

## CHAPTER XIV. LOCAL GOVERNMENT.

### § 1. Introduction.

1. **General.**—The following statistics relating to Local Government are somewhat incomplete and otherwise unsatisfactory, but efforts are being made to obtain fuller and more reliable information. Many of the defects in the statistics of Local Government Authorities have been eliminated, and the returns are now prepared on more uniform lines and in greater detail than formerly.

2. **Roads, Bridges, etc.**—The construction and maintenance of roads, bridges and ferries are generally part of the functions of local authorities, but in New South Wales and South Australia, more especially in the large unincorporated areas, these duties are undertaken directly by the Government. In some States, moreover, a certain proportion of the roads and bridges is constructed and maintained by the Government, which, in addition, advances money for main roads to be expended by municipalities under the supervision of special Boards. Although roads, bridges and ferries constructed and maintained directly by the Government do not properly come under the heading of "Local Government", they have been included in this chapter for the sake of convenience. Owing to the difficulty of obtaining complete particulars of receipts and expenditure by the various local governing bodies in regard to roads under their control, the details of receipts and expenditure given in the following section are those of the Government only, relating either to the supervisory board or commission in the State or to direct activities of a department.

3. **Local Government Authorities.**—A description of the various systems of municipal government in the different States, and their development from the earliest date, was published in 1919 by this Bureau in a separate work entitled *Local Government in Australia*.

4. **Water Supply and Sewerage.**—In the cities of Sydney and Melbourne the control of water supply and sewerage is in the hands of special Boards, while in Adelaide and Perth these services are under the direct supervision of Government departments. In most of the other cities and towns, the municipal councils, or, in some cases, water trusts, are the controlling bodies which either construct the works out of their own resources or take them over after they have been constructed by the Government.

5. **Harbours.**—The majority of the harbours in Australia are managed by Boards, the members of which are either elected by persons interested or appointed by the Government. In a few instances, however, they are directly controlled by the Government. Only those which are controlled by Boards are dealt with in the following pages.

6. **Fire Brigades.**—In all the States, the management of fire brigades is undertaken by Boards. The members of these Boards are usually elected by the councils of municipalities and insurance companies within the districts placed under their jurisdiction, together with one or more appointed by the Government, while occasionally volunteer or country fire brigades are represented.

### § 2. Roads, Bridges, Etc.

1. **New South Wales.**—(i) **General.** A central road authority was created by legislation early in 1925 for the purpose of providing improved and uniform standards of construction and maintenance of the principal roads, and to administer Governmental subsidies for work on those roads. The funds of this authority (now the Department of Main Roads) are derived principally from taxation of motor vehicles, contributions by

the Commonwealth Government from the proceeds of a tax on petrol, direct contributions by Councils and special (not statutory) assistance by the State Government by way of loan moneys or special grants from revenue funds.

There are five classifications of roads which receive assistance from the central authority, and they embrace—

*State Highways.*—Roads which are principal avenues of communication between the coast and the interior or throughout the State and connecting with such avenues in other States.

*Trunk Roads.*—Roads which, being secondary avenues of road communication, form with the State Highways and other Trunk Roads, a framework of a general system of intercommunication throughout the State.

*Ordinary Main Roads.*—Roads which are used principally by through traffic as the means of intercommunication between towns or important centres of population and which with the State Highways and Trunk Roads form part of the general system of road communication throughout the State.

*Secondary Roads.*—Roads in the Metropolitan area of Sydney which carry a substantial amount of through traffic and relieve neighbouring main roads of traffic which they would otherwise have to bear.

*Developmental Roads.*—Roads which serve to develop a district or area of land by improving or providing access to a railway station or a shipping wharf or to a road leading to a railway station or a shipping wharf.

The State is divided into two divisions for local government and road administration purposes. The Eastern Division is incorporated in shires and municipalities throughout its area while the Western Division, which covers a wide tract of sparsely populated country, is unincorporated except for six municipalities and portions of two other municipalities within the Division.

In the Eastern Division assistance is given to local councils for works on classified roads as described hereunder. For other roads the cost of both construction and maintenance work is generally chargeable to the revenue of local authorities although Governmental assistance is not infrequently granted for works of construction and reconstruction. This is particularly so in times of acute unemployment and during recent years substantial sums have been distributed for roads by way of grants, primarily for this purpose. There is, in addition, a regular annual endowment of at least £150,000 for shires, a large proportion of which is used for road purposes.

The degree of subsidy from the central road fund in the Eastern Division varies according to the situation of the area concerned, and the classification of the road. There are two areas in this regard (County of Cumberland and Country) and five road classifications, as already described.

The County of Cumberland embraces all municipalities and shires between the Nepean-Hawkesbury River and the Pacific Ocean as far as Bulli on the south, and includes the metropolitan area of Sydney, while the Country covers the remainder of the Eastern Division. In addition to the whole of the motor taxation collected in the Country, half of that collected in the County of Cumberland is required to be spent in the Country, and the contribution by the Commonwealth Government from petrol taxation is distributed between the County of Cumberland and the Country in the same proportion as the motor taxation. The councils in the County of Cumberland, other than the City of Sydney, are required to pay a levy on the unimproved capital value of lands in their areas (with a rebate of half on lands used for rural primary production) into the funds of the central road authority, which in turn meets the full cost of all proclaimed main roads in that area, together with half the costs of proclaimed secondary roads. The rate of contribution at present is equivalent to 7/16d. in the £ of unimproved capital value. The present rates of subsidy for works in the Country are as follows:—

State Highways	..	..	Full cost.
Trunk Roads	..	..	Three-quarters of cost.
Ordinary Main Roads	..	..	Two-thirds of cost.
Developmental Roads	..	..	Full cost of approved construction works only.

For new bridges these subsidies are increased so that the central authority meets the whole cost on State Highways and Trunk Roads, and three-quarters of the cost on ordinary main roads.

The full cost of all roads and bridges in the Western Division is met by the central road authority.

All work in the Western Division is carried out directly by the central road authority (7,766 miles) while in the Eastern Division the work is carried out by the councils except for approximately 2,000 miles, mostly on State Highways.

(ii) *Length of Roads—*

*Eastern Division—*

Proclaimed Roads (30th June, 1940)—						Miles.
State Highways	..	..	..	..	..	5,178
Trunk Roads	..	..	..	..	..	2,371
Ordinary Main Roads	..	..	..	..	..	9,458
Secondary Roads	..	..	..	..	..	94
Developmental Roads	..	..	..	..	..	2,578
Minor Roads	..	..	..	..	..	98,613
<i>Western Division (30th June, 1939)</i>						7,766
						<hr/> 126,058

Of these roads, 32 miles were of wood block, 332 miles cement concrete, 248 miles asphaltic concrete, 3,282 miles tar or bituminous macadam (premixed or penetrated), 2,591 surfaced waterbound macadam or gravel, 3,684 waterbound macadam, 27,037 gravel or crushed rock, and 88,852 miles were formed only, cleared only, or of natural surface.

(iii) *Revenue and Expenditure.*—The revenue and expenditure of the central road authority for the year ended 30th June, 1940, were as follows :—

Revenue.				Expenditure.			
£				£			
Motor Taxation	..	..	2,119,268	Maintenance	..	..	1,577,013
Petrol Taxation	..	..	1,229,230	Construction	..	..	2,727,159
Councils' direct contributions			232,491	Interest and other loan charges			383,839
Loans from State Government			1,003,133	Other	..	..	108,465
Defence Works	..	..	308,200				
Other	..	..	70,683				
Total	..	..	4,963,005	Total	..	..	4,796,476

The total expenditure on all roads in the State by all authorities during 1938–39 was £8,894,099.

(iv) *Sydney Harbour Bridge.* The Government expenditure in connexion with the Sydney Harbour Bridge, which amounted to £9,871,600 to 30th June, 1940, is not included in the figures above. Of this amount £8,195,487 was provided by General Loan Account, £1,665,444 from proceeds of municipal and shire rates, £10,664 from the Unemployed Relief Fund and £5 from the Public Works Fund. Interest and exchange accounted for £1,494,988 and resumptions for £1,144,673. A reduction in the total cost of the bridge will be effected by the sale of surplus resumed lands estimated at from £200,000 to £300,000.

2. *Victoria.*—(i) *General.* With the object of improving the main roads of the State the Country Roads Board was established by legislation passed in 1912. The principal duties of the board are to determine the main roads, State highways, tourists'

roads, etc., to inquire into the State's resources in road materials and the most effective methods of road construction and maintenance, and to recommend deviations to existing roads or the construction of new roads in order to facilitate communication or to improve the conditions of traffic.

(ii) *Length of Roads and Streets.*—At the end of 1939 there were 103,929 miles of roads and streets in Victoria, comprising 97 miles of wood or stone, 114 portland cement concrete, 233 asphaltic concrete and sheet asphalt, 8,211 tar or bitumen surface, 24,458 waterbound macadam, gravel, sand, and hard loam pavements, 24,921 formed only, and 45,895 surveyed only but used for general traffic. Of the total length, only 2,641 miles or 3 per cent. were State highways.

(iii) *Receipts and Expenditure.* Funds created under the Act are the Country Roads Board Fund, the Loan Account and the Developmental Roads Loan Account. Particulars of the operations of these Funds are given hereunder.

(a) *Country Roads Board Fund.* All fees (other than fees for licences to drive motor cars) and fines under the Motor Car Act, and all registration fees and fines for traction engines, less cost of collection of such fees and fines, are credited to this fund. The total receipts for the year 1939-40 were £2,441,868 made up as follows:—Motor registration fees, £1,747,024; contributions by municipalities for permanent works (now subject to relief), £148,097, and for maintenance works, £187,072; sale of stores and material and hire of plant, £269,718; and other sources, £89,957. The expenditure for the year was £2,400,404, comprising maintenance and reconditioning of main roads and State highways, £1,162,611; plant, stores, administration, etc., £518,398; and interest, sinking funds, etc., £719,395. The expenditure shown for interest, sinking funds, etc., comprises the following items:—Interest and sinking fund payments on account of loan moneys, £369,329; repayments by municipalities for interest and sinking fund, £115,276; and relief to municipalities from liability in respect of interest and sinking fund, £234,790.

(b) *Country Roads Board Loan Account.* Loans to the amount of £5,322,000 have been authorized from time to time for permanent works on main roads and State highways under the Country Roads Acts. During the year ended 30th June, 1940, the amounts paid into this Account were £2,074 from the State Loans Repayment Fund, while expenditure for the year on permanent works was £2,234, and the total to 30th June, 1940, was £5,046,550.

(c) *Developmental Roads Loan Account.* For the purpose of constructing and maintaining subsidiary or developmental roads, the Government was authorized to borrow sums aggregating £6,475,000. These loan moneys were exhausted at 30th June, 1937, the total expenditure at that date being £6,425,757. The difference between the two amounts represents discount and expenses in connexion with the loan.

(d) *Total Expenditure.* In addition to expenditure from the abovementioned funds the following amounts were expended under special appropriations on road construction and maintenance:—Unemployed relief, £53,610 and contributions by the Commonwealth Government under the provisions of the Federal Aid Roads Act, £770,357.

The total expenditure by the Board on road construction and maintenance during the year ended 30th June, 1940, amounting to £2,090,846, may be summarized as follows:—State highways, £506,551; main roads, £886,821; developmental roads, £461,661; unemployment relief (on main and developmental roads, etc.), £53,610; tourist roads, £68,262; Murray River bridges and punts, £8,275; roads adjoining Commonwealth properties, £11,908; and Commonwealth defence works, unemployment relief, £93,758.

3. *Queensland.*—Under the Main Roads Act 1920 a Main Roads Board was constituted, consisting of three members appointed by the Governor in Council. In 1925 the Board was abolished and its powers conferred upon a single Commissioner.

The duties of the Commissioner are to carry out surveys and investigations necessary to determine State highways, main, developmental, secondary, mining access, tourist roads, or tourist tracks, and, under certain circumstances, to undertake their construction and maintenance.

With the exception of State highways, mining access roads or tourist tracks, no road can be proclaimed until the Commission has considered any objections thereto lodged by interested local authorities.

Local authorities are not liable for the return of any expenditure for construction on State highways, mining access roads (serving only mining interests) or tourist tracks, but are, however, responsible for up to 50 per cent. of maintenance. The liability in respect of main roads is 20 per cent. of construction costs; developmental roads 20 per cent. of interest on construction costs; secondary roads 50 per cent. of construction costs; and tourist roads as agreed prior to commencement of work. The liability in respect of maintenance of State highways, main, developmental and secondary roads is 50 per cent. In the case of mining access roads and tourist tracks no repayment is required. The Commissioner has power to reduce the amount of contribution payable by any local authority in respect of permanent works and maintenance where the rate required to produce the annual repayment exceeds 1d. in the £ on the property valuation of the whole area. He has also power to grant relief in exceptional circumstances.

At 30th June, 1940, there were under various local authorities 125,095 miles of roads in Queensland, of which 6,320 were natural or artificial sand-clay loam, 6,287 waterbound pavement, 1,432 waterbound pavement with bitumen surface, 946 bituminous penetration macadam, 64 concrete, 27,616 formed only and 82,430 unconstructed but used for general traffic. These totals include the roads under the control of the Main Roads Commission, which at 30th June, 1940, totalled 16,038 miles comprising 9,424 miles of main roads, 5,428 of State highways and 1,186 of developmental, tourist, etc., roads.

During the year ended 30th June, 1940, the receipts of the Commission amounted to £3,038,727, including £438,000 from the Treasury Loan Fund, £908,351 from motor fees, £845,100 from the Commonwealth for works under the Federal Aid Roads scheme and £316,000 from the Special Employment Works Fund. Disbursements amounted to £3,085,679, including £1,937,771 on permanent works, and £522,300 on maintenance.

4. South Australia.—The Highways Act 1926–1938 created a Commissioner of Highways and provided for a Highways Fund. The Commissioner is virtually empowered to determine upon which main roads he will spend the moneys available; in doing which he has to take into account (a) the moneys voted, or likely to be voted, by Parliament for main roads; (b) whether the road is or will be the main trunk route (i) connecting any large producing area, or any area capable of becoming in the near future a large producing area, with its market or nearest port or railway station; (ii) connecting two or more large producing areas, or areas capable of becoming in the near future large producing areas, or between two or more large centres of population; (iii) between the capital and any large producing area or any large centre of population; (iv) between the capitals of this State and any other State; and (c) whether the area through which the road passes is, or in the near future will be, sufficiently served by a railway or railways.

After providing for certain fixed charges the Highways Fund is to be credited with the balance received from (a) licence-fees and registration-fees under the Road Traffic Act 1934–1939; (b) fees for hawkers' licences; and (c) all loans raised and appropriated for roads. All moneys received by the State from the Commonwealth under the Federal Aid Roads scheme are also expended by the Commissioner of Highways under the general provisions of the Highways Act.

The total length of roads in use for general traffic within local governing areas at 30th June, 1940, was 52,330 miles, of which 22 miles were paved with wood or stone; 245 were bituminous concrete; 1,757 bitumen penetration; 14,735 bitumen surfaced, metalled or gravelled; 8,134 formed only; and 27,437 unformed.

The expenditure from the Highways Fund for the year ended 30th June, 1940, was £725,715, including £152,192 for interest on loans. The amount received from the Commonwealth Government for expenditure on Federal Aid Roads was £494,906, the amount allocated from the Highways Fund for roads in newly-settled areas, etc., was £148,097, and grants in aid of rates collected paid to Councils amounted to £27,744. In sparsely-settled districts outside the incorporated areas, the roads and bridges are

constructed and maintained chiefly by the Engineering and Water Supply Department under arrangement with the Commissioner of Highways. The amount so expended during the same period was £24,160. At the close of the period under review the Commissioner was maintaining departmentally about 2,082 miles of improved main roads.

5. **Western Australia.**—In Western Australia the construction, maintenance and management of roads, streets and bridges are the functions of Municipalities and Road Boards.

Certain principal highways and developmental roads are proclaimed main roads under the control of the Commissioner of Main Roads, appointed under the Main Roads Act 1930. At 30th June, 1940, the length of "Declared Main Roads" totalled 3,062 miles.

6. **Tasmania.**—(i) *Length and Description of Roads.* At 30th June, 1940, there were 9,386 miles of roads in Tasmania, comprising 618 of bitumen or oil-sprayed; 5,135 metalled and gravelled; 2,266 formed; and 1,367 grubbed and cleared. Of the total length, 1,374 miles were State highways.

(ii) *Construction.* In Tasmania the cost of construction of roads and bridges is borne almost entirely by the State Government. Half the proceeds of the sale of land has been applied to form a Crown Lands Fund for the construction of roads to new holdings. This fund has in recent years more than met the demands on it, and expenditure therefrom since 1918 has been limited to £10,000 annually, the balance being used for redemption of debt.

Loan money expended by the Public Works Department during 1939-40 on the construction of roads and bridges amounted to £108,035, and expenditure from the Crown Lands Fund to £964. In addition, the sum of £121,140 provided by the Commonwealth Government was expended on roads. New-road mileage completed during the year was 32 miles metalled and gravelled and 26 miles formed under State votes, and 5 miles of new construction and 46 miles of reconstruction under the Federal Aid Roads scheme.

(iii) *Maintenance.* The maintenance of roads, other than State highways, is undertaken by the municipalities out of their own revenues. All bridges costing over £50 are maintained by the State Government. The maintenance of State highways is provided for by the State Highways Act 1929, which created the State Highways Trust Fund to which is paid from Consolidated Revenue a sum equal to the amount of all motor taxes collected in the immediately preceding financial year and paid into the Treasury, less 2 per cent. The expenditure on State highways for 1939-40 was £129,217.

7. **Summary of Net Loan Expenditure on Roads and Bridges.**—Figures showing the total expenditure on roads and bridges in the States are not available. The following table shows the annual net loan expenditure on roads and bridges by the central Government in each State during the years 1935-36 to 1939-40, together with the aggregate amounts of expenditure up to 30th June, 1940. The net loan expenditure by the Government is not available for Tasmania and the figures given in the following table represent the actual amounts expended by the Department of Public Works, including sums for unemployment relief.

#### ROADS AND BRIDGES : NET LOAN EXPENDITURE.

Year ended 30th June—	N.S.W.	Victoria.(a)	Q'land.(b)	S. Aust.(c)	W. Aust.	Tasmania.	Total.
	£	£	£	£	£	£	£
1936 ..	92,682	77,040	426,266	..	132,783	82,773	811,544
1937 ..	669,704	41,807	325,804	196,000	123,659	96,787	1,453,761
1938 ..	716,051	Cr. 50,200	342,665	152,500	154,713	62,634	1,378,363
1939 ..	1,850,480	Cr. 22,502	357,252	199,900	144,860	140,770	2,670,760
1940 ..	450,574	Cr. 25,466	457,343	71,000	210,513	108,035	1,271,999
<b>Total to</b>							
<b>30/6/40</b>	<b>20,256,535</b>	<b>d12,440,163</b>	<b>5,507,985</b>	<b>3,839,145</b>	<b>3,145,408</b>	<b>5,686,979</b>	<b>50,876,215</b>

(a) Represents expenditure from loan and on account of loan. (b) Amounts include relative expenditure by the Public Estate Improvement Branch. (c) Adjusted figures, excluding credits due to purchase of securities. (d) Gross loan expenditure.

The loan expenditure given above does not represent the total expenditure on roads and bridges. It relates for the most part to capital expenditure on new works, but it must be supplemented by similar expenditure from loan funds of local bodies, Federal grants and unemployment relief moneys, and further account must be taken of expenditure on maintenance which is mainly defrayed from the current revenues.

### § 3. Local Government Authorities.

1. *Area, Population and Value of Ratable Property.*—(i) *New South Wales.* Practically the whole of the State, with the exception of the greater portion of the Western Division, has been divided into municipalities and shires, the total area incorporated at the end of 1939 being 184,007 square miles. The areas incorporated comprise the whole of the Eastern and Central Divisions of the State (with the exception of Lord Howe Island, the islands in Port Jackson and the quarantine station at Port Jackson) and a small portion of the Western Division consisting of the whole of six and part of two municipalities.

The Local Government Act 1919 and subsequent amendments and ordinances constitute the basis of the operation of Local Government bodies known as municipalities, shires and county councils. The operations of the City of Sydney are governed by the Sydney Corporation Act 1932–1940.

The City of Greater Newcastle was constituted in 1938 with increased powers by special Act, by the union of the City of Newcastle with ten suburban municipalities and portions of two shires, and is subject to the general provisions of the Local Government Act.

The area, population and value of ratable property in the incorporated areas at 31st December, 1939, are given below. The valuations relate to ratable property only and exclude Government and other non-ratable property, the value of which is not inconsiderable in the aggregate.

#### LOCAL GOVERNMENT AUTHORITIES, NEW SOUTH WALES : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Assessed Annual Value.(a)
		Acres.		£	£	£
Metropolitan—						
Capital City ..	1	3,220	89,070	47,765,704	155,776,340	7,009,935
Other ..	48	152,088	1,204,590	98,654,922	302,611,073	23,149,135
Total ..	49	155,308	1,293,660	146,420,626	458,387,413	30,159,070
Outside Metropolitan Area ..	249	117,609,152	1,447,150	179,616,094	(b)	(b)
Grand Total ..	298	117,764,460	2,740,810	326,036,720	(b)	(b)

(a) Nine-tenths Annual Rental Value.

(b) Not available.

(ii) *Victoria.* Local Government is established throughout the State, the various divisions being termed cities, towns, boroughs, or shires. The only unincorporated areas are French Island in Western Port Bay and two other smaller islands. Melbourne and Geelong were incorporated under special statutes prior to the establishment of a general system of local government, but are now subject to several provisions of the Local Government Act.

The financial years of the cities of Melbourne and Geelong, which, prior to 1938, ended on 31st December and 31st August respectively, now end, with those of all other municipalities, on 30th September. The area, population and value of ratable property in the incorporated areas are given below :—

**LOCAL GOVERNMENT AUTHORITIES, VICTORIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939.**

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.	
				Improved Capital Value.	Annual Value.
		Acres.		£	£
Metropolitan—					
Capital City .. ..	1	7,740	93,200	96,242,920	4,812,146
Other(a) .. ..	28	160,906	957,130	271,997,860	15,086,897
<b>Total .. ..</b>	<b>29</b>	<b>168,646</b>	<b>1,050,330</b>	<b>368,150,780</b>	<b>19,899,043</b>
Outside Metropolitan Area ..	168	56,074,895	835,220	298,414,000	14,955,076
<b>Grand Total .. ..</b>	<b>197</b>	<b>56,243,541</b>	<b>1,885,550</b>	<b>666,564,780</b>	<b>34,854,119</b>

(a) Including the whole of the Shire of Braybrook and the whole of the City of Heidelberg.

(iii) *Queensland.*—The whole of the State (except certain islands along the coast, the Dawson Valley Irrigation area and the Somerset Dam area) is incorporated into cities, towns and shires under the Local Authorities Act 1902 and its amendments. The following table gives particulars of the area, population, and value of ratable property in the incorporated areas for the year 1938–39 :—

**LOCAL GOVERNMENT AUTHORITIES, QUEENSLAND : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1938–39.**

Local Bodies.	Number.	Area.	Population. (a)	Unimproved Capital Value.
		Acres.		£
Capital City .. ..	1	246,400	325,890	21,118,551
Outside Metropolitan Area ..	143	428,446,720	678,260	51,437,662
<b>Total .. ..</b>	<b>144</b>	<b>428,693,120</b>	<b>1,004,150</b>	<b>72,556,213</b>

(a) At 31st December, 1938.

(iv) *South Australia.* The settled portion of South Australia is incorporated, being mostly under municipal corporations in the larger cities and towns, and district councils in the agricultural areas.



The following table gives the area, population and value of ratable property in incorporated areas for the year ended 30th June, 1939.

**LOCAL GOVERNMENT AUTHORITIES, SOUTH AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939.**

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
Metropolitan—		Acres.		£	£	£
Capital City ..	1	3,772	31,390	11,800,000	28,000,000	1,336,000
Other ..	20	99,215	290,631	(a)	72,000,000	3,586,000
Total ..	21	102,987	322,021	(a)	100,000,000	4,922,000
Outside Metropolitan Area ..	121	34,400,079	262,107	(a)	81,000,000	4,043,000
Grand Total ..	142	34,503,066	584,128	(a)	181,000,000	8,965,000

(a) Not available.

(v) *Western Australia.* In this State, Local Government is carried on by means of (a) Municipalities, and (b) District Road Boards. Certain functions are delegated to health boards, the personnel of which, in most cases, coincides with those of the municipalities and district road boards. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended October, 1939, for Municipalities, and the year ended June, 1939, for District Road Boards.

**LOCAL GOVERNMENT AUTHORITIES, WESTERN AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939.**

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
Municipalities—		Acres.		£	£	£
Metropolitan—						
Capital City ..	1	15,479	87,710	(a)	31,000,000	1,563,131
Other ..	8	11,374	66,318	(a)	13,364,224	644,344
Outside Metropolitan Area ..	12	32,698	50,168	(a)	6,634,766	497,121
Total ..	21	59,551	204,196	(a)	50,998,990	2,704,596
District Road Boards—						
Other Metropolitan ..	11	(b) 322,560	83,186	3,701,938	(a)	1,112
Outside Metropolitan Area ..	116	624,207,360	200,680	18,152,114	(a)	516,499
Total ..	127	624,529,920	283,866	21,854,052	(a)	517,611
Grand Totals ..	148	624,589,471	488,062	21,854,052	(a)	3,222,207

(a) Not available. (b) Includes Swan District (235,264 acres), of which 8,064 acres only are in the Metropolitan Area.

The method of valuation is not identical in the case of all District Road Boards, as in some the assessment is based on the unimproved capital value and in others partly on the unimproved capital value and partly on the annual value. The amounts given are the totals for the areas rated on each valuation, and are not a function of each other.

(vi) *Tasmania.* The whole State is divided into municipal districts, Hobart and Launceston being incorporated under separate Acts. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended June, 1939.

## LOCAL GOVERNMENT AUTHORITIES, TASMANIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
Metropolitan—		Acres.		£	£	£
Capital City ..	1	17,760	51,200	4,874,743	13,502,987	833,376
Other(a) ..	2	99,000	14,000	1,136,178	2,953,725	167,969
Total ..	3	116,760	65,200	6,010,921	16,456,712	1,001,345
Outside Metropolitan Area ..	46	16,661,240	171,726	16,860,544	37,323,067	1,917,834
Grand Total ..	49	16,778,000	236,926	22,871,465	53,779,779	2,919,179

(a) Including the whole of the Municipalities of Clarence and Glenorchy.

2. Revenue and Expenditure.—As the result of resolutions adopted at a conference of Statisticians in 1936 the financial statistics of Local Government Authorities are now compiled in the various States on a more comparable basis than formerly.

In the returns of revenue and expenditure in the following tables for the year 1939 the proceeds from loans and expenditure thereof have been excluded, as have the operations of business undertakings controlled by the various Local Government Authorities. The profits resulting from the working of these undertakings have been taken into receipts and shown separately.

## LOCAL GOVERNMENT AUTHORITIES : REVENUE, 1939.

Particulars.	N.S.W. (a)	Victoria. (b)	Q'land.	S. Aust.	W. Aust.	Tas.	Total.
Taxation—	£	£	£	£	£	£	£
Rates (net) ..	5,558,528	3,638,835	2,376,153	889,414	673,445	352,207	13,620,919
Penalties ..	102,600	27,491					
Licences ..	113,162	84,893	32,364	30,059	20,473	1,593	290,784
Other ..		..	..	..	..	9,833	
Total ..	5,774,290	3,751,219	2,408,517	919,473	694,371	363,633	13,911,703
Public Works and Services—							
Sanitary and garbage services ..	462,270	145,713	382,495	20,726	69,167	11,456	1,091,827
Council properties ..	571,063	499,179	310,527	85,315	94,701	53,422	1,614,207
Street construction ..	304,584	177,891	15,371	38,096	15,958	902	552,802
Other ..	205,302	43,543	24,560	24,328	6,622	7,938	312,293
Total ..	1,543,219	866,326	732,953	168,165	186,448	73,718	3,571,129
Government Grants—							
Unemployment relief ..	1,671,758	966,305	209,386	17,855	76,708	27,111	5,109,241
Roads ..	1,371,526	58,111	286,839	(d) 418,526			
Other ..	316,898	136,327	311,027	7,798	4,942	4,307	781,299
Total ..	3,360,182	1,160,743	807,252	444,179	81,650	36,534	5,890,540
Profits from Business Undertakings—							
..	..	226,264	7,795	..	60,144	14,795	308,998
Fees and fines ..	..	11,021	221,115	19,576	2,727	12,466	788,101
All other ..	..	54,978					
Total ..	10,677,691	6,070,551	4,177,632	1,578,688	1,447,154	518,755	24,470,471

(a) Figures relating to New South Wales are on an income and expenditure basis as distinct from those of other States which are on a cash basis. (b) Capital city, nine months, Geelong, thirteen months ended 30th September, 1939. (c) Includes grants for specific work mainly to relieve unemployment. (d) Includes £60,000 reimbursements from Highways Department. (e) Includes £351,826 collections in connexion with vehicles registration.

In the next table the expenditure for the year 1939 is shown. The figures are exclusive of expenditure in connexion with the debt services of business undertakings.

LOCAL GOVERNMENT AUTHORITIES : EXPENDITURE, 1939.

Particulars.	N.S.W.	Victoria. <i>a</i>	Q'land.	S. Aust.	W. Aust.	Tas.	Total.
	£	£	£	£	£	£	£
General Administration	681,586	631,296	317,203	133,592	129,960	61,460	1,955,097
Debt Services (excluding business undertakings)—							
Interest ..	891,339	469,259	581,840	41,798	99,056	32,857	2,116,149
Redemption ..	1,135,400	388,363	376,525	60,659	145,637	27,760	2,134,344
Exchange ..	( <i>b</i> )	..	51,401	..	1,114	3,847	56,362
Other ..	4,945	7,185	1,187	..	155	14	13,486
Total ..	2,031,684	864,807	1,010,953	102,457	245,962	64,478	4,320,341
Public Works and Services—							
Roads, streets and bridges ..	5,266,369	1,895,329	1,354,967	933,978	587,903	214,852	10,253,398
Health administration ..	145,374	166,291	93,654	94,007	38,085	16,281	553,692
Sanitary and garbage services ..	641,924	267,753	350,953	60,436	96,456	26,828	1,444,350
Street lighting ..	352,114	155,499	68,450	56,607	46,497	20,933	700,100
Council properties ..	1,123,258	784,715	267,010	136,559	258,400	57,180	2,627,122
Other ..	304,925	83,661	( <i>c</i> )437,538	31,845	13,231	12,851	884,051
Total ..	7,833,964	3,353,248	2,572,572	1,313,432	1,040,572	348,925	16,462,713
Grants—							
Fire brigades ..	118,611	69,371	25,754	( <i>d</i> )	25,301	4,330	243,367
Hospitals and ambulances ..	22,556	45,250	268,727	( <i>d</i> )	4,710	334	347,469
Other charities ..			500	2,773	1,621	998	
Other ..	( <i>e</i> )205,780	( <i>f</i> )230,232	10,191	1,421	1,854	3,138	452,616
Total ..	346,947	344,853	305,172	4,194	33,486	8,800	1,043,452
All other ..	<i>g</i> —238,466	( <i>h</i> )998,655	128,734	4,494	39,099	23,313	955,829
Total ..	10,655,715	6,192,859	4,334,634	1,558,169	1,489,079	506,976	24,737,432

(*a*) Capital city, nine months, Geelong, thirteen months ended 30th September, 1939. (*b*) Included with Interest. (*c*) Includes £282,948 for Sewerage and Drainage. (*d*) Compulsory contributions included under Public Works and Services. (*e*) Main Roads Department. (*f*) Includes £174,381 to Country Roads Board. (*g*) Includes deductions to offset duplication in the figures above caused by expenditure on the purchase of assets and depreciation of same, etc. (*h*) Includes £974,424, for sustenance work.

3. **New Money Loan Raisings, Debt and Interest Payable.**—Particulars are given in the following table of new money loan raisings during the year 1939-40 and the amount of debt at 30th June, 1940, together with the interest payable annually thereon. In addition to those Local Government Authorities referred to above, the table includes details for those boards or statutory authorities administering works or services such as water supply, sewerage, electricity, roads, tramways, harbours, fire brigades, trading activities, marketing agencies, etc.

**LOCAL AND SEMI-GOVERNMENTAL AUTHORITIES: NEW MONEY LOAN RAISINGS DEBT, AND INTEREST PAYABLE, 1939-40.**

Particulars.	N.S.W. £'000.	Victoria. £'000.	Q'land. £'000.	S. Aust. £'000.	W. Aust. £'000.	Tasmania. £'000.	Total. £'000.
<b>LOCAL GOVERNMENT AUTHORITIES.</b>							
New Money Loan Raisings(a)—							
From Government ..	18	6	290	7	1	..	322
From Public ..	2,017	624	2,377	35	120	137	5,310
Total ..	2,035	630	2,667	42	121	137	5,632
Funds Provided for Redemption—							
Government Loans ..	309	34	347	22	1	10	723
Loans due to Public ..	1,647	628	1,271	55	226	132	3,959
Total ..	1,956	662	1,618	77	227	142	4,682
Debt—							
Due to Government ..	1,531	580	10,144	106	1	321	12,683
Due to Banks (Net Overdraft) ..	240	595	738	57	36	..	1,666
Due to Public Creditor ..	38,047	12,399	21,222	797	3,131	3,031	78,627
Total ..	39,818	13,574	32,104	960	3,168	3,352	92,976
Maturing Overseas ..	7,350	..	8,946	..	552	800	17,648
Interest Payable ..	1,771	598	1,485	43	139	147	4,183

**SEMI-GOVERNMENTAL AND OTHER PUBLIC AUTHORITIES.**

New Money Loan Raisings(a)—							
From Government ..	55	722	811	344	..	..	1,932
From Public ..	4,840	3,211	165	13	22	30	8,281
Total ..	4,895	3,993	976	357	22	30	10,213
Funds Provided for Redemption—							
Government Loans ..	216	164	184	161	2	40	767
Loans due to Public ..	525	568	68	6	14	16	1,197
Total ..	741	732	252	167	16	56	1,964
Debt—							
Due to Government ..	24,713	4,543	9,240	7,510	287	318	46,611
Due to Banks (Net Overdraft) ..	541	177	1,417	32	4	..	2,171
Due to Public Creditor ..	57,324	64,037	3,611	884	116	509	126,481
Total ..	82,578	68,757	14,268	8,426	407	827	175,263
Maturing Overseas ..	5,413	5,722	..	..	..	..	11,135
Interest Payable ..	3,036	2,773	551	331	19	35	6,745

(a) Excluding Loans raised and entirely redeemed within the year.

**§ 4. Water Supply, Sewerage and Drainage.**

1. **New South Wales.**—(i) *General.* In Sydney and its suburbs the water supply and sewerage systems are controlled by the Metropolitan Water, Sewerage and Drainage Board, and in Newcastle and its suburbs by the Hunter District Water Board. The Metropolitan Board's services extend to the South Coast and embrace Wollongong and

Port Kembla. In country districts, both waterworks and sewerage works were formerly constructed by the Public Works Department, and, when completed, handed over to the local government authority affected, by which the cost was to be repaid. Under more recent arrangements councils are now usually required to raise loans to meet the capital cost and to undertake the work of construction. In certain cases the Government contributes towards the cost and assists councils in the payment of interest on loan debt.

(ii) *Waterworks.* (a) *Metropolitan.* The main catchment of the metropolitan water system is drained by the Nepean, Cataract and Cordeaux Rivers. It is 347 square miles in extent and the combined capacities of the storage reservoirs is 108,772 million gallons. Water is drawn also from the Woronora and Warragamba Rivers, with catchments of 29 square miles and 3,383 square miles respectively. A reservoir under construction on the Woronora River has at present a capacity of 1,474 million gallons but this will be increased to 15,479 million gallons on completion. Water from the Warragamba River is drawn by pumps from the normal river flow which is impounded by a low weir. The off-take varies according to the river flow, the maximum being 40 million gallons per day. This scheme is in the first stages of development. Service reservoirs throughout the metropolitan system number 91, with a total capacity of 535,388,000 gallons. At 30th June, 1940, the length of mains was 4,476.5 miles, and the average daily supply in 1939-40 was 119,601,000 gallons.

(b) *Newcastle.* The supply is drawn from the Chichester Reservoir, and is piped about 50 miles to Newcastle. The storage reservoir capacity is 5,000 million gallons. In addition to supplying Newcastle, water is reticulated in Maitland, 20 miles distant from Newcastle, and in the Cessnock coal-mining field, as well as in areas adjoining these centres. The supply also extends to the farming areas of Miller's Forest and the lakeside resorts of Belmont, Swansea and Toronto. Water can also be supplied from the Hunter River at Maitland if required. Service reservoirs distributed throughout the Water Supply District number 36, with a total storage capacity of 60,480,510 gallons. The total length of mains was 967 miles at 30th June, 1940.

(c) *Water Supplied, etc.* The following table gives the number of houses, the estimated population supplied, and other details for the year 1939-40 :—

**WATERWORKS, SYDNEY(a) AND NEWCASTLE : WATER SUPPLIED, 1939-40.**

System.	Number of Premises Supplied.	Estimated Population Supplied.	Average Daily Supply.	Total Supply for the Year.	Average Daily Supply.	
					Per Property.	Per Head of Estimated Population
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.
Sydney (a) ..	360,548	1,502,000	119,601	43,774,000	332	79.63
Newcastle ..	49,732	198,900	12,925	4,730,580	260	64.97

(a) Including part of South Coast.

(iii) *Sewerage and Drainage.* (a) *Metropolitan.* The Sydney sewerage system consists of three main outfalls, discharging into the Pacific Ocean. During 1939-40, new sewers laid measured 76.3 miles and 0.7 miles of stormwater drains were constructed.

(b) *Newcastle Sewerage Works.* The sewerage works for Newcastle and suburbs as originally designed were completed by the Department of Public Works and vested in the Board. The system has its outfall at Merewether Gulf, south from Newcastle. The length of new sewers laid was 102.2 miles in 1939-40, and properties connected increased by 1,718.

The stormwater drainage of Newcastle and adjoining areas is divided into two catchment areas, namely, the works in the Cottage Creek Stormwater Area and the works in the Throsby Creek Stormwater Area. A drainage rate of 3d. in the £ on assessed annual value of rateable property was levied in 1939-40.

(c) *Particulars of Services.* The following table supplies details of sewerage services and stormwater drains as at 30th June, 1940.

**SEWERAGE AND DRAINAGE : SYDNEY(a) AND NEWCASTLE, 1939-40.**

System.	Premises Drained.	Population Served.	Length of Sewers.	Length of Stormwater Drains.
	No.	No.	Miles.	Miles.
Sydney (a) .. ..	264,604	1,102,000	2,637.2	87.4
Newcastle .. ..	29,975	119,900	489.3	37.0

(a) Including part of South Coast.

(d) *Finances.* The following statement shows the revenue and expenditure on account of the services of waterworks, sewerage and drainage during 1939-40 :—

**WATERWORKS, SEWERAGE AND DRAINAGE : SYDNEY(a) AND NEWCASTLE.**

Item.	Capital Debt.	Revenue.	Expenditure.				Surplus or Deficit.
			Working Expenses, including Renewals Reserve.	Interest.	Exchange on Interest.	Sinking Fund.	
	£	£	£	£	£	£	£
Sydney (a)—							
Water ..	26,782,721	1,920,837	651,686	1,009,687	72,543	159,355	+ 27,566
Sewerage ..	16,261,817	1,118,768	364,761	635,060	37,940	89,298	— 8,291
Drainage ..	1,068,679	46,204	13,794	42,854	2,672	6,159	— 19,275
<b>Total</b> ..	<b>44,113,217</b>	<b>3,085,809</b>	<b>1,030,241</b>	<b>1,687,601</b>	<b>113,155</b>	<b>254,812</b>	<b>..</b>
Newcastle—							
Water ..	2,794,859	256,127	136,491	97,109	11,237	13,141	— 1,941
Sewerage ..	1,579,647	132,511	68,863	54,391	4,036	6,723	— 1,502
Drainage ..	113,389	16,177	11,184	3,981	522	549	— 59
<b>Total</b> ..	<b>4,487,895</b>	<b>404,815</b>	<b>216,538</b>	<b>155,571</b>	<b>15,795</b>	<b>20,413</b>	<b>— 3,502</b>

(a) Including part of South Coast.

(iv) *Waterworks, Sewerage and Stormwater Drainage Works in Country Towns.\** The capital indebtedness of the water and sewerage schemes in country towns controlled by local councils was £6,422,361 at 31st December, 1939, namely, £3,793,567 for water and £2,628,794 for sewerage. Of the foregoing amounts, £877,988 for water and £226,674 for sewerage are owing to the State Government. At 31st December, 1939, country waterworks were in operation or under construction in 82 municipalities and 37 shires, and country sewerage services in 50 municipalities and 10 shires. In addition two county councils, each comprising four shires, had been formed to supply water to towns within the areas of constituent councils, but the work of construction was only in the initial stages at the end of 1939.

Two country water storage systems—South-west Tablelands and Juneec—are administered by the Department of Works and Local Government. These deliver water into service reservoirs for reticulation by Councils; only a small quantity is sold directly to private consumers. The capital indebtedness of these systems was £1,060,110 at 31st December, 1939.

\* Excluding the area of operation of the Hunter District Water Board (Newcastle).

A water supply system at Broken Hill was transferred from the control of the Department of Works and Local Government to a special Board on 1st January, 1939. Capital debt owing to the State was written off and the Board commenced to raise loans on its own behalf to finance the construction of water amplification works and sewerage services. In 1939 income amounted to £50,312 and expenditure to £34,943; the debenture debt was £60,000 at 31st December, 1939.

2. *Victoria.*—(i) *A. Melbourne and Metropolitan Board of Works.* (a) *General.* All land within 13 miles of the Post Office at the corner of Bourke and Elizabeth-streets, Melbourne, together with the remaining areas of the Cities of Mordialloc and Moorabbin and further portions of Shires of Dandenong and Blackburn and Mitcham, is included within the metropolitan area for water supply, sewerage, main drainage and river improvement purposes. This territory covers 447 square miles of land area, and in 1940 embraced 26 cities, and parts of one other city and of 11 shires, or a total of 38 municipalities or portions thereof. In addition, the Board supplies water to certain municipalities outside the metropolitan area.

The Board's liability at 30th June, 1940, for loans raised was £26,140,470. The Board was then still empowered to borrow £999,464 before reaching the limit of its borrowing powers.

(b) *Receipts and Expenditure.* The ordinary receipts and expenditure for the year 1939-40 were £2,439,184 and £1,749,574 respectively, and the loan receipts and expenditure, £1,447,158 and £2,076,544 (including loan redemption £836,030) respectively.

In the following table showing the finances of the various services, charges against General Revenue Account amounting to £578,165 have not been included.

*B. Melbourne Water Supply.* (a) *Number of Houses, Population, and Quantity of Water Supplied.* The following table gives particulars of services for 1939-40. The rate levied was 7d. in the £ on the net annual value of the property served.

#### WATER SUPPLY, MELBOURNE : PARTICULARS OF SERVICES.

Year.	Number of Houses Supplied.	Estimated Population Supplied.	Average Daily Consumption.	Total Water Consumption for the Year.	Average Daily Consumption.		Length of Mains, Reticulation, etc.
					Per House.	Per Head of Estimated Population.	
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.	Miles.
1939-40 ..	291,261	1,156,306	78,594	28,765,422	269.84	67.97	3,347

(b) *Capital Cost, Revenue, Working Expenses, Interest and Surplus.* The cost of construction and the financial operations for the year 1939-40 are given below. The total capital cost to that date was £12,649,284.

#### WATER SUPPLY, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
	£	£	£	%	£	£
1939-40 ..	480,387	1,016,936	170,897	16.80	551,657	294,382

(a) Includes interest on renewals and payments to sinking funds.

*C. Melbourne Sewerage.* (a) *Number of Houses Connected, etc.* Particulars of services for 1939-40 are given below. The rate levied was 1s. 2d. in the £ on the net annual value of the property served.

## SEWERAGE, MELBOURNE : PARTICULARS OF SERVICES.

Year.	Number of Houses for which Sewers are Provided.	Estimated Population for which Sewers are Provided.	Average Daily Pumping.	Total Sewage Pumped for the Year.	Average Daily Pumping.		Length of Sewers, etc.
					Per House.	Per Head of Estimated Population.	
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.	Miles.
1939-40 ..	274,974	1,091,646	51,669	18,910,710	187.9	47.3	2,617

(b) *Capital Cost, Revenue, Working Expenses, Interest and Surplus.* The cost of construction and the financial operations for the year 1939-40 are given below. The total capital cost to that date was £14,396,033.

## SEWERAGE, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
	£	£	£	%	£	£
1939-40 ..	352,342	1,170,699	214,712	18.34	675,763	280,224

(a) Includes interest on renewals and payments to sinking funds.

(c) *Metropolitan Sewage Farm.* The total area of the farm at 30th June, 1940, was 22,634 acres. The following table gives details in connexion therewith for the year 1939-40. The total capital cost to that date was £1,298,930.

## METROPOLITAN SEWAGE FARM : FINANCES.

(Included in Sewerage Finances.)

Year.	Capital Cost for Year.	Cost of Sewage Disposal.	Interest.	Trading Profit.	Net Cost of Sewage Purification.
	£	£	£	£	£
1939-40 ..	39,192	34,703	56,357	9,574	81,486

(d) *Disposal of Night-soil from Unsewered Premises.* The total number of pans cleaned by the Board at its depots at Brooklyn, Campbellfield and Moorabbin, where the night-soil was disposed of by burial, was 629,345 for the year 1939-40.



*D. Melbourne Drainage and Rivers—Capital Cost, Revenue, Working Expenses, Interest and Surplus.* The following table gives details in connexion therewith for the year 1939–40. The total capital cost to that date was £1,535,586.

**DRAINAGE AND RIVERS, MELBOURNE : FINANCES.**

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
	£	£	£	%	£	£
1939–40 .. ..	297,742	89,521	21,527	24.04	63,566	4,428

(a) Includes interest on renewals and payments to sinking funds.

(ii) *Geelong Waterworks and Sewerage Trust.* (a) *General.* The Geelong Waterworks and Sewerage Trust, constituted in 1902, consists of five commissioners. The amount of loan money which may be raised is limited to £900,000 for water supply undertaking, £760,000 for sewerage undertaking, and £270,000 for sewerage installation to properties under the deferred payment system. The population supplied is 49,623.

(b) *Water Supply.* The catchment area is about 16,000 acres. The storage capacity of all the reservoirs is 2,738,119,800 gallons. In addition, the State Rivers and Water Supply Commission has made available a supplementary supply of a minimum quantity of 545 million gallons of water per annum from the upper reaches of the river Barwon. There are 320 miles of mains within the water supply area. The total expenditure on waterworks to 30th June, 1940, was £744,005, and the revenue for the year 1939–40 was £58,767; the sinking fund appropriations at June, 1940, amounted to £78,049, of which £74,150 has been expended in the redemption of loans. There is a water rate of 1s. in the £ (with minima of five shillings for unbuilt-on land and one pound for tenements) on the net annual value of ratable properties. The Replacement and Contingencies Reserve (Water) amounts to £35,858.

(c) *Sewerage Works.* The sewerage scheme consists of a main outfall sewer to the ocean at Black Rock, about 9 miles from Geelong, and 13½ miles of main sewers and 145 miles of reticulation mains have been constructed. The drainage area is 9,571 acres, and the number of buildings within the drainage area is 12,325 and within the sewered areas 12,092, while 12,115 buildings have been connected with the sewers. The total expenditure to 30th June, 1940, on sewerage works was £647,920, and on the cost of sewerage installation under deferred payment conditions £257,503, of which £1,327 is outstanding. The revenue in 1939–40 amounted to £43,503 and the sinking fund appropriations at June, 1940, were £73,638, of which £71,702 has been expended in the redemption of loans. A general rate of 1s. 3d. in the £ is levied on the net annual value of ratable properties. Replacement and Contingencies Reserves (Sewerage) amount to £29,115.

(iii) *The Ballarat Water Commission and the Ballarat Sewerage Authority.* (a) *General.* The Ballarat Water Commission was constituted on 1st July, 1880, and the Ballarat Sewerage Authority on 30th November, 1920. The members of the Water Commission are the Sewerage Authority. The Commissioners number seven, three (one of whom is chairman) being appointed by the Government, and four being elected by the Council of the City of Ballarat.

(b) *Water Supply.* The Water Supply District embraces an area of about 27 square miles, containing a population of about 43,000. The total storage capacity of the six reservoirs is 2,215,558,000 gallons.

The capital cost of construction of the waterworks is £691,003. The liabilities are loans due to the Government amounting to £285,547 as at 31st December, 1940. The revenue for the year 1940 was £41,924.

(c) *Sewerage.* The scheme as designed provides for a population of 90,000 persons. The capital cost of construction to 31st December, 1940, was £454,364. The method of sewerage disposal is by sedimentation, oxidation and sludge digestion. Ninety-nine sewered areas have been declared as at 1st January, 1941, comprising 9,755 tenements.

The scheme is financed by debenture-issue loans from various financial institutions, £500,020 having been provided up to 31st December, 1940, of which £64,793 has been redeemed, leaving a loan liability of £435,227 for constructional works. An expenditure of £186,587 was incurred for house connexions, of which £170,003 has been redeemed, the balance outstanding being £16,584.

(iv) *Bendigo Sewerage Authority.* The members of the Bendigo City Council constitute this Authority. The sewerage district comprises the populated area of the city of Bendigo. The works are completed and the expenditure to 30th September, 1940, was £340,695 for sewerage scheme and £186,988 for house connexions, excluding those tenements connected privately. The number of tenements connected to sewers is 6,455.

(v) *Sewerage in other Country Districts.* At the end of 1940 sewerage authorities had been constituted also in the following districts :—Ararat, Bairnsdale, Beechworth, Benalla, Castlemaine, Colac, Dandenong, Dimboola, Echuca, Euroa, Hamilton, Horsham, Kerang, Kyabram, Kyneton, Leongatha, Lorne, Maffra, Mildura, Mornington, Morwell, Murtoa, Nhill, Portland, Sale, Shepparton, Swan Hill, Traralgon, Wangaratta, Warracknabeal, Warragul, Warrnambool, Werribee, Wodonga, Yarram and Yarrawonga.

(vi) *Water Supply in Country Towns and Districts.* Most of the country waterworks are controlled by the State Rivers and Water Supply Commission, but in some instances the control is by waterworks trusts or by municipal corporations.

The following table gives particulars regarding waterworks under the control of trusts and municipal corporations for the year 1940 :—

#### COUNTRY WATERWORKS, VICTORIA : FINANCES.

Year.	Under Waterworks Trusts.				Under Municipal Corporations.			
	Number of Trusts.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.	Number of Corporations.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.
1940 ..	No. 111	£ 2,146,046	£ 1,468,388	£ 2,648	No. 17	£ 927,943	£ 577,278	£ 105

3. *Queensland.*—(i) *The Metropolitan Works Board, Department of Works, Brisbane City Council.* (a) *General.* The whole of the water supply in the metropolitan area and the bulk supply to the City of Ipswich is filtered.

The available storage in the Brisbane River is 543 million gallons, the catchment area being approximately 4,000 square miles. In Lake Manchester the storage capacity is 5,700 million gallons, and the catchment area 28.5 square miles. The capacity of Enoggera and Gold Creek reservoirs are 1,000 million gallons and 407 million gallons respectively, and the catchment areas 12.8 and 3.8 square miles respectively.

The total capacity of the service reservoirs on Tarragindi Hill, Eildon Hill, Bartley's Hill, Highgate Hill, Roles Hill, Sparkes Hill, Wickham Terrace and Paddington (elevated tank) is approximately 32,356,000 gallons.

(b) *Waterworks. Summary.* The following table gives a summary of operations for the year 1939-40 :—

**WATERWORKS, BRISBANE : SUMMARY.**

Year.	Length of Reticulation Mains.	Number of Tenements Connected. (a)	Estimated Population Supplied.	Quantity Supplied.	Average Daily Supply.	Average Daily Supply per Head of Estimated Population.
	Miles.	No.	No.	'000 Gallons.	Gallons.	Gallons.
1939-40 ..	965	77,273	328,915	5,647,000	15,427,896	47.54

(a) Exclusive of Ipswich, which is a bulk supply.

The total length of the trunk mains is 219 miles.

(c) *Sewerage.* At 30th June, 1940, 36,154 premises were connected to the Council's sewerage system, the estimated population served being 162,690 persons. The total length of sewers in operation is 1,089 miles, consisting of 586 miles of sewers within premises, and 503 miles of main and reticulation sewers.

(d) *Waterworks and Sewerage Works Finances.* The following table gives particulars regarding finance for the year 1939-40 :—

**WATER AND SEWERAGE WORKS, BRISBANE : FINANCES.**

Year.	Capital Cost.	Net Revenue from Rates.	Management and Working Expenses.	New Works Construction.	Interest and Redemption of Loans, including Sinking Fund and Overdraft.
	£	£	£	£	£
939-40 ..	11,122,097	772,262	207,509	277,140	(a) 639,372

(a) Exclusive of the sum of £61,577 paid as exchange, registry fees, etc.

(ii) *Country Towns.—(a) Water Supply.* In addition to the city of Brisbane, there were at 30th June, 1940, seventy-nine country towns in Queensland provided with water supply systems (including six in the course of construction) constructed by municipalities chiefly from Government loans. The following statement gives particulars of all water supply systems, exclusive of Brisbane, for the year 1939-40 :—

**COUNTRY WATER SUPPLY SYSTEMS : QUEENSLAND.**

Cost of Construction to 30th June, 1940—£3,931,907.					
Receipts.		£	Expenditure.		£
Rates and sales of water ..	325,559		Office and salaries ..	25,770	
Government and other loans ..	230,230		Construction ..	290,910	
Government subsidy or loans ..	81,419		Maintenance ..	145,543	
Other ..	31,849		Interest and redemption ..	148,310	
			Other expenses ..	16,643	
Total ..	669,057		Total ..	627,176	
Assets ..	2,829,787		Liabilities ..	2,257,170	

(b) *Sewerage Systems.* At 30th June, 1940, there were eight cities outside the Metropolitan area—Bundaberg, Ipswich, Mackay, Maryborough, Rockhampton, Toowoomba, Townsville and Warwick—with sewerage works. Sewerage works are also in the towns of Charleville and Goondiwindi and in the shires of Paroo (Cunnamulla) and Quilpie. The works at Mackay, Maryborough, Rockhampton, Toowoomba, Cunnamulla and Quilpie are in operation, whilst those for the other cities were in course of construction at the end of the year.

4. *South Australia.*—(i) *General.* The water supply and sewerage systems in this State were constructed and are maintained by the Public Works Department.

(ii) *Adelaide Waterworks.* (a) *Summary.* The following table gives particulars for 1939-40, the figures for consumption being recorded by gaugings taken at the reservoirs and including evaporation and absorption. There are 65,873 meters in the Adelaide District.

#### ADELAIDE WATERWORKS : SUMMARY.

Year.	Number of Assessments.	Annual Value.	Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
	No.	£	Acres.	Million Gallons.	Miles.	Million Gallons.
1939-40 .. ..	133,770	5,643,825	138,074	14,436	1,400	8,863

(b) *Finances.* Particulars for the year 1939-40 are given below :—

#### ADELAIDE WATERWORKS : FINANCES.

Year.	Capital Cost.	Revenue.		Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1939-40 ..	£ 4,714,939	£ 375,042	£ 467,174	£ 22,541	£ 66,369	£ 33,034	£ 121,944	% 7.32

(a) Including £10,577 for guarding departmental property.

(iii) *Adelaide Sewerage.* Particulars for 1939-40 are given hereunder :—

#### ADELAIDE SEWERAGE : SUMMARY.

Year.	Length of Sewers.	Number of Con- nexions.	Capital Cost of Revenue- Producing Works.	Revenue.		Working Expenses.		Percentage of Net Revenue on Capital Cost.
				Rates, etc.	Total.	Adminis- tration, Maintenance, etc.	Total.	
1939-40 ..	Miles. 538	No. 56,048	£ 1,657,320	£ 188,273	£ 195,054	£ 31,252	£ 35,236	% 9.69

(iv) *Country Water Supply. (a) Summary.* The chief items of information regarding these undertakings are set forth in the table below for 1939-40. There are 35,921 meters in country districts.

**COUNTRY WATERWORKS, SOUTH AUSTRALIA : SUMMARY.**

Year.	Number of Assessments.	Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
	No.	Acres.	Million Gallons.	Miles.	Million Gallons.
1939-40 .. ..	52,661	11,742,297	9,378	5,018	4,500

(b) *Finances.* The next table gives financial information for 1939-40 :—

**COUNTRY WATERWORKS, SOUTH AUSTRALIA : FINANCES.**

Year.	Capital Cost.	Revenue.		Working Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1939-40 ..	£ 10,073,173	£ 164,601	£ 223,237	£ 21,357	£ 71,936	£ 98,491	£ 191,784	% 0.31

(v) *Other Sewerage Systems.* Information in summarized form is given below regarding the two suburban sewerage systems, namely, the Glenelg system and the Port Adelaide and Semaphore system, for 1939-40 :—

**SUBURBAN SEWERAGE SYSTEMS, SOUTH AUSTRALIA : SUMMARY.**

Year.	Length of Sewers.	Number of Con- nections.	Capital Cost.	Revenue.		Working Expenses.		Percentage of Net Revenue on Capital Cost.
				Rates.	Total.	Adminis- tration and Mainten- ance.	Total.	
1939-40 ..	Miles. 391	No. 26,931	£ 1,741,271	£ 77,482	£ 79,453	£ 32,947	£ 42,424	% 2.13

5. *Western Australia.*—(i) *General.* The water supply and sewerage systems of Western Australia are principally under the management of Government Departments, and are divided into the following categories :—(a) Metropolitan Water Supply, Sewerage and Drainage, covering Perth, Fremantle, Claremont, Guildford, Midland Junction and Armadale District ; (b) Goldfields Water Supply ; (c) Water Supply of other towns ; (d) Agricultural Water Supply ; and (e) Artesian and sub-artesian waters.

(ii) *Metropolitan Water Supply, Sewerage and Drainage. (a) General.* The sources of the metropolitan water supply are the Canning Dam, Churchman's Brook, Wongong Brook, Victoria Reservoir, Mundaring Reservoir and certain bores. The largest water supply project, the Canning Dam, with a capacity of 20,550 million gallons was completed during 1940, and at the 30th September, 1941, there were 11,143 million gallons impounded

The sewerage treatment works of Perth and suburbs consist of primary sedimentation with separate sludge digestion and discharge of effluent to the ocean. Fremantle treatment works consist of septic tanks with ocean outfall for effluent. Further extensive reticulation works were carried out during the year. At 30th June, 1940, the number of premises connected with sewers was 39,271.

(b) *Summary.* The following table gives particulars regarding water supply for 1939-40 :—

**METROPOLITAN WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.**

Year.	Estimated Population Supplied.	Number of Services.	Water Supplied.	Average Daily Supply.		Number of Meters.	Length of Mains.
				Per Head.	Per Service.		
	No.	No.	'000 Gallons.	Gallons.	Gallons.	No.	Miles.
1939-40	255,695	63,019	5,598,329	59.82	242.72	40,401	957

(c) *Finances.* The table hereunder gives separate information for the water supply and sewerage and drainage branches for 1939-40 :—

**METROPOLITAN WATER SUPPLY, AND SEWERAGE AND DRAINAGE, WESTERN AUSTRALIA : FINANCES.**

Year.	Water Supply.			Sewerage and Drainage.		
	Capital Cost.	Revenue.	Expenditure.	Capital Cost.	Revenue.	Expenditure.
	£	£	£	£	£	£
1939-40	5,105,024	302,604	292,076	3,689,437	195,089	197,764

(iii) *Goldfields Water Supply.* The source of supply for the Eastern goldfields as well as for the intervening towns and agricultural districts is the Mundaring Reservoir, which has a capacity of 4,650 million gallons. This scheme is now linked by pipe-line with the Canning Dam. In 1939-40 the railways consumed 6 per cent., the mines 42 per cent., and domestic, etc., 52 per cent. of the supply. The following table gives details for 1939-40 :—

**GOLDFIELDS WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.**

Year.	Total Consumption.(a)	Number of Services.	Length of Water Mains.	Capital Cost.	Revenue.	Expenditure.
	'000 gallons.	No.	Miles.	£	£	£
1939-40	1,469,000	14,378	1,721	5,738,959	322,377	312,281

(a) Includes 137,665,000 gallons supplied to the Metropolitan Water Supply Department.

(iv) *Water Supply of Other Towns.* During 1939-40 water supplied to other towns and districts amounted to 291,572,000 gallons, distributed as follows :—Railways, 34,155,000 gallons ; mines, 23,594,000 gallons ; and 233,823,000 gallons to domestic and other consumers. The length of mains utilized was 1,721 miles.

(v) *Agricultural Water Supply.* During the year 1939-40, one well was sunk and ten tanks excavated. During the thirty years from 1st July, 1910, to 30th June, 1940, 545 tanks were built, 381 wells sunk, and 3,602 bores put down to a total depth of 180,302 feet. Of the bores put down, 554 yielded fresh and 312 stock water.

(vi) *Artesian and Sub-artesian Waters.* Up to 30th June, 1940, the total number of bores put down in search of artesian or sub-artesian water and in which water was struck was 284, ranging in depth from 30 to 4,006 feet. These figures include 52 bores sunk in the metropolitan area.

6. *Tasmania.*—(i) *Hobart Water Supply.* The cost of this undertaking to 30th June, 1940, was £757,464, but a considerable amount of reticulation work has been done out of revenue and not charged to capital account. The outstanding loans at 30th June, 1940, amounted to £566,309. At the same date the number of tenements supplied in the city and suburbs was 14,409 and the length of reticulation mains was 145 miles. The revenue for 1939-40 was £57,713.

(ii) *Hobart Sewerage System.* The revenue for the year ended 30th June, 1940, was £38,200. Up to that date 83.9 miles of sewers had been laid in connexion with the original city system at a cost of £222,328 and 8,827 tenements connected. Since the original city was sewered, the municipalities of Queenborough and New Town have been included in the city, and are now being sewered. In Queenborough 29.7 miles of sewers, connecting with 1,849 tenements, have been constructed at a cost of £133,165. In New Town a total of 40.4 miles of sewers has been laid, and 1,969 properties connected. The cost to 30th June, 1940, including surveys and sewerage outfall, was £117,447.

## § 5. Harbour Boards and Trusts.

1. *New South Wales.*—(i) *Maritime Services Board of New South Wales.* (a) *General.* The port of Sydney is administered by the Maritime Services Board of New South Wales, a corporate body of five Commissioners, three of whom are full-time members and two, representing shipping and commercial interests, part-time members. The Board was brought into existence on 1st February, 1936, by the Maritime Services Act, 1935, in order to co-ordinate the port and navigation services of the State, which had previously been administered by the Sydney Harbour Trust and by the State Department of Navigation.

(b) *Port of Sydney.* The functions of the Board in respect of the Port of Sydney include the provision of adequate wharfage, channels, lights and other port facilities, the control of shipping, pilotage, the imposition and collection of rates and charges on goods and vessels, the licensing of harbour craft and the general management and control of the Port.

The entrance to Sydney Harbour is nearly a mile wide, and is not less than 80 feet deep. Between the entrance, known as "The Heads", and the Harbour proper, a distance of 4 miles, there are two separate channels, each with a depth of 40 feet at low tide and a width of 700 feet. The foreshores are 188 miles in length, and the total area of the port is 14,284 acres, or 22 square miles, of which about one-half has a depth of 30 feet or more at low water ordinary spring tide. The mean range of tides is 3 feet 6 inches.

Exclusive of ferry wharves, and jetties used for private purposes, there are 68,103 feet of wharfage controlled by the Maritime Services Board, and 9,928 feet of commercial wharfage privately owned. There is ample shed accommodation, and the port is well equipped with railway wharfage for the handling of traffic which is required to pass direct from ship to rail and vice versa. For the wheat export trade, in both bulk and bags, ample wharfage accommodation and handling equipment of the most modern character are available. Facilities in all directions can be very considerably extended when required. Approximately two-thirds of the shipping wharves controlled by the Board are leased to shipping companies; the remainder, which are unleased, are directly maintained by the Commissioners.

The following table gives particulars of the finances of the Board for 1939-40 in respect of the functions of the former Sydney Harbour Trust at the Port of Sydney:—

**MARITIME SERVICES BOARD : FINANCES OF THE PORT OF SYDNEY.**

Year.	Revenue.				Working Expendi- ture.	Interest.	Surplus.	Total Capital Debt.
	Wharfage and Harbour Rates.	Tonnage Rates and Berthing Charges.	Other Sources.	Total.				
	£	£	£	£	£	£	£	£
1939-40	785,109	56,714	361,404	1,203,227	359,211	542,818	301,198	611,275,655

(a) Including £57,554 exchange and £63,210 sinking fund contributions.

(b) After allowing for balance in liquidation of Capital Debt Account.

(c) *Port of Newcastle.* Newcastle Harbour is administered by the Maritime Services Board and an advisory committee consisting of five members appointed by the Governor. In regard to the volume of shipping entered, Newcastle ranks second in importance in New South Wales and fourth in Australia. It is primarily a coal-loading port, but its activities cover the shipment of general commodities. The wharfage and other facilities of the port have been further improved and extended to meet the actual and the anticipated growth of trade with the expansion of industry in the district. A terminal elevator, which has been erected for the handling of bulk wheat, has enhanced the importance of Newcastle as an exporting centre.

(d) *Port Kembla.* The Navigation and Harbour and Tonnage Rates Acts are administered at Port Kembla by the New South Wales Department of Public Works on behalf of the Maritime Services Board. Port Kembla, which is sharing to an increasing extent in the shipping trade of the State, has an area of 330 acres, with depths ranging from 20 to 50 feet, and wharfage accommodation has been provided for large ocean-going vessels. Being adjacent to the southern coalfields and a rapidly developing industrial centre, its trade is growing and a great future for the port is predicted.

(e) *Other Ports.* In addition to the ports of Sydney and Newcastle, the Board controls 29 outports along the coastline of 609 miles.

(ii) *Port Charges.* There has been much ill-informed criticism of the port charges levied upon shipping in Australian ports. The fact is that the Governmental charges compare favourably with those of other parts of the world when the services rendered are taken into consideration. They are much lower than the charges at the leading ports of the United Kingdom. Direct comparisons of port charges are difficult, if not impossible, to make, because of the differing port customs, and the absence of similarity in the nature and methods of applying them. It is considered that the most satisfactory method of comparison is to take the total collections by the port authorities, and arrive at the average rate per ton. This has been done in the case of the two leading ports in Australia and in the United Kingdom, and the figures are as follows:—

**PORT CHARGES : AUSTRALIA AND UNITED KINGDOM.**

Port.			Net Tonnage of Vessels Entered.	Charges on Shipping (excluding Pilotage).	Average Rate per Ton of Shipping.
Australia—				£	d.
Sydney (1938-39)	..	..	11,650,317	234,094	4.8
Melbourne (1938)	..	..	8,578,270	210,432	5.9
United Kingdom—					
London (1938-39)	..	..	31,041,920	1,418,494	10.9
Liverpool (1938-39)	..	..	21,724,050	1,594,036	17.6

NOTE.—Later particulars are not available for publication.



2. *Victoria.*—(i) *Melbourne Harbour Trust.* (a) *General.* Information regarding the origin and constitution of this trust appears in Official Year Book No. 12, p. 970 *et seq.* At 31st December, 1940, the sheds available for wharfage accommodation had a length of 18,271 feet, covering an area of 1,207,274 square feet. The area of water in the bay and River Yarra under the control of the Trust is approximately 5,321 acres and the total length of wharves, piers and jetties in the port is 60,950 feet, giving an area of over 56 acres of wharfage, of which 50,699 feet is effective berthing space. During 1940 the quantity of material raised by dredging and excavation in the river and bay amounted to 3,001,621 barge yards at a cost of £135,929. The Trust has expended £377,518 in reclaiming land within its jurisdiction by depositing 7,862,946 barge yards of material thereon.

(b) *Finances.* During the year ended 31st December, 1940, the revenue (excluding refunds) of the Trust amounted to £855,232, and expenditure to £836,833 (including the amount of £157,806 paid to Consolidated Revenue and Geelong Harbour Trust). There was a net surplus on revenue account of £18,399. Appropriation for sinking fund and charges for depreciation, renewals and insurance against revenue account for the year amounted to £182,834. The capital expenditure for the year was £160,269. At 31st December, 1940, the total capital expenditure amounted to £9,222,592, the loan indebtedness at that date being £4,028,881.

(ii) *Geelong Harbour Trust.* The Geelong Harbour Trust was constituted in 1905, and reconstituted in 1934 under the provisions of the Melbourne and Geelong Harbour Trusts Act 1934. The Trust is under the control of three Commissioners appointed by the Governor in Council. Revenue for the year 1940 was £89,614. Revenue expenditure was £92,320 and capital expenditure £25,077, and loans outstanding at the end of that year amounted to £526,570.

(iii) *Harbour Boards.* The Harbour Boards Act 1928 made provision for the establishment of Harbour Boards at Gippsland Lakes, Welshpool, Warrnambool, Port Fairy and Portland, all of which ports were, at the commencement of the operation of this Act, under the control of the Public Works Department. The Warrnambool Harbour Board, which was constituted on 29th May, 1938, under the provisions of this Act, was abolished on 30th June, 1936, by Order in Council and the port was restored to the control of the Public Works Department.

3. *Queensland.*—(i) *Bowen Harbour Board.* The Bowen Harbour Board consists of seven members, of whom two are appointed by the Governor in Council and the remainder elected by the electors of the town of Bowen and adjacent shires. The district under its jurisdiction comprises the area within the boundaries of the town of Bowen, the shires of Proserpine and Wangaratta, and Division I of the shire of Ayr. The capital expenditure for 1940 was £527, while the revenue was £13,577 and the expenditure £14,443.

(ii) *Bundaberg Harbour Board.* The Bundaberg Harbour Board consists of nine members, of whom one is appointed by the Governor in Council, four are elected by the electors of the city of Bundaberg, and two each by the electors of the shires of Gooburrum and Woongarra.

The capital expenditure for the year 1940 was £2,197, while the revenue was £11,736 and expenditure £11,388.

(iii) *Cairns Harbour Board.* The Cairns Harbour Board, which controls the port, consists of thirteen members, representing the city of Cairns and six adjoining shires. The wharves are exclusively under the control of this Board and consist of 1,900 lineal feet in reinforced concrete, upon which spacious sheds are erected with a floor area of 14,400 feet, brilliantly lighted by the Barron Falls Hydro Electricity Scheme. A start has been made on the new 450 feet extension to No. 5 Wharf, for which a debenture loan of £33,640 has been obtained. A most comprehensive electrical equipment is erected at the wharves for handling sugar from shed direct into vessels' holds and a special sugar storage shed, fitted with this equipment, can accommodate 7,500 tons. The Board's suction dredger maintains a minimum depth of 22 feet of water in the entrance channel. Ships drawing over 27 feet of water can berth at wharves. Railway facilities are provided in front of and at rear of the wharves. The revenue of the Board, derived from harbour,

berthage and miscellaneous dues, etc., for 1940 was £65,407 and expenditure £59,878. In addition £4,034 was spent from loan during the year on the reclamation of foreshores.

(iv) *Gladstone Harbour Board.* The Gladstone Harbour Board is composed of seven members, two of whom are appointed by the Governor in Council and five elected by the electors of the town of Gladstone and the shires of Calliope and Miriam Vale.

The capital expenditure for 1940 was £7,354 and the total to the end of 1940 amounted to £139,688. The revenue for 1940 was £19,604, and the expenditure £19,950.

(v) *Mackay Harbour Board.* The Mackay Harbour Board consists of nine members elected by the electors of the city of Mackay and the shires of Pioneer, Sarina, Mirani and Nebo. The harbour is in course of construction, and it is expected that the main construction work will be completed shortly.

Expenditure for 1940 totalled £213,208, of which £169,162 was spent on construction. Receipts totalled £187,988, harbour dues amounting to £118,032, Government loan to £14,428, and Government subsidy of loan to £50,942.

(vi) *Rockhampton Harbour Board.* The Rockhampton Harbour Board consists of eleven members, of whom seven are elected by the electors on the rolls of the city of Rockhampton, and the shires of Mount Morgan, Fitzroy and Livingstone. The remaining four are elected by the councillors of groups of inland shires.

The revenue for 1940 was £34,462, and the expenditure £34,716. The capital expenditure for 1940 was £3,152, and the total at the end of 1940 was £813,583.

(vii) *Townsville Harbour Board.* The Townsville Harbour Board is composed of nine members of whom two are appointed by the Governor in Council and the remaining seven are elected by the electors of Townsville and adjacent towns and shires. All harbour works and conveniences for the use of shipping are under the control of the Board. The capital expenditure for 1940 was £3,867; the revenue for 1940 was £71,742, and the expenditure £74,562.

#### HARBOUR BOARDS, QUEENSLAND : FINANCES.

Year ended 31st December.	Revenue.		Expenditure.					Assets.	Liabilities.
	Wharfage and Harbour Dues.	Total.	Interest on Loans.	Redemption of Loans.	Construction and Maintenance.	Other.	Total.		
1940 ..	£ 303,219	£ 421,516	£ 48,781	£ 27,045	£ 326,828	£ 29,526	£ 432,180	£ 2,880,807	£ 2,622,184

4. Western Australia.—(i) *Fremantle Harbour Trust.* (a) *General.* Fremantle Harbour is controlled by a Board of five Commissioners appointed by the Governor in Council. A description of the works is given in a previous issue of the Official Year Book (see No. 12 p. 973). Since that account was written, bulk-handling facilities have been provided and the inner harbour, entrance channel and berthing accommodation have been dredged to a depth of 36 feet below the lowest known low water. The length of berthage accommodation at all the quays is now 10,177 feet.

(b) *Finance.* The following table gives financial data for 1939-40 :—

#### FREMANTLE HARBOUR TRUST : FINANCES.

Year.	Revenue.	Expenditure.						
		Working Expenses.	Interest.	Sinking Fund.	Renewals Fund.	Capital Expenditure.	Surplus Revenue. (a)	Total.
1939-40 ..	£ 534,494	£ 267,116	£ 144,316	£ 19,924	£ 2,000	£ 7,107	£ 78,093	£ 518,556

(a) Paid to Consolidated Revenue.

(ii) *Bunbury Harbour Board.* (a) *General.* The Bunbury Harbour Board consists of five members appointed by the Government. The jetty is 4,900 feet long, with berthage accommodation of 3,700 feet, and is electrically lighted.

(b) *Finances.* Details for 1939-40 are given hereunder. Surplus revenue is paid into Consolidated Revenue Fund to meet interest and other charges :—

**BUNBURY HARBOUR BOARD : FINANCES.**

Year.	Capital Account.	Revenue.	Expenditure.	Interest.
	£	£	£	£
1939-40 .. ..	680,897	25,871	24,642	33,670

5. *Tasmania.*—(i) *Marine Board of Hobart.* (a) *General.* The Marine Board of Hobart consists of nine wardens elected by the ship-owners of the Port of Hobart and the importers and exporters of goods into or from any port within the jurisdiction of the Board.

(b) *Finances.* The following table gives details for 1939-40 :—

**MARINE BOARD OF HOBART : FINANCES.**

Year.	Capital Debt.	Revenue.		Expenditure.		
		Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1939-40 .. ..	17,317	46,557	50,884	7,698	45,317	56,908

(ii) *Marine Board of Launceston.* (a) *General.* The Marine Board of Launceston consists of five wardens, three elected by the ratepayers of the city of Launceston and two by ratepayers of the municipalities within the Tamar District.

(b) *Finances.* The following table gives details for 1939-40 :—

**MARINE BOARD OF LAUNCESTON : FINANCES.**

Year.	Capital Debt.	Revenue.		Expenditure.		
		Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1939-40 .. ..	231,686	61,923	62,310	27,585	23,781	58,883

(iii) *Marine Board of Burnie.* The length of the breakwater is 1,250 feet, with a depth up to 42 feet at low water, and a wharf alongside, 736 feet in length by 91 feet wide, with a depth at low water from 30 to 40 feet. There are two other timber wharves 700 feet and 520 feet long with depths of 20 to 26 feet and 26 to 30 feet respectively. The receipts for the year 1939-40 were £39,394, and the expenditure £27,514, including £16,588 interest on loans, etc.

## § 6. Fire Brigades.

1. **New South Wales.**—(i) *General.* Under the Fire Brigades Act, 1909–1927, a Board of Fire Commissioners consisting of eight members operates, and 128 fire districts have been constituted. The cost of maintenance of fire brigades is borne in proportions of quarter, quarter, and half by the Government, the municipalities, and the insurance companies concerned, but the expenditure must be so regulated that the proportion payable by the councils in a fire district shall not exceed the amount obtainable from  $\frac{1}{4}$ d. in the £ rate on the unimproved capital value of ratable land in the fire district; provided that the Board, with the consent of the Minister, and at the special request of the councils of the municipalities or shires constituting or forming part of a fire district or a majority in number of such councils may, as to that district, exceed the limit above provided.

(ii) *Board of Fire Commissioners of New South Wales.* At 31st December, 1940, the Board had under its control 80 fire stations in the Sydney fire district and 155 fire stations in the country fire districts. The Sydney fire district includes the City of Sydney and suburbs, and comprises a total area of 293 square miles. The revenue for the year 1940 was £481,004, made up as follows :—From the Government, £118,080; municipalities and shires, £118,080; fire insurance companies and firms, £236,160; and from other sources, £8,684. The disbursements for the year were £493,996.

2. **Victoria.**—(i) *General.* The Fire Brigades Act of 1928 provides for a Metropolitan Fire Brigades Board, and a Country Fire Brigades Board, each consisting of nine members, with local committees in country districts. The income of each Board is derived in equal proportions from the Treasury, the municipalities and insurance companies.

(ii) *Metropolitan Fire Brigade Board.* On 30th June, 1940, the Board had under its control 43 stations. The total receipts for 1939–40 were £257,655, comprising contributions £187,038, receipts for services £30,393 and interest and sundries £40,224. The expenditure was £256,173, made up as follows :—Salaries (permanent staff) £131,035, interest and repayments of principal £42,698, and other expenditure, £82,440. The loan expenditure during the year was £17,382, and the loan indebtedness at the end of the year, £205,455.

(iii) *Country Fire Brigades Board.* At 30th June, 1940, there were 128 municipal councils and 111 insurance companies included in the operations of the Act. The brigades are composed chiefly of volunteers, but in the large centres a few permanent station-keepers and partially-paid firemen are employed. Complete fire-alarm systems are installed in 42 of the larger provincial cities and townships. There were 154 registered brigades at the end of June, 1940. For 1939–40 the revenue was £35,910 and the expenditure £33,901. Loan expenditure during the year amounted to £10,848, and at the close of the year the loan indebtedness was £67,239.

3. **Queensland.**—(i) *General.* The Acts of 1920–1931 made provision for the retention of existing fire districts, and for the constitution of new districts. For each district there must be a Fire Brigades Board consisting of seven members, and the cost of maintenance of each brigade is proportioned as follows :—The Treasury two-sevenths, insurance companies three-sevenths, and local authorities two-sevenths. All volunteer fire brigades in a district must be registered.

(ii) *Fire Brigades Boards.* At 30th June, 1940, there were fire brigades in 36 towns. The total revenue for the year 1939–40 was £95,447, received mainly from the following sources :—Government £26,146, local authorities £26,472, insurance companies £39,228, and loans (Government and other), £7,262. The total expenditure for the year was £102,416, the chief items being salaries and wages £63,703, and interest and redemption of loans, £13,005.

4. **South Australia.**—The Fire Brigades Act 1936 provides for a Board of five members, and the expenses and maintenance of brigades are defrayed as to two-ninths by the Treasury, five-ninths by insurance companies, and two-ninths by the municipalities concerned. The contribution of the Treasury, however, is limited to £10,000 and if

two-ninths of the expenses and maintenance exceeds this amount five-sevenths of the excess is contributed by the insurance companies and two-sevenths by the municipalities. At the 30th June, 1941, there were altogether 27 fire brigade stations, and the total revenue for the year 1940-41 was £61,892.

5. *Western Australia.*—(i) *General.* Under the 1916 Act certain Municipal and Road Board Districts are constituted fire districts under the control of the Western Australian Fire Brigades Board. The income of the Board is derived as to two-eighths from Government, three-eighths from municipalities, and three-eighths from insurance companies.

(ii) *Western Australian Fire Brigades Board.* The whole of the brigades throughout the State are now controlled by the Western Australian Fire Brigades Board, and number 42. The revenue and expenditure for the year ended 30th September, 1940, were £67,418 and £68,535 respectively. The estimated value of land and buildings was £98,534 and of plant £43,180.

6. *Tasmania.*—(i) *General.* The municipal council of any municipality may, under the Act of 1920, petition the Government to proclaim the municipality or any portion of it to be a fire district, each district to have a Board of five members. The expenses of each Board are borne in equal proportions by contributions from the Treasury, the municipality concerned, and insurance companies insuring property within the district.

(ii) *Hobart Fire Brigade Board.* The revenue of the Board for the year 1940 amounted to £7,316.