe lines for conveying natural gas between the production platforms and gas terminals in the Metropolitan Area. It is expected that radio telephone facilities will be used also for tele-metering purposes when production is established. Until 30 June 1967, the Postmaster-General's Department in Victoria had granted licences to 19,828 private radio telephone stations.

Melbourne—Launceston Radio Relay System

In September 1966, commissioning tests were completed on the Melbourne—Launceston radio relay system which came into operation in November of the same year. This system, 335 miles long, features one of the world's largest microwave radio paths across water and comprises radio equipment providing the equivalent of 960 telephone channels or one television channel. It operates in the 4,000 megacycles band across land, and 2,000 megacycles band across water. To counteract the expected deep fading caused by the long transmission paths, high power transmitters, and space and frequency diversity receivers, as well as unusually large parabolic aerials 28 ft in diameter were used. The terminal points are at Surrey Hills (Melbourne), and at Launceston (Tasmania), with four repeater stations in Victoria, two in Tasmania, and one on Flinders Island.

Television

Low-power translator stations were installed in some areas during the year. These stations relay a programme from a main television station and, by amplification, improve the reception to areas where difficulties would normally be experienced.

Master Group Modulating Equipment

To extend the traffic-handling capacity of the Melbourne–Sydney co-axial cable system, the first master group modulating equipment to be installed in Australia was placed into service between Melbourne and Wangaratta during 1966. This equipment enabled the capacity of the co-axial cable system to be increased to 1,260 channels, 200 more than it was designed to carry.

Re-arrangements of Departmental Plant

To relieve traffic congestion in the vicinity of St Kilda Junction, the Melbourne and Metropolitan Board of Works is carrying out a major programme of road re-arrangement in that area. This has necessitated the Postmaster-General's Department spending an estimated \$420,000 on alterations to its plant. The project requires, amongst other things, that the Department re-route the Melbourne–Morwell co-axial cable, carry out large conduit and cable jointing works, and make extensive adjustments to existing plant.

Radio Communications

All civil radio communication stations are licensed and controlled by the Radio Branch of the Engineering Division, where rigid technical standards for equipment design and performance are enforced by regular inspection, by monitoring, and by frequent transmission checks. As a member of the International Telecommunications Union, the Postmaster-General's Department in Australia observes and checks all radio transmissions received in Australia. Results of these observations are forwarded to the International Frequency Registration Board in Geneva, Switzerland. The Radio Branch investigates complaints from broadcast listeners and television viewers concerning interference to reception. On behalf of the Department of Shipping and Transport, its staff also inspect the radio installations aboard vessels in the ports of Melbourne and Geelong.

Recording of Telephone Conversations

Authority was given from 17 April 1966 to record telephone conversations if an approved tape recorder was connected to the telephone through the Department's recorder-connector unit. This unit may be rented from the Postmaster-General's Department.

When a telephone call is being received the recorder-connector transmits a recording tone on to the line. This tone is a single "beep" which is repeated every fifteen seconds during the conversation and is heard by both parties on the telephone. It protects the person on the other end of the line warning him that his conversation is being recorded. If a caller objects to being recorded, he should request the other party to stop recording. If the recording is stopped, the "beep" tone will also stop. If recording continues, despite the request, the caller should terminate the call by replacing the receiver. This is the only lawful method of recording telephone conversations. Any other form is prohibited by Telephone Regulations and the Telephonic Communications (Interception) Act.

Melbourne–Sydney Co-axial Cable, 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 1962-63 to 1966-67 are contained in the following table :

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

| Particulars | Year Ended 30 June— | | | | |
|---|---------------------|---------------|----------------|----------------|----------------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| REVENUE | | | | | |
| Postage | 26,050 | 27,838 | 29,549 | 30,293 | 30,860 |
| Money Order Commission | 628 | 654 | 672 | 695 | 706 |
| Postal Note Poundage, Postal Order Fees | 138 | 144 | 152 | 158 | 166 |
| Private Boxes and Bags | | | | | |
| Total Postal | 26,816 | 28,636 | 30,373 | 31,146 | 31,732 |
| Telegraph | 3,574 | 3,900 | 4,129 | 4,292 | 4,537 |
| Telephone | 52,706 | 58,735 | 68,027 | 75,800 | 82,709 |
| Miscellaneous* | 144 | 221 | 209 | 123 | 88 |
| Total Revenue | 83,240 | 91,492 | 102,737 | 111,361 | 119,066 |
| EXPENDITURE | | | | | |
| Salaries and Contingencies— | | | | | |
| Salaries and Payments in the Nature of Salary | 27,762 | 29,302 | 32,209 | 34,720 | 38,654 |
| Administrative Expenses | 3,440 | 4,135 | 4,785 | 5,543 | 4,093 |
| Stores and Material | 888 | 936 | 953 | 1,341 | 3,061 |
| Mail Services | 1,994 | 2,098 | 2,214 | 2,535 | 2,670 |
| Engineering Services (Other than New Works) | 19,280 | 20,499 | 23,409 | 24,857 | 27,427 |
| Rents, Repairs and Maintenance | 1,150 | 1,539 | 1,971 | 2,166 | 2,194 |
| Furniture and Fittings | † | † | † | 194 | 241 |
| New Works— | | | | | |
| Telegraphs, Telephones, and Wireless | 31,524 | 34,273 | 39,612 | 43,895 | 48,845 |
| New Buildings, etc. | 2,808 | 3,371 | 3,260 | 3,760 | 4,296 |
| Total Expenditure | 88,846 | 96,153 | 108,413 | 119,012 | 131,481 |

*In respect of the years 1962-63 and 1963-64, amounts formerly classified as Miscellaneous revenue have been allocated to Telegraph and Telephone revenue.

†Included under New Works.

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 1962-63 to 1966-67 were as follows :

VICTORIA—POST OFFICES, TELEPHONE OFFICES, PERSONS EMPLOYED

| At 30 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* | |
| 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 |
| 1965 | 2,136 | 129 | 16,385 | 9,007 | 2,427 | 998 | 783 | 29,600 |
| 1966 | 2,094 | 109 | 16,160 | 9,555 | 2,387 | 942 | 813 | 29,857 |
| 1967 | 2,044 | 91 | 16,571 | 9,990 | 2,341 | 1,021 | 812 | 30,735 |

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

Particulars relating to the number of letters, etc., posted and received within Victoria during the years 1962-63 to 1966-67 were as follows :

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

| Year Ended 30 June— | Letters, Postcards, etc. | Registered Articles (Except Parcels) | Newspapers and Packets | Parcels (Including Those Registered) |
|---|--------------------------|--------------------------------------|------------------------|--------------------------------------|
| POSTED FOR DELIVERY WITHIN THE COMMONWEALTH | | | | |
| 1963 | 519,132 | 2,961 | 78,411 | 4,773 |
| 1964 | 555,636 | 2,498 | 84,536 | 4,789 |
| 1965 | 542,554 | 2,313 | 89,312 | 5,183 |
| 1966 | 577,379 | 2,414 | 99,611 | 4,943 |
| 1967 | 604,213 | 2,475 | 104,711 | 5,168 |
| DISPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH | | | | |
| 1963 | 56,794 | 932 | 13,415 | 448 |
| 1964 | 62,816 | 982 | 14,379 | 477 |
| 1965 | 71,489 | 1,059 | 16,348 | 544 |
| 1966 | 76,393 | 1,062 | 16,102 | 625 |
| 1967 | 82,866 | 1,087 | 16,137 | 672 |
| TOTAL POSTED AND RECEIVED | | | | |
| 1963 | 575,926 | 3,893 | 91,826 | 5,221 |
| 1964 | 618,452 | 3,480 | 98,915 | 5,266 |
| 1965 | 614,042 | 3,372 | 105,660 | 5,726 |
| 1966 | 653,773 | 3,476 | 115,714 | 5,568 |
| 1967 | 687,079 | 3,562 | 120,848 | 5,840 |

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1962-63 to 1966-67 :

VICTORIA—MONEY ORDERS AND POSTAL ORDERS*

| Year Ended 30 June— | Money Orders | | | | Postal Orders | | | |
|---------------------|--------------|---------|-------|---------|---------------|--------|-------|--------|
| | Issued | | Paid | | Issued | | Paid | |
| | No. | Value | No. | Value | No. | Value | No. | Value |
| | '000 | \$'000 | '000 | \$'000 | '000 | \$'000 | '000 | \$'000 |
| 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 |
| 1965 | 3,031 | 100,446 | 2,922 | 99,174 | 3,818 | 4,019 | 5,334 | 5,056 |
| 1966 | 3,230 | 107,608 | 2,980 | 107,197 | 3,846 | 3,863 | 4,918 | 4,747 |
| 1967 | 3,070 | 112,445 | 2,883 | 111,563 | 3,239 | 4,343 | 4,472 | 5,147 |

* From 1 June 1966 Postal Orders replaced Postal Notes.

Of the money orders issued in 1966-67, 2,931,617 for \$111,557,720 were payable in the Commonwealth of Australia and 138,369 for \$886,853 in other countries. The orders paid included 2,830,916 for \$110,667,568 issued in the Commonwealth, and 51,959 for \$895,763 in other countries.

Information relating to the telephone service is given below for the years 1962-63 to 1966-67 :

VICTORIA—TELEPHONE SERVICES

| Particulars | Year Ended 30 June— | | | | |
|--|---------------------|---------|---------|---------|---------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Telephone Exchanges | 1,723 | 1,680 | 1,625 | 1,565 | 1,506 |
| Public Telephones | 6,829 | 7,121 | 7,279 | 7,292 | 7,344 |
| Services in Operation | 568,946 | 601,714 | 631,950 | 660,974 | 693,134 |
| Instruments Connected | 772,565 | 819,037 | 860,438 | 904,925 | 957,668 |
| Instruments per 1,000 of Population .. | 252.8 | 261.6 | 268.2 | 281.2 | 292.7 |

The number of radio communication stations authorised in Victoria at 30 June in each of the years 1964 to 1967 is shown in the following table. Figures relate to radio communication (radio-telegraph and radio-telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS AUTHORISED

| Class of Station | At 30 June— | | | |
|---|---------------|---------------|---------------|---------------|
| | 1964 | 1965 | 1966 | 1967 |
| Transmitting and Receiving— | | | | |
| Fixed Stations* — | | | | |
| Aeronautical | 4 | 4 | 4 | 4 |
| Services with Other Countries .. | 13 | 13 | 13 | 12 |
| Other | 221 | 222 | 241 | 216 |
| Land Stations† — | | | | |
| Aeronautical | 16 | 20 | 23 | 27 |
| Base Stations— | | | | |
| Land Mobile Services .. | 1,061 | 1,158 | 1,279 | 1,453 |
| Harbour Mobile Services .. | 18 | 24 | 22 | 21 |
| Coast‡ | 14 | 15 | 15 | 16 |
| Special Experimental .. | 135 | 135 | 150 | 141 |
| Mobile Stations§ — | | | | |
| Aeronautical | 274 | 316 | 362 | 422 |
| Land Mobile Services .. | 11,049 | 13,128 | 14,655 | 16,633 |
| Harbour Mobile Services .. | 142 | 162 | 150 | 159 |
| Ships | 370 | 407 | 473 | 526 |
| Amateur Stations | 1,454 | 1,511 | 1,567 | 1,648 |
| Total Transmitting and Receiving | 14,771 | 17,115 | 18,954 | 21,278 |
| Receiving Only— | | | | |
| Fixed Stations* | 177 | 193 | 198 | 197 |
| Grand Total | 14,948 | 17,308 | 19,152 | 21,475 |

* 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 1962-63 to 1966-67 are shown below :

VICTORIA—NUMBER OF BROADCASTING AND TELEVISION LICENCES IN FORCE

| Class of Licence | At 30 June— | | | | |
|--|-------------|---------|---------|---------|---------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| Broadcasting Stations* .. | 20 | 20 | 20 | 20 | 20 |
| Television Stations† .. | 6 | 6 | 8 | 9 | 9 |
| Broadcast Receiver.. .. | 607,036 | 622,663 | 512,205 | 141,639 | 114,778 |
| Television Receiver | 530,256 | 581,286 | 488,583 | 87,640 | 92,822 |
| Combined Broadcast and Television Receiver‡ .. | .. | .. | 132,413 | 574,955 | 598,035 |
| Amateur | 1,414 | 1,454 | 1,511 | 1,567 | 1,648 |

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

† Exclusive of eight television stations operated by the National Television Service.

‡ Combined Licences were introduced on 1 April 1965.

Overseas Telecommunications Commission

General

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

The Commission was established in August 1946 under the Overseas Telecommunications Act. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunication services of the British Commonwealth countries concerned and for establishment of a representative advisory board, the Commonwealth Telecommunications Board, to co-ordinate their development.

The Commission provides telegraph, telex, phototelegraph and, in conjunction with the Postmaster-General's Department, telephone services with overseas countries and Australian territories. Leased one-way 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, in partnership with the overseas telecommunications authorities of Britain, Canada, and New Zealand, has installed a large capacity co-axial cable across the Pacific Ocean connecting Australia, New Zealand, and Canada via Suva and Honolulu.

The cable (COMPAC) was opened in December 1963, and forms part of a British Commonwealth large capacity cable scheme in which a complementary cable between Britain and Canada was opened late in 1961. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

The last stage of the system, the South-East Asia cable project (SEACOM), extends the large capacity telephone cable from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong, and Jesselton. It was opened for service on 30 March 1967.

The Commonwealth Cable Management Committee, comprising representatives of the partner Governments, Britain, Canada, Australia, New Zealand, Malaysia, and Singapore, administers COMPAC and SEACOM.

Two years of international discussion and negotiations were climaxed by the signing in August 1964, by a number of countries, including Australia, of agreements to establish the first global commercial communications satellite system, of which the "space segment" is estimated to cost \$U.S.200m. "Space segment" is a broad description

of the communications satellites and the tracking, control, command, and related facilities required to support operation of the satellites. Australian ground stations, owned and operated by the Overseas Telecommunications Commission, have been built at Carnarvon, Western Australia, and Moree, New South Wales at a cost of almost \$7m. These stations operate into communications satellite INTELSAT II launched in January 1967 and positioned in geo-stationary orbit 22,300 miles above the equator at longitude 175° E.

The following tables give statistics of Australia's overseas radio-telephone 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 : OVERSEAS RADIOTELEPHONE SERVICES : NUMBER OF PAID MINUTES

('000)

| Particulars | Year Ended 31 March— | | | | |
|--|----------------------|-------|-------|-------|-------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| British Commonwealth Countries— | | | | | |
| From Australia | 260 | 431 | 774 | 935 | 1,246 |
| To Australia | 338 | 557 | 893 | 1,114 | 1,381 |
| Total | 598 | 988 | 1,667 | 2,048 | 2,628 |
| Non-British Countries— | | | | | |
| From Australia | 131 | 184 | 371 | 503 | 679 |
| To Australia | 135 | 204 | 350 | 468 | 580 |
| Total | 266 | 387 | 722 | 972 | 1,260 |
| All Countries— | | | | | |
| From Australia | 391 | 615 | 1,146 | 1,438 | 1,926 |
| To Australia | 473 | 761 | 1,243 | 1,582 | 1,962 |
| Total | 864 | 1,376 | 2,389 | 3,020 | 3,888 |

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

| Particulars | Year Ended 31 March— | | | | |
|--|----------------------|--------|--------|--------|--------|
| | 1963 | 1964 | 1965 | 1966 | 1967 |
| British Commonwealth Countries— | | | | | |
| From Australia | 25,588 | 23,978 | 24,370 | 27,948 | 28,662 |
| To Australia | 26,723 | 27,039 | 29,706 | 26,870 | 26,075 |
| Total | 52,311 | 51,016 | 54,076 | 54,817 | 54,737 |
| Non-British Countries— | | | | | |
| From Australia | 14,789 | 16,191 | 17,671 | 19,434 | 21,912 |
| To Australia | 12,844 | 13,830 | 15,724 | 17,259 | 19,037 |
| Total | 27,633 | 30,021 | 33,395 | 36,693 | 40,949 |
| All Countries— | | | | | |
| From Australia | 40,377 | 40,168 | 42,041 | 47,382 | 50,574 |
| To Australia | 39,567 | 40,869 | 45,430 | 44,128 | 45,112 |
| Total | 79,944 | 81,037 | 87,471 | 91,510 | 95,686 |

**Further References, 1962
Commonwealth Year Book, 1946**