CHAPTER XIV.

TRANSPORT AND COMMUNICATION.

NOTE.—Most of the statistics in this chapter cover the year 1957-58. More detailed figures for this and earlier years will be found in the annual bulletin, *Transport and Communication*.

PART I.—TRANSPORT.

A. SHIPPING.

§ 1. Control of Shipping.

1. War-time Control.—An account of the action taken by the Commonwealth Government to control and regulate shipping throughout Australian waters during the 1939-45 War was given in Official Year Book No. 36, pages 121-30.

2. Post-war Control and Developments.—A brief account of the post-war control of shipping and the establishment of the Australian Stevedoring Industry Board and the Australian Shipping Board will be found in Official Year Book No. 39, pages 147-8.

The Maritime Industry Commission, established during the 1939-45 War under National Security legislation, was abolished on 19th December, 1952. Permanent legislation to cover many of the matters formerly dealt with by the Commission was enacted in 1952 in the form of amendments to the Navigation Act 1912-1950 (see p. 518).

As at 30th June, 1958, the Australian National Line operated 46 vessels totalling 186,531 gross tons, comprising thirteen "A" or River Class vessels of an average of 5,149 gross tons, five "B" Class vessels of an average of 3,923 gross tons, six "D" Class vessels of an average of 2,377 gross tons, two "D/A" Class vessels of an average of 2,407 gross tons, five "E" Class vessels of an average of 584 gross tons, two "Y" Class vessels of an average of 3,460 gross tons, five vessels of an average of 7,346 gross tons, three vessels of an average of 4,891 gross tons, two vessels of an average of 7,556 gross tons and three vessels of an average of 1,517 gross tons, all of which were built in Australian yards, with the exception of four vessels, totalling 18,045 gross tons, which were built overseas. Of these, 25 are engaged in the heavy trades (two colliers), two are engaged in the shipment of pyrites and the balance carry general cargo.

In the international sphere, a Convention establishing an Inter-Governmental Maritime Consultative Organization within the framework of the United Nations was ratified by the last of the 21 shipowning nations on 17th March, 1958. The major objectives of this organization are to provide machinery for co-operation among governments with shipping engaged in international trade, and to encourage the removal by governments of discriminatory action and unnecessary restrictions regarding such shipping. This organization is designed to replace the United Maritime Consultative Council, which was established on a tentative basis after the expiry of the war-time United Maritime Authority and Combined Adjustment Board.

§ 2. System of Record.

In the system of recording statistics of oversea shipping, Australia is considered as a unit, and therefore only one entry and one clearance are counted for each voyage, without regard to the number of States visited (see also § 4, p. 506).

On arrival at, or departure from, a port in Australia, whether from or for an oversea country or from or for another port in Australia, the master or agent must "enter" the vessel with the Customs authorities at the port, and supply certain prescribed information in regard to the ship, passengers and cargo. At the end of each month, the information so obtained is forwarded to this Bureau. This arrangement has been in operation since 1st July, 1924.

The volume of the vessel, as distinct from the cargo it carries, is recorded in net tons, i.e., the gross tonnage or internal cubic capacity less certain deductions on account of crew spaces, engine room, water ballast and other spaces not used for passengers or cargo. It is thus a rough measure of the capacity of the vessel for cargo or passengers. The unit of measurement is the *ton register* of 100 cubic feet.

The majority of cargo is recorded in terms of the ton weight of 2,240 lb. However, some additional cargo, mainly bulky commodities, is shipped and recorded on the basis of 40 cubic feet of space occupied representing 1 ton measurement.

From 1st July, 1914, trade and shipping statistics of Australia have been recorded for the financial years ending 30th June.

§ 3. Oversea Shipping.

1. Total Movement.—The following table shows the number of entrances and clearances combined of oversea vessels at Australian ports, and the aggregate net tonnage, during each of the years 1953-54 to 1957-58 :—

OVERSEA SHIPPING : ENTRANCES AND CLEARANCES (COMBINED) OF VESSELS DIRECT, AUSTRALIA.

Particulars.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.
Number of Vessels	4,127	4,505	4,882	5,290	5,254
	17,733	20,003	22,324	23,659	24,515

The average net tonnage per vessel rose from 2,919 in 1921-22 to 4,666 in 1957-58.

Particulars of the total oversea movement of shipping for each year from 1822 to 1920–21 were published in Official Year Book No. 15, page 507, and for each year from 1921–22 to 1950–51 in Official Year Book No. 40, page 97.

2. Total Oversea Shipping, States.—The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels direct from and to oversea countries, and the aggregate net tonnage, during the year 1957-58.

Part	iculars.	N.S.W.	Vic.	Qld.	S.A.	W.A .	Tas.	N.T.	Aust.
Entrances Clearances	No. '000 net tons No. '000 net tons	863 3,860 759 3,457	469 2,553 395 2,194	375 1,200 540 2,051	229 890 201 764	636 3,634 650 3,467	57 210 31 148	27 37 22 50	2,656 12,384 2,598 12,131

OVERSEA SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS DIRECT, 1957-58.

3. Shipping Communication with Various Countries.—A vessel arriving in Australia from overseas is recorded as coming from the country where the voyage commenced, irrespective of the number of intermediate ports of call. Similarly, a vessel leaving Australia is recorded as going to the country where the voyage is scheduled to terminate.

The following table shows statistics of the net tonnage entered and cleared, with cargo and in ballast, according to the principal countries where vessels commenced or terminated their voyages to or from Australia.

Country from which Entered	With Cargo	Net Ton	nage Enter	red ('000).	Net Tonnage Cleared ('000).		
or for which Cleared.	or in Ballast.	1955-56.	1956–57.	1957-58.	1955–56.	1956–57.	1957–58.
United Kingdom {	Cargo Ballast Cargo	1,833 75 568	1,568 17 602	1,654 35 762	2,002 121 953	2,120 10 1,019	1,954 4 1,151
Other Commonwealth Countries	Bailast Cargo Ballast	383 2,249 136	381 2,507 421	483 2,341 157	65 1,497 1,003	54 1,796 791	55 1,772 828
Arabia }	Cargo Ballast Cargo Ballast	1,226 11 567 92	1,171 6 918 203	1,561 23 1,043 140	66 1,225 155 650	59 1,422 183 794	69 1,893 140 792
Japan { United States of America {	Cargo Ballast Cargo	344 254 496	376 453 558	494 441 627	502 10 340	716 25 473	847 6 577
Other Foreign Countries {	Ballast Cargo Ballast	2,812 182	3 2,412 219	14 2,488 121	51 1,372 1,084	28 1,505 850	36 1,363 644
Total {	Cargo Ballast	10,095 1,133	10,112 1,703	10,970 1,414	6,887 4,209	7,871 3,974	7,873 4,258
Total Cargo and Ballast		11,228	11,815	12,384	11,096	11,845	12,131

OVERSEA SHIPPING : COUNTRIES FROM WHICH ENTERED OR FOR WHICH CLEARED, AUSTRALIA.

4. Nationality of Oversea Shipping.—Vessels registered at ports in Commonwealth countries accounted for 53.1 per cent. of the net tonnage of shipping entering Australian ports in 1957-58. This proportion has varied considerably since the end of the 1939-45 War. By 1946-47, the proportion had increased from the low level of 43.4 per cent. recorded in 1943-44 to 76.2 per cent., but since then has steadily declined.

Particulars of the nationality of oversea shipping which entered Australian ports during each of the years 1955-56 to 1957-58 are given in the following table.

OVERSEA SHIPPING : COUNTRY OF REGISTRATION OF VESSELS ENTERED, AUSTRALIA.

('000 Net Tons.)

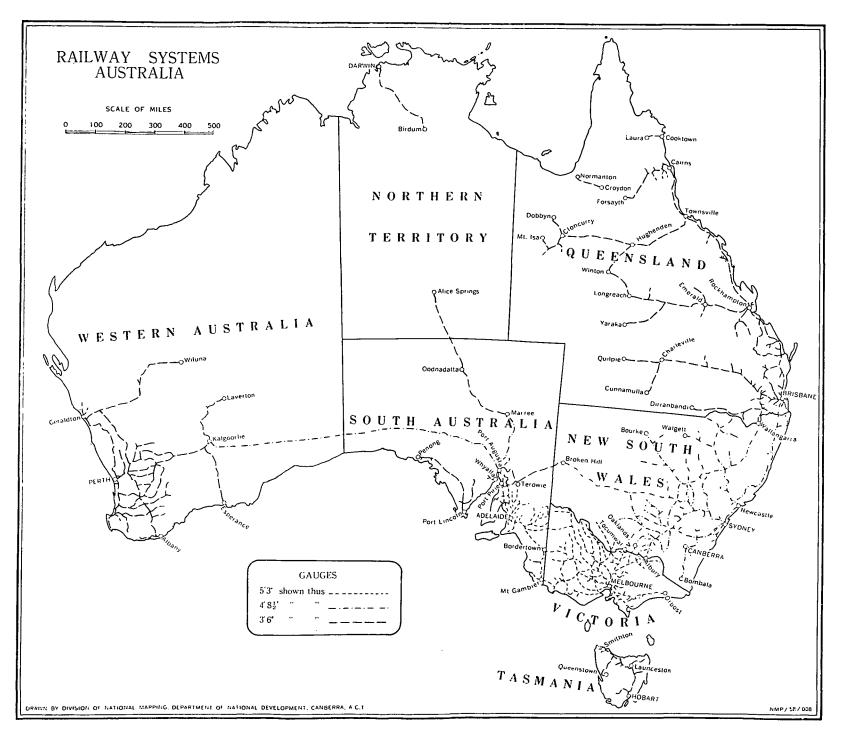
1955- 56.	1956- 57.	1957- 58.	Vessels Registered at Ports in	1955 56.	1956- 57.	1957- 58.
308 395 5,730 218	281 462 5,680 377	360 503 5,242 467	Foreign Countries— continued— Norway Panama Sweden U.S.A Other	1,246 473 480 182 262	1,397 507 332 312 373	1,459 558 384 385 421
5,908 743	5,747 1,053	5,737 835	In Cargo In Ballast	4,187 390	4,366 649	5,232 580
6,651 59.2	6,800 57.6	6, <i>572</i> 53.1	Total Foreign Countries Proportion of total %	<i>4,577</i> 40.8	<i>5,015</i> 42.4	5,812 46.9
283 192 142 379 308 630	240 206 94 464 420 670	325 314 140 553 661 612	In Ballast Proportion of total %	1,133 10.1	10,112 85.6 1,703 14.4 11,815	10,970 88.6 1,414 11.4 12,384
	308 395 3730 218 5,908 743 6,651 59.2 283 192 142 379 308 630	56. 57. 308 281 395 462 5,730 5,680 218 377 5,908 5,747 743 1,053 6,651 6,800 59.2 57.6 283 240 192 206 142 94 379 464 308 420 630 670	56. 57. 58. 308 281 360 395 462 503 5,730 5,680 5,242 218 377 467 5,908 5,747 5,737 743 1,053 835 6,651 6,800 6,572 59.2 57.6 53.1 283 240 325 192 206 314 142 94 140 379 464 553 308 420 661 630 670 612	56. 57. 58. Ports in 308 281 360 Foreign Countries- continued Norway Norway 308 281 360 Norway 5,730 5,680 5,242 Sweden 218 377 467 U.S.A. 5,908 5,747 5,737 Total Foreign Countries 6,651 6,800 6,572 Total Foreign Countries Proportion of total % 92 57.6 53.1 Total Foreign Countries 283 240 325 Total Foreign Countries 192 206 314 Proportion of total % 308 420 661 Grand Total	56. 57. 58. Ports in 56. 308 281 360 Foreign countries- continued- Norway 1,246 395 462 503 Panama 473 5,730 5,680 5,242 Sweden 480 218 377 467 U.S.A. 182 5,908 5,747 5,737 In Cargo 4,187 743 1,053 835 In Cargo 4,187 59.2 57.6 53.1 Total Foreign Countries Proportion of total % 4,577 283 240 325 In Cargo 10,095 192 206 314 Proportion of total % 89.9 142 94 140 In Ballast 1,133 379 464 553 Proportion of total % 89.9 308 420 661 Grand Total 11,228	56. 57. 58. Ports in 56. 57. 308 281 360 Foreign Countries continued 1,246 1,397 3095 462 503 Panama 473 507 5,730 5,680 5,242 Sweden 480 332 218 377 467 U.S.A. 182 312 5,908 5,747 5,737 Total Foreign Countries 4,187 4,366 6,651 6,800 6,572 Total Foreign Countries 4,577 5,015 99.2 57.6 53.1 Total Foreign Countries 4,577 5,015 192 206 314 Proportion of total % 40.8 42.4 283 240 325 Proportion of total 11.33 1,703 192 206 314 Proportion of total 10.095 10,112 379 464 553 Proportion of total 10.1 14.4 <

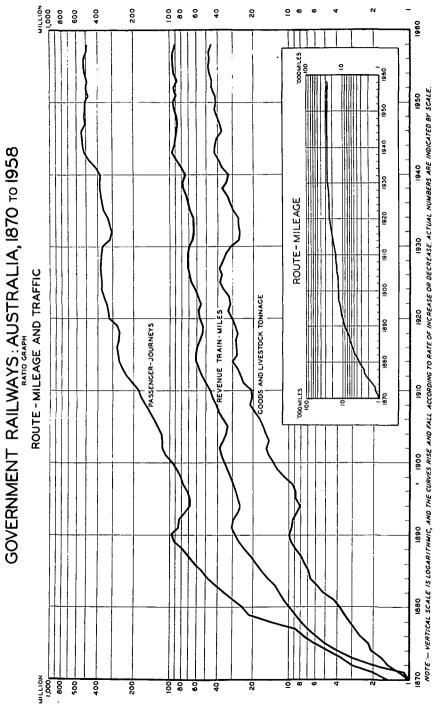
The Australian tonnage which entered Australian ports from overseas during the year 1957-58 represented 2.9 per cent, of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

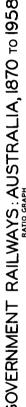
The proportion of oversea shipping tonnage which entered Australia in cargo fell from 88.9 per cent. in 1938-39 to 79.4 per cent. in 1947-48. In 1957-58 it was 88.6 per cent. However, the proportion of shipping which cleared in cargo declined from 87.6 per cent. in 1938-39 to 64.9 per cent. in 1957-58, the trend over the period being generally downward.

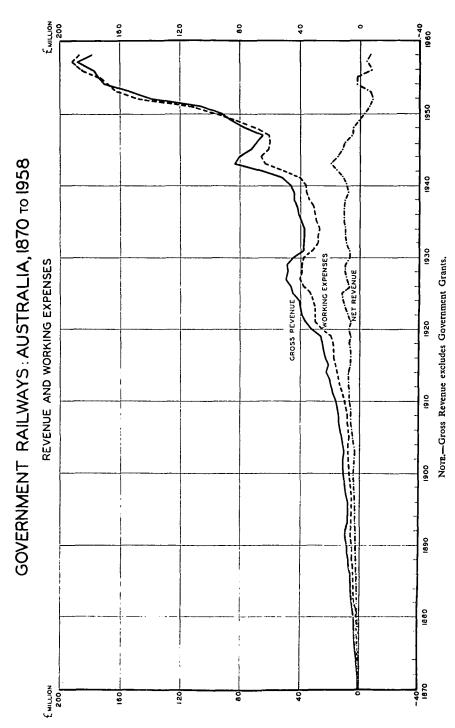
§ 4. Interstate Shipping.

1. System of Record.—Interstate Shipping comprises two elements : (a) Vessels engaged solely in interstate trade; and (b) Vessels trading between Australia and oversea countries and in the course of their voyages proceeding from one State to another. (It should be mentioned that these vessels, except under special circumstances, do not engage in interstate carrying.) No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the oversea vessels (b) some explanation is necessary. Each State desires that its shipping statistics (which are prepared in this Bureau) should show in full its shipping communication with oversea countries, but at the same time it is necessary to avoid any duplication in the statistics for Australia as a whole. In order to meet these dual requirements, a vessel arriving in any State from an oversea country-say the United Kingdom-via another State, is recorded in the second State as from the United Kingdom via States, thus distinguishing the movement from a direct oversea entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom " Oversea via States". On an inward voyage, the clearance from the first State to the second State is a clearance interstate, and is included with interstate tonnage in conformity with the pre-federation practice of the States, and to preserve the continuity of State statistics. Thus, movements of ships which are, from the standpoint of Australia as a whole, purely coastal movements, must for the individual States be recorded as "Oversea via States" or "Interstate" according to the direction of the movement. The significance of the record of these movements will be seen more clearly from the following tabular presentation of the inward and outward voyages to and from Australia of a mail steamer which, it is presumed, reaches Fremantle (Western Australia) and then proceeds to the terminal port of the voyage-Sydney (New South Wales)-via South Australia and Victoria. From the terminal port the vessel will commence the outward voyage, and retrace its inward track.



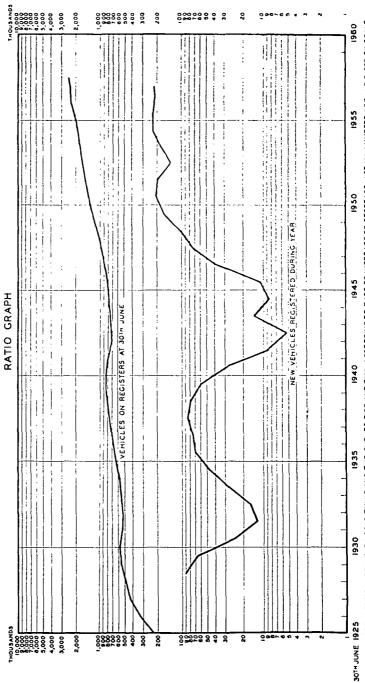






MOTOR VEHICLE REGISTRATIONS: AUSTRALIA, 1925 To 1958

(EXCLUDING MOTOR CYCLES)



NOTE-VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INGREASE OR DECREASE ACTUAL NUMBER9 ARE INDICATED BY SCALE

	Recorded as						
Particulars.	For the and Austr	for	For the States.				
Inward Voyage- Enters Fremantle from United Kingdom	Oversea	direct					
Clears Fremantle for Adelaide		••	Interstate direct				
Enters Adelaide from United Kingdom via Fremantle Clears Adelaide for Melbourne		••	Interstate direct	Oversea via States			
Enters Melbourne from United Kingdom via Adelaide Clears Melbourne for Sydney	···		Interstate direct	Oversea via States			
Enters Sydney from United Kingdom via Melbourne				Oversea via States			
Outward Voyage— Clears Sydney for United Kingdom via							
Melbourne Enters Melbourne from Sydney Clears Melbourne for United Kingdom		•••	Interstate direct	Oversea via States			
via Adelaide	· .	••	Interstate direct	Oversea via States			
Clears Adelaide for United Kingdom via Fremantle Enters Fremantle from Adelaide	•••	••	Interstate direct	Oversea via States			
Clears Fremantle for United Kingdom	Oversea	direct					

ITINERARY OF AN OVERSEA VESSEL ON THE AUSTRALIAN COAST.

From the method outlined above, the requirements for Australia and for the individual States are ascertained as follows. (a) The aggregate of all ships recorded for each State as "Oversea direct" gives the oversea shipping for Australia as a whole; (b) the aggregate for all ships recorded in any State as "Oversea direct" plus those recorded as "Oversea via States" gives the total oversea shipping for that State; and (c) the aggregate for all ships recorded as "Oversea via States" may also be used, together with those recorded as "Interstate direct", to furnish figures showing the total interstate movement of shipping.

However, it should be remembered that all oversea vessels do not follow the same itinerary as the vessel in the table above.

2. Interstate Movement.—(i) Interstate Direct. The following table shows the number of entrances and the net tonnage of vessels recorded into each State and the Northern Territory from any other State (including oversea vessels on interstate direct voyages) during each of the years 1955-56 to 1957-58. The shipping of the Murray River, between the States of New South Wales, Victoria and South Australia, is excluded.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES OF VESSELS INTERSTATE DIRECT.

G	•			Number.		Net Tons ('000).			
State or Terr	itory.		1955-56.	1956-57.	1957-58.	1955–56.	1956-57	1957-58.	
New South Wales			1,634	1,711	1,860	4,606	4.853	5,116	
Victoria			1,614	1,594	1,673	4,475	4,128	4,231	
Queensland			597	688	690	1,554	1.806	1,766	
South Australia			1,027	1.088	1.079	3,733	3,876	3,767	
Western Australia			554	526	548	2,753	2,590	2,604	
Tasmania			893	1,025	1,104	984	1,203	1,267	
Northern Territory	••	••	38	45	47	55	93	86	
Australia	••	••	6,357	6,677	7,001	18,160	18,549	18,837	

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From 1938-39, the total net tonnage of interstate shipping declined steadily each year until 1942-43, when it represented only 38 per cent. of the total for the pre-war year. It remained practically unchanged during the next three years, but increased by almost one-third in 1946-47. By 1957-58 the total had risen to 95 per cent. of the 1938-39 total.

(ii) Oversea via States. To ascertain the aggregate movement of shipping between the States, including the total interstate movement of oversea vessels, the figures in the following table, which show the number of entrances and clearances of vessels to and from oversea countries via other Australian States and the aggregate tonnage, must be added to those in the preceding table.

INTERSTATE MOVEMENT OF SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS OVERSEA VIA OTHER AUSTRALIAN STATES, 1957-58.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	589	688	330	376	28	80		2,091
'000 net tons		3,052	3,591	1,508	1,913	165	395		10,624
Clearances	No.	583	636	201	367	18	140	1	1,946
'000 net	tons	2,823	3,341	890	1,838	103	632	(a)	9,627

(a) 143 net tons.

Oversea vessels moving interstate are with few exceptions not engaged in the active interstate trade of Australia, but are merely proceeding to the several States in continuation of their oversea voyages.

(iii) *Total, Australia.* The following table shows the total interstate movement of shipping, including oversea vessels travelling oversea via States and interstate direct, for each of the years 1953-54 to 1957-58.

Particulars.		1953-54.	1954–55.	1955-56.	1956–57.	1957-58.	
Entrances	••	No.	7,983	8,300	8,362	8,505	9,092
Clearances	••	'000 net tons	26,925 8,036	28,515 8,151	28,868 8,460	27,962 8,480	29,461 9,093
		'000 net tons	27,190	28,292	29,095	27,763	29,553

INTERSTATE MOVEMENT OF SHIPPING : TOTAL, AUSTRALIA.

(iv) Total, States. The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels from and for other States (including the interstate movement of oversea vessels) during the year 1957-58, together with the aggregate net tonnage.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances No.	2,449	2,361	1,020	1,455	576	1,184	47	9,092
'000 net tons	8,168	7,822	3,275	5,679	2,769	1,662	86	29,461
Clearances No.	2,524	2,405	834	1,472	569	1,242	46	9,093
'000 net tons	8,450	8,081	2,401	5,749	3,032	1,775	65	29,553

3. Shipping Engaged Solely in Interstate Trade.—The following table shows, for each State and the Northern Territory, the number of entrances direct from other States, of vessels engaged solely in interstate trade during the year 1957-58, together with the net tonnage.

Particulars.		N.S.W.	Vic.	Qid.	S.A.	W.A.	Tas.	N.T.	Aust.
Ships entered	'	1,406	1,264	454	788	215	962	38	5,127
Net tons	000	3,268	1,995	724	2,273	725	741	53	9,779

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, 1957-58.

4. Interstate and Coastal Shipping Services.—The following table shows particulars, so far as they are available, of all vessels engaged in the regular interstate or coastal services at the end of each of the years 1954 to 1958 :—

Part	iculars.			1954.	1955.	1956.	1957.	1958.
Number of companie	es operat	ing		36	41	41	41	48
Number of vessels		•••		174	185	174	178	196
Tonnon ∫ Gross	••			524,975	522,326	511,534	544,842	536,666
Tonnage Net	••	.:	••	289,854	283,771	275,337	292,110	282,651
Horsepower (Nomin	al)	••	••	53,017	50,455	48,667	51,498	56,265
Number of passen- gers for which licensed(a)	(ISC CIAS		 steerage	2,198 626	1,966 648	1,777 526	1,787 523	2,239 428
Complement of Crew	Engine		officers	675 785	709 795	682 776	702 805	713 770
	Other	••		4,950	4,853	4,563	4,552	4,375

(a) Excludes purely day-passenger accommodation.

Note.--This table excludes particulars of a small number of chartered vessels for which returns could not be obtained.

§ 5. Shipping at Principal Ports.

1. Total Shipping, Australia.—The following table shows the total volume of shipping oversea, interstate and coastwise—which entered the principal ports of Australia during the years 1956-57 and 1957-58. Warships are excluded from the table.

TOTAL SHIPPING : E	ENTRANCES AT	PRINCIPAL PORT	S. AUSTRALIA.
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		1956	-57.	1957	-58.			1956	-57.	1957	7-58.
Port of Entry	•	Num- ber.	Net Tons.	Num- ber.	Net Tons.	Port of Entry.		Num- ber.	Net Tons	Num- ber.	Net Tons.
			'000.		<u>'000.</u>				'000.		000.
New South Wales-	_	4.9.50				South Australia-	•	a			
Sydney(a)	••	4,357	10,629		11,318		••	2,668	5,001	2,671	5,273
Newcastle	••	2,348	4,041	2,441	4,336		••	258	347	432	401
Port Kembla	••	636	1,983	683	2,068	Port Pirie	••	416	956	430	874
						Rapid Bay	••	138	196	151	231
		1 1				Wallaroo	••	130	147	106	174
						Whyalla	••	509	1,596	447	1,429
Victoria-						Western Australi	a—				
Melbourne		2,471	8.668	2,583	9,148	Fremantle(b)	••	1.163	6.095	1,121	5,962
Geelong		459	1,930		1,923	Albany	••	86	356	124	487
	•••		-,		.,	Bunbury	••	80	214	85	244
						Carnaryon		95	146	93	145
						Geraldton	••	117	349	118	320
o , ,						Yampi		111	206	152	284
Queensland-		1	2 5 10		2 760	Tasmania-					
Brisbane	••	1,127	3,518	1,217	3,755	Hobart		432	890	471	1.037
Bowen	••	73	260		186	Burnie	••	253	377	273	422
Cairns	••	208	540		563	Devonport	•••	257	225	257	235
Gladstone	••	87	291	95	318	Launceston		493	508	523	556
Mackay.	••	90	271	87	269				500	525	550
Rockhampton	••	128 330	292	101	221	Northern Territor	y	61	100		1.07
Townsville	••	330	1,001	347	1,029	Darwin		1 01	123	77	127

(a) Includes Botany Bay. (b) Includes Kwinana.

2. Total Shipping—Australia, New Zealand and the United Kingdom.—The following table shows the total shipping tonnage which entered the principal ports of Australia during 1957–58 and of New Zealand and the United Kingdom during 1957.

TOTAL SHIPPING : ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM.

('000 Net Tons.)

Port.	Net Tonnage Entered.	Port.		Net Tonnage Entered.	Port.	Net Tonnage Entered.
AUSTRALIA- Sydney (N.S.W.) Melbourne (Vic.) Fremantle (W.A.) Adelaide (S.A.) Newcastle (N.S.W.) Brisbane (Old.) Port Kembla (N.S.W.) Geelong (Vic.) Geelong (Vic.)	11,318 9,148 5,962 5,273 4,336 3,755 2,068 1,923	New ZEALAND- Wellington Auckland Lyttleton Otago Napier New Plymouth Bluff	 	3.922 3.584 2,686 1,149 626 549 459	ENGLAND AND WALES- continued. Manchester (includ- ing Runcorn) Hull Bristol Swansea Dover Middlesbrough Cardiff	7,210 5,726 4,945 4,864 4,861 4,799 3,816
Whyalla (S.A.) Hobart (Tas.) Townsville (Qld.). Port Pirie (S.A.) Cairns (Qld.) Launceston (Tas.)	1,429 1,037 1,029 874 563 556	ENGLAND AND WAI London Southampton Liverpool (inclu Birkenhead) Tyne Ports	•••	36,811 20,369 18,480 8,152	SCOTLAND— Glasgow	7,208

§ 6. Shipping Cargo.

1. Oversea and Interstate Cargo.—(i) Australia. The table hereunder shows the aggregate tonnage of oversea and interstate cargo discharged and shipped at Australian ports for the years 1953-54 to 1957-58. Most of the cargo is recorded in terms of the ton weight of 2,240 lb., the remainder, mainly bulky commodities, being shipped and recorded on the basis of 40 cubic feet of space occupied representing 1 ton measurement.

SHIPPING CARGO MOVEMENT : AUSTRALIA.

('000 Tons.)

			Overse	a Cargo.		Interstate Cargo.					
Year.		Discharged.		Ship	ped.	Discha	arged.	Shipped.			
		Weight.	Meas.	Weight.	Meas.	Weight.	Meas.	Weight.	Meas.		
195354		8,520	2,812	5,765	1,355	9,059	1,790	9,105	1,539		
1954-55	• •	10,992	3,403	6,084	1,420	10,136	1,621	10,212	1,472		
1955-56	• •	12,431	3,421	6,666	1,546	11,184	1,572	11,632	1,315		
1956-57	••	12,596	2,752	8,734	1,378	11,862	1,285	11,899	1,290		
1957–58	••	13,719	2,914	7,366	1,489	12,621	1,335	12,614	1,157		

(ii) *Principal Ports.* The following table shows the tonnage of oversea and interstate cargo discharged and shipped at the principal ports of Australia during 1957-58.

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1957-58.

	_				Disch	narged.			Shi	pped.	
	Port.			Ove	rsea.	Inter	state.	Ove	rsea.	Inter	state.
······				Wt.	Meas.	Wt.	Meas.	Wt.	Meas.	Wt.	Meas.
Sydney Newcastle Port Kembla Other	 	 	 	3,916 329 320	1,251	1,015 2,082 2,386	268 	591 917 284 14	362 .18	639 2,634 614	253 2
	Vew Soul	h Wales		4,565	1,251	5,483	268	1,806		3,887	255
, orar, ,											
Melbourne Geelong Portland	 	 	 	2,436 2,310 64	995 37 ••	2,208 277 20	339 	506 569 18	541 	589 782 	365
Total, 1	Victoria			4,810	1,032	2,505	339	1,093	541	1,371	365
Brisbane Cairns Gladstone Mackay Townsville Other	 	••• •• •• ••	 	265 54 22 5 41 43	194 2 3 	823 73 63 53 163 27	106 16 21 12	326 158 23 305 201 187	96 1 2 1 7 5	22 117 123 13 113 281	42 20 1 3
Total, (Queenslan	d		430	199	1,202	155	1,200	112	669	
Port Adelaide Ardrossan Port Lincoln Port Pirie Rapid Bay Whyalla Other	 	· · · · · · · · ·	 	383 44 3 6 45	276 4 2	1,738 35 218 301 4	129 2 1	393 113 205 514 285	115 	151 114 37 237 413 3,182 236	81
Total, S	outh Aus	tralia	••	481	282	2,296	132	1,518	124	4,370	100
Fremantle Bunbury Geraldton Yampi Other	 	 	••• •• ••	2,893 64 48 82	118 2	333 3 1 33	173 31	1,275 93 139 10 93	81 79 5 18	1,056 61 144 445 68	55 18 .9
Total, H	^l estern A	usıralia	••	3,087	120	370	204	1,610	183	1,774	82
Hobart Burnie Launceston Other	•••	 	•• •• ••	140 14 130 19	16 6 8	451 57 135 68	111 33 43 43	41 33 48 6	144 1 4	226 61 85 169	93 120 30 46
Total, T	usmania	••		303	30	711	230	128	149	541	289
Darvin, Northe	rn Terril	ory		43		54	7			2	
Australi:	•			13,719	2,914	12,621	1,335	7,366	1,489	12,614	1,157

('000 Tons.)

2. Oversea Cargo according to Nationality of Vessels.—The following table shows the total oversea cargo, discharged and shipped combined, according to the countries in which the vessels were registered, during each of the years 1955-56 to 1957-58:—

OVERSEA CARGO DISCHARGED AND SHIPPED : COUNT	RY OF REGISTRATION
OF VESSELS, AUSTRALIA.	

('000	Ton	s.)

Vessels Registered at Ports in-	1955-	-56.	1956	-57.	1957-	-58.
	Weight.	Meas.	Weight.	Meas.	Weight.	Meas.
Commonwealth Countries-		1				
Australia	250	117	366	101	387	94
Hong Kong	121	45	350	37	241	40
New Zealand	432	380	567	388	593	407
United Kingdom	9,377	2,924	9,761	2,352	7,933	2,488
Other	239	128	421	130	558	163
Total, Commonwealth Coun-						
tries	10,419	3,594	11.465	3,008	9.712	3,192
Proportion of Total %	54.6	72.4	53.8	72.8	46.1	72.5
Foreign Countries—						
Denmark	566	88	545	34	785	30
France and New Caledonia	221	47	182	40	343	37
Germany, Federal Republic of	320	96	· 277	106	263	91
Italy	167	67	499	51	509	68
Japan	547	83	839	53	1,251	102
Netherlands	1,131	190	1,069	214	1,025	238
Norway	2,985	294	3,336	194	3,734	217
Panama	886	47	1,105	••	1,249	21
Sweden	1,135	236	844	174	798	164
United States of America	253	161	296	209	288	196
Other	467	64	873	47	1,128	47
Total, Foreign Countries	8,678	1,373	9,865	1,122	11,373	1,211
Proportion of Total %	45.4	27.6	46.2	27.2	53.9	27.5
Grand Total	19,097	4,967	21,330	4,130	21,085	4,403

§ 7. Vessels Built and Registered.

1. Vessels Built.—The following table shows the number and tonnage of vessels built in Australia during each of the calendar years 1954 to 1958, so far as such information can be ascertained from the Shipping Registers of the various States. However, the Merchant Shipping Act, under which vessels are registered in Australia, does not make it compulsory to register vessels under 15 tons burden if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners.

			Steam.			Motor.(a)			Sailing		Total.			
Yea	ır.		Ton	nage.		Ton	nage.		Ton	nage.		Ton	nage.	
		No.	Gross.	Net.	No.	Gross.	Net.	No.	Gross.	Net.	No.	Gross.	Net.	
1954		2	11,289	5,706	12	11,890	6,546				14	23,179	12,252	
1955		2			9	185	156	2	9	9	13	4,099	2,068	
1956		1	7,583	4,203	22	14,552	8,432	1	3	3	24	22,138	12,638	
1957		2	15,166	8,202	25	19,211	11,164			•••	27	34,377	19,366	
1958	••	1	7,274	4,343	21	15,293	9,341	1	24	16	23	22,591	13,700	

VESSELS BUILT AND REGISTERED IN AUSTRALIA.

(a) Includes vessels with auxiliary motors.

2. Vessels Registered.—The following table shows the number and net tonnage of steam, sailing and other vessels on the register of each State and the Northern Territory at 31st December, 1958 :—

	_			Sail	ing.		Hu	rges, ilks,			
State or Territory.		am and Aotor. Propelle Sail or			Fitted with Auxiliary Power.		etc. S	dges, , not elf- celled.	Totai.		
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	
New South Wales	297	57,331	27	2,126	111	1,450	10	948	445	61,855	
Victoria	188			571	61		28	9,784	324	190,826	
Queensland	93	38,566	30	682	46		4	830	173	40,596	
South Australia	81	39,798	10	192	50	2,337	30	4,263	171	46,590	
Western Australia	93	13,814	207	3,097	75	1,788	5	478	380	19,177	
Tasmania	43	9,883	43	718	95	2,362	3	690	184	13,653	
Northern Territory	1	14	16	154	7	137	•••	•••	24	305	
Australia	796	338,222	380	7,540	445	10,247	80	16,993	1,701	373,002	

VESSELS REGISTERED, 31st DECEMBER, 1958.

3. World Shipping Tonnage.—At 1st July, 1958, the total steamships, motorships and auxiliaries of 100 gross tons and upwards throughout the world amounted to 35,202, with a gross tonnage of 118,034,000. Of these totals, steamships numbered 16,000 for 71,718,000 gross tons, motorships 18,245 for 46,127,000 gross tons and auxiliaries 957 for 189,000 gross tons. Included therein were 4,023 oil tankers of 100 gross tons and auxiliaries, 353 for 631,000 gross tons, constituted 1.00 per cent. and 0.54 per cent. respectively of the total number and tonnage. There was one Australian oil tanker of 12,624 gross tons registered. This information has been derived from *Lloyd's Register of Shipping*.

§ 8. Miscellaneous.

1. Lighthouses.—A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light so far as particulars are available, will be found in *Transport and Communication*, Bulletin No. 46.

2. Distances by Sea.—The distances by sea between the ports of the capital cities of Australia and the most important ports in other countries which trade with Australia are published in the annual bulletin, *Transport and Communication*.

3. Shipping Freight Rates.—The Quarterly Summary of Australian Statistics shows a list of the ruling freight rates for general merchandise in respect of both oversea and interstate shipments. At 31st December, 1958, the rate for general merchandise from Australia to the United Kingdom and the Continent was £10 4s. per ton weight or measurement, while

the rates for wheat and wool (greasy) were respectively £4 10s. per ton weight and 3.39d. less 7 per cent. per lb. These rates, which are expressed in sterling, are subject to an adjustment of $25\frac{1}{2}$ per cent, when freight is prepaid in Australia.

4. Depth of Water at Main Ports.—A table showing the depth of water available and tides at principal ports of Australia is published in the annual bulletin, *Transport and Communication*.

5. Shipping Losses and Casualties.—Courts of Marine Inquiry are constituted by a magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping losses and casualties reported on or near the coast during each of the years 1954 to 1958 are shown in the table below.

			pping Los	ises.	Other SI	nipping Ca	sualtics.	Total Shipping Casualties.			
Yea	ır.	Vessels.	Net Tons.	Lives Lost.	Vessels.	Net Tons.	Lives Lost.	Vessels.	Net Tons.	Lives Lost.	
1954		·			149	426,878		149	426,878		
1955	••	1	53		220	694,847		221	694,900		
1956		2	529	18	237	771,418		239	771,947	18	
1957		1	249		224	709,432		225	709,681		
1958		1 1	98	5	179	525,528		180	525.626	5	

	SHIPPING	LOSSES	AND	CASUALTIES :	AUSTRALIA.
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6. Commonwealth Navigation and Shipping Legislation.—By section 51 (i) of the Commonwealth Constitution, the Parliament of the Commonwealth is empowered to make laws in respect of trade and commerce with other countries and among the States. By section 98, the power in this particular respect is further defined as extending to navigation and shipping.

A review of the introduction and development of the Navigation Act 1912-1950 was given in Official Year Book No. 40, pages 110-2. Amendments to the Principal Act were made by the Navigation Act 1952, the provisions of which covered the settlement of maritime industrial disputes, standards of accommodation to be provided on ships and the engagement and discipline of seamen.

Other shipping Acts under the trade and commerce power of the Commonwealth are the Sea-Carriage of Goods Act 1924, the Seamen's Compensation Act 1911–1954, and the Seamen's War Pensions and Allowances Act 1940–1955.

7. Ports and Harbours.—A report on "The Turn-round of Ships in Australian Ports" was submitted to the Commonwealth Government by Henry Basten, C.M.G., on 4th January, 1952. The report deals with all factors affecting the turn-round of ships and congestion in Australian ports and the measures that might be taken to effect improvement on both short-term and long-term bases. Further information on ports and harbours will be found in Chapter XIX.—Local Government.

B. GOVERNMENT RAILWAYS.

1. General.—The first steam-operated railway in Australia, between Melbourne and Port Melbourne, a distance of two miles, was opened on 12th September, 1854. It was owned and operated by the Melbourne and Hobson's Bay Railway Company. In the next one hundred years the mileage increased greatly and at 30th June, 1958, 26,427 routemiles (excluding several hundred miles of privately-owned line) were open for traffic. However, the operation of Australia-wide services is greatly hampered by the presence of many break-of-gauge stations, necessitated by the several gauges at present in use. The policy of government ownership and control of railways has been adopted in each State and at 30th June, 1958, 24,175 route-miles were owned by the State Governments and 2,252 route-miles by the Commonwealth Government. In the following tables details of the four lines owned by the Commonwealth are grouped and shown with the totals for the various State-owned systems. Separate particulars for each Commonwealth line and more detailed statistics for all lines are shown in the annual bulletin, *Transport and Communication*.

In some States, there are comparatively small privately-owned railway systems offering passenger and freight services to the public. Details of these private railways were included in Official Year Book No. 39 and previous issues, but owing to their relative unimportance and the incomplete nature of the statistics available, the series has been discontinued. 2. Railway Communication in Australia.—An account of the progress of railway construction in Australia since the opening of the first line in 1854 was given in Official Year Book No. 6, page 681 and in No. 22, page 259. The main ports on the mainland are connected by lines running approximately parallel to the coast and are the focal points of lines which radiate inland to the agricultural, mining and pastoral areas of the continent to a distance of up to 600 miles at some points. However, Darwin in the Northern Territory is not connected by rail to any other port. A 3 ft. 6 in. gauge railway extends southward from Darwin to Birdum, a distance of 317 miles, and from Port Augusta in South Australia northwards to Alice Springs in the Northern Territory, a distance of 771 miles.

Besides the construction of air-conditioned passenger trains and high-capacity goods rolling stock, many new locomotives were built and others purchased. In recent years there has been a significant development of diesel-electric traction and the number of diesel-electric locomotives in service has risen from two at 30th June, 1949 to 367 at 30th June, 1958.

3. Distances between Capital Cities.—The distances by rail between the capital cities of Australia are published in the annual bulletin, *Transport and Communication*.

4. Government Railways Development.—In spite of the great extensions of State railways since 1875 and the construction of various railways by the Commonwealth Government, there are still, in some States, immense areas of country which are as yet practically undeveloped, and in which little in the nature of permanent settlement has been accomplished. The general policy of the States was to extend the existing lines inland in the form of light railways as settlement increased, and while it is true that lines which were not likely to be commercially successful in the immediate future were constructed from time to time for the purpose of encouraging settlement, the general principle that the railways should be self-supporting was kept in view.

The greatest recorded route-mileage of government railways was 27,234 at 30th June, 1941. Although short lengths of line have been opened since that date, most railway construction is being confined to the duplication and electrification of existing main lines. The closure of other lines (mainly developmental branch lines whose retention would have been uneconomic), especially in Victoria and Western Australia, has resulted in a considerable decrease in route-mileage. Variations in route-mileage in each State and Territory during the ten years ended 30th June, 1958 are shown in the following table.

State or Ter	titory		Route-mileage at 30th June,	Variations du ended 30th June	Route-mileage at 30th June,		
			1948.	Route Miles Opened.	Route Miles Closed.	1958.	
New South Wales			6,369	2	27	6,344	
Victoria			4,484	14	338	4,160	
Queensland			6,560		104	6,456	
South Australia			3,799	235	198	3,836	
Western Australia	••		4,802	16	247	4,571	
Tasmania	••		644		79	565	
Northern Territory			490			490	
Australian Capital T	erritory	••	5	••		5	
Australia	••	••	27,153	267	993	26,427	

GOVERNMENT RAILWAYS: VARIATIONS IN ROUTE-MILEAGE, 1948 TO 1958.

5. Standardization of Railway Gauges.—A summary of the report and recommendations relating to the standardization of Australia's railway gauges on the basis of a 4 ft. 8½ in. gauge, made in March, 1945, at the request of the Commonwealth Government by the late Sir Harold Clapp, together with an outline of the agreement between the Commonwealth Government and the States of New South Wales, Victoria and South Australia regarding the standardization of railway gauges in their respective States, was published in Official Year Book No. 37, pages 146–9. The agreement, which was signed in 1946, was ratified by

the Governments of the Commonwealth, of Victoria and of South Australia, but not by the New South Wales Government. After some time had elapsed and New South Wales had failed to ratify the agreement, the Commonwealth Government decided to enter into a separate agreement with South Australia, and the necessary legislation was enacted in 1949 by each Government concerned. The Commonwealth-South Australia Agreement provides for the same standardization work to be carried out in South Australia as would have been carried out had New South Wales ratified the original Commonwealth-Three States Agreement, and that over a period of years the Commonwealth should contribute 70 per cent. and South Australia be responsible for the remaining 30 per cent. of the estimated cost.

As a further step towards standardization, a Committee consisting of members of the Federal Parliament was formed in March, 1956 to ascertain whether a scheme confined to the main trunk routes would be desirable. This Committee recommended in October, 1956 that standard gauge (4 ft. $8\frac{1}{2}$ in.) lines be provided from Wodonga to Melbourne, from Broken Hill to Adelaide via Port Pirie and from Kalgoorlie to Fremantle via Perth. Action to implement these recommendations has been commenced in respect of the Wodonga to Melbourne line. This project envisages the construction of a new 4 ft. $8\frac{1}{2}$ in. track alongside the present 5 ft. 3 in. single track between Wodonga and Mangalore, the conversion of one of the two existing tracks between Albion and a combination of new track and conversion of existing track between Albion and Spencer Street station.

Preparatory work in the field on the uniform gauge between Albury and Melbourne commenced in November, 1957. The work has been concerned with the duplication of bridges, extension of culverts and the establishment of camps. Funds for this project are being advanced by the Commonwealth to enable the work to proceed. An agreement is being prepared between the Commonwealth and the two States, New South Wales and Victoria, whereby the Commonwealth will meet 70 per cent. of the cost of unification and the two states will share equally the remaining 30 per cent.

A map showing the railway systems of Australia according to gauge appears on page 507.

6. Grafton-South Brisbane Uniform Gauge Line.—The first step towards uniform gauge railway communication between the capitals of the mainland States was effected in 1930 with the construction of the 4 ft. 84 in. gauge line from Grafton to South Brisbane. The finance required for the construction was provided by the Commonwealth Government. For details of the agreement between the Commonwealth and New South Wales and Queensland, see Official Year Book No. 31, page 122.

This line is operated by the New South Wales Railways and details of operations in New South Wales are included with those of the New South Wales system. Details of operations on the Queensland portion are included with Queensland railway statistics unless otherwise specified.

7. Mileage Open for Traffic, all Lines.—Almost all the railways open for general traffic in Australia are owned and controlled by the State or Commonwealth Governments. Private lines have been laid down for the purpose of opening up forest lands, mining districts or sugar areas. These lines are not generally used for the conveyance of passengers or the public conveyance of goods.

The following table shows the route-mileage of Commonwealth and State lines open in each State and Territory at various periods since the inauguration of railways in Australia in 1854:—

GOVERNMENT RAILWAYS : ROUTE-MILEAGE OPEN. (Miles.)

At 30th J	une -	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1855(a)	••	14	2		7					23
1861(a)	••	73	114		56	• • •		• •		243
1871(a)	••	358	276	218	133		45			1,030
1881(a)	••	996	1,247	800	832	92	45	• •		4,012
1891	••	2,182	2,763	2,195	1,666	198	351	145		9,500
1901		2,846	3,237	2,801	1,736	1,355	457	145	• •	12,577
1911	• •	3,762	3,523	3,868	1,935	2,376	470	145		16,079
1921	• •	5,043	4,267	5,752	3,408	3,992	630	199	5	23,296
1931	• •	6,247	4,514	6,529	3,898	4,634	665	317	5	26,809
1941		6,368	4,518	6,567	3,809	4,835	642	490	5	27,234
1951		6,354	4,445	6,560	3,805	4,682	613	490	5	26,954
1958		6,344	4,160	6,456	3,836	4,571	565	490	5	26,427

(a) At 31st December.

At 30th June, 1958, 256 route-miles in Victoria and 213 route-miles in New South Wales were electrified.

The next table shows for each State and Territory the length of government lines open in relation to both population and area at 30th June, 1958.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN AT 30th JUNE, 1958. (Miles.)

Particulars.	N.S.W.	Vic.	Qid.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-mileage open Per 1,000 of population Per 1,000 square miles	1.73		4.55	4.28			25.03	0.12	

8. Classification of Lines according to Gauge, at 30th June, 1958.—The next table shows the route-mileage of government railways open in each State and Territory at 30th June, 1958, classified according to gauge.

> GOVERNMENT RAILWAYS: GAUGES, AT 30th JUNE, 1958. (Route-miles.)

Gauge.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in. 4 ft. 8½ in. 3 ft. 6 in. 2 ft. 6 in. 2 ft. 0 in.	••• •• ••	(a) 241 6,103 	4,126 	(b)	1,651 (c) 871 (d)1,314 	(c) (454 4,117 	 565 	(c) ⁴ 90	(c) ^{··} 5 ·· ··	6,018 7,502 12,843 34 30
Total		6,344	4,160	6,456	3,836	4,571	565	490	5	26,427

 (a) Portion of Victorian system.
 (b) Queensland section of Grafton-South Brisbane Uniform Gauge Line.
 (c) Portion of Commonwealth system.
 (d) Includes 432 miles of Commonwealth system.

9. Summary of Operations.—In the following table a summary is shown of the operations of government railways open in Australia during 1957-58:—

GOVERNMENT RAILWAYS : SUMMARY OF OPERATIONS, 1957-58.

Particulars.	Commonwealth Railways.	State Railways.	Total.
Route-mileage, 30th June miles	2,252	24,175	26,427
Gross revenue f'000	5,346	173,540	.178,886
,, , per revenue train-mile pence	672	471	475
Working expenses f'000	(a) 3,611	182,864	186,475
,, , per revenue train-mile pence	454	497	496
Net revenue f'000	(a) 1,735	9,324	7,589
,, , per revenue train-mile pence	218	25	20
Revenue train-miles f'000	1,910	88,381	90,291
Passenger-journeys '000	238	494,092	494,330
Goods and livestock carried '000 tons	1,259	43,991	45,250
Average number of employees(b)	2,598	137,830	140,428
, earnings per employee f	1,002	954	955

 (a) Excludes amounts paid for Commissioner's salary, government contributions under the Superannuation Act, Accident and Insurance Fund and proportion of salaries of Auditor-General's staff —total, £98,719.
 (b) Excludes construction staff except in respect of Victoria. Norte.—Minus sign (-) denotes loss.

A graph showing the route-mileage and traffic of government railways from 1870 to 1957-58 appears on page 508.

10. Summary, States.—The following table shows, for government railways in Australia, particulars of the mileage open, cost of construction and equipment, passengers and goods carried and train-miles run during 1957-58.

		Mileage	Open.(a)	Cost of Construc-		Goods and	Revenue	
Railway System.		Route- Track- miles. miles.		tion and Equipment during Year. (£'000.)	Passenger- journeys. ('000.)	Livestock Carried. ('000 tons.)	Train- miles.	
New South Wales		6,103	8,482	11,599	258,651	(b)18,502	35,020	
Victoria		4,401	5,804	9,857	167,662	8.892	18,353	
Queensland		6,456	7,494	6,084	33,665	7,766	19,032	
South Australia		2,533	3,161	1,996	17,564	4,146	7,081	
Western Australia		4,117	4,710	3,052	14,106	3,589	7,327	
Tasmania		565	667	119	2,444	1,096	1,568	
Commonwealth		2,252	2,449	2,545	238	1,259	1,910	
Australia		26,427	32,767	35,252	494,330	45,250	90,291	

GOVERNMENT RAILWAYS: SUMMARY, STATES, 1957-58.

(a) At 30th June. (b) Partly estimated.

11. Gross Revenue.—(i) General. The gross revenue is composed of (a) receipts from coaching traffic, including the carriage of mails, horses, parcels, etc., by passenger trains; (b) receipts from the carriage of goods and livestock; and (c) rents and miscellaneous items. State Government grants are excluded. Details of these grants made during 1957-58 are as follows:—£1,000,000 for the working of country development lines and £800,000 to subsidize payments from Superannuation Account in New South Wales; £12,360 recoup on operating the Kerang-Koondrook Tramway in Victoria; and £3,500,000 towards working expenses and £800,000 towards debt charges in South Australia.

(ii) Coaching, Goods and Miscellaneous Receipts. (a) Summary. In the following table the gross revenue is shown for the years 1955-56 to 1957-58, together with the revenue per average route-mile worked and per revenue train-mile:—

GOVERNMENT	RAILWAYS:	GROSS	REVENUE.(a)	

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	'Tas.	C'wealth.	Aust.
				ROSS REVI E'000.)	ENUE.			
1955–56 1956–57 1957–58	75,386 78,689 74,433	37,032 37,352 35,954	31,312 36,678 34,636	13,098 13,770 13,160	13,080 13,859 12,788	2,535 2,534 2,569	4,741 4,962 5,346	177,184 187,844 178,886

GROSS REVENUE PER AVERAGE ROUTE-MILE WORKED.

(£.) 5,961 5,108 8,322 3,175 4,260 2,154 1955-56 12,352 6,689 • • 5,398 3,367 1956-57 12,894 8,441 5,681 4,333 2,172 7,083 ۰. 12,195 8,168 5,365 5,193 3,106 4,492 2,370 1957-58 6,766 ۰.

GROSS REVENUE PER REVENUE TRAIN-MILE.

(Pence.)

1955–56 1956–57 1957–58	••	509.99	483.42	438.94	459.80	401.80	328.00	487.04 557.51 671.57	474.12
, 									

(a) Excludes government grants ; see para. 11 (i) above

(b) Distribution. The following table shows the gross revenue for the year 1957-58 classified according to the main three sources of receipts.

		Gross	Revenue. (£'000.)	Proportion	of Total.	(Per Cent.)
Railway System.	_	Coaching.	Goods and Livestock.	Miscel- laneous.	Coaching.	Goods and Livestock.	Miscel- laneous.
New South Wales		22,401	48,229	3,803	30.10	64.79	5.11
Victoria		12,482	20,849	2,623	34.71	57.99	7.30
Queensland		4,985	28,587	1,064	14.39	82.54	3.07
South Australia	• •	1,944	10,302	914	14.77	78.28	6.95
Western Australia		1,538	10,506	744	12.03	82.16	5.81
Tasmania		196	2,290	83	7.64	89.14	3.22
Commonwealth	••	971	4,006	369	18.16	74.93	6.91
Australia	••	44,517	124,769	9,600	24.88	69.75	5.37

GOVERNMENT RAILWAYS : DISTRIBUTION OF GROSS REVENUE(a), 1957-58.

(a) Excludes government grants; see para. 11 (i) on p. 522.

12. Working Expenses.—(i) General. In order to make an adequate comparison of the working expenses as between the several States and Territories, allowance should be made for the variation of gauges and of physical and traffic conditions, not only on the different systems of the State and Commonwealth railways, but also on different portions of the same system. When traffic is light, the proportion of working expenses to revenue is naturally greater than when traffic is heavy; and this is especially true in Australia, where ton-mile rates are in many cases based on a tapering principle—i.e., a lower rate per ton-mile is charged upon merchandise from remote interior districts—and where on many of the lines there is but little back loading.

Working expenses, wherever presented in the Railways section of this chapter, exclude interest, sinking fund, exchange and certain other payments (see paras. 13 and 14 following).

(ii) Working Expenses. The following table shows the total working expenses, the ratio of working expenses to gross revenue and working expenses per average route-mile worked and per revenue train-mile for the years 1955-56 to 1957-58:—

		UOTER		KALLWA		KKING	EAT ENS	<u>E.S.</u>	
Year.		N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C wealth.	Aust.
			То	DTAL WOR (£	KING EX	PENSES.			
1955–56 1956–57 1957–58	•• •• ••	74,904 75,352 72,534	38,026 39,118 38,174	33,873 37,790 36,894	15,761 15,977 15,953	15,920 17,076 16,091	3,262 3,447 3,218	3,176 3,597 3,611	184,922 192,357 186,475
		Rati	O OF WO		rpenses to r Cent.)	O GROSS 1	Revenue.		
1955–56 1956–57 1957–58	 	99.36 95.76 97.45	102.68 104.73 106.17	108.18 103.03 106.52	120.33 116.03 121.23	121.71 123.21 125.83	128.69 136.01 125.24	66.99 72.50 67.55	104.36 102.40 104.24
		Workin	IG EXPEN	SES PER A	VERAGE] (£.)	Route-mil	e Worki	ED.	
1955-56 1956-57 1957-58	•	12,273 12,347 11,884	8,545 8,840 8,672	5.247 5,853 5,715	6,146 6,263 6,296	3,864 4,148 3,908	5,482 5,893 5,625	1,443 1,575 1,601	6,981 7,253 7,053

GOVERNMENT RAILWAYS: WORKING EXPENSES.

(a) See para. 9, note (a), p. 521.

GOVERNMENT RAILWAYS: WORKING EXPENSES—continued.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Aust.
	W	ORKING H		PER REVE Pence.)	NUE TRAIN	ŀ-MILE.		

1956-57	488.36	506.28	452.24	533.49	495.07	446.12	326.26 404.20 453.67	485.52

(a) See para. 9, note (a), p. 521.

(iii) Distribution. The following table shows the total working expenses for the year 1957-58 classified according to the main four expenditure headings.

GOVERNMENT RAILWAYS : DISTRIBUTION OF WORKING EXPENSES, 1957-58. (£'000.)

Railway System.		Mainten- ance of Way and Works.	Motive Power.(a)	Traffic.	Other Charges.	Total Working Expenses.
New South Wales	••	12,755	29,557	17,329	12,893	72,534
Victoria	• •	7,997	11,261	10,112	8,804	38,174
Oueensland		9,606	17,357	7,879	2,052	36,894
South Australia(b)	••	3,316	7,368	3,632	1,637	15,953
Western Australia(b)		2,694	7,176	3,359	2,862	16,091
Tasmania(b)	• •	763	1,306	699	450	3,218
Commonwealth(c)	••	1,306	1,203	799	303	3,611
Australia	••	38,437	75,228	43,809	29,001	186,475

(a) Includes maintenance of rolling stock. (b) Includes provision of reserves for depreciation. (c) See para. 9, note (a), p. 521.

13. Net Revenue.—The following table shows, for the years 1955-56 to 1957-58, the net revenue, i.e., the excess of gross revenue over working expenses, the amount of such net revenue per average route-mile worked and per revenue train-mile, the interest on railway loan expenditure and the profit or loss after paying interest:—

GOVERNMENT RAILWAYS : NET REVENUE, INTEREST, AND PROFIT OR LOSS.

Year.		N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
					let Rever	NUE.			
			1	1	1	1	1		
1955-56	• •	482	- 994	- 2,561	- 2,663	- 2,840	- 727	(a) 1,565 (a) 1,365 (a) 1,735	- 7,73
1956-57		3,337	- 1,766	- 1,112	- 2,207	- 3,217	- 913	(a) 1,365	- 4,51
1957-58		1.899	- 2.220	-2.258	- 2,793	-3,303	- 649	(a) 1.735	- 7.589

NET REVENUE PER AVERAGE ROUTE-MILE WORKED. (£.)

1955–56 1956–57 1957–58	547 - 399	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	- 781 - 1,560	(a) 597 - 170

NET REVENUE PER REVENUE TRAIN-MILE.

(Pence.)

Note .- For footnotes see next page.

GOVERNMENT RAILWAYS: NET REVENUE, INTEREST, AND PROFIT OR LOSS —continued.

Year.	N.S.W.	Vic.	Q'land.	S.Aust.	W.Aust.	Tas.	C'wealth.	Aust.
		<u></u>		ST PAYMEI £'000.)	vTS.			
1955–56 1956–57 1957–58	 8,032 9,071 10,045	2,874 3,022 3,283	2,630 2,970 3,263	1,471 (b)1,621 (b)1,812	1,721 2,053 2,112	322 348 368	(b) 385 (b) 383 (b) 388	17,435 19,468 21,271
				ofit or L £'000.)	.oss.			
1955–56 1956–57 1957–58	 7,550 5,734 8,146	1 1	5,191 4,082 5,521	- 4,134 - 3,828 - 4,605	- 4,561 - 5,270 - 5,415	— 1,049 — 1,261 — 1,017	(a)1,180 (a) 982 (a)1,347	- 25,173 - 23,981 - 28,860

(a) See para. 9, note (a), p. 521. (b) Includes exchange. Note.—Minus sign (-) denotes loss.

A graph showing the gross and net revenue and working expenses from 1870 to 1957-58 appears on page 509.

14. Exchange.—Exchange on interest payments abroad and certain other charges are not debited against the railways in Queensland and Western Australia. For the purposes of comparison, these items have been excluded wherever possible from the table above. However, for South Australia these charges are included with interest rates.

In the remaining States the amounts paid on account of exchange during 1957-58 were:--New South Wales, £478,128; Victoria, £123,016; and Tasmania, £3,316.

15. Traffic.—(i) General. Reference has already been made to the difference in the traffic conditions on many of the lines. These conditions differ not only in the several State and Commonwealth systems, but also on different lines in the same system, and apply to both passenger and goods traffic. By far the greater part of the population of Australia is located in a fringe of country near the coast, more especially in the eastern and southern districts. A large proportion of the railway traffic between the chief centres of population is therefore carried over lines in the neighbourhood of the coast, and is thus, in some cases, open to seaborne competition. In recent years, competition from road and air transport has become an important factor.

The following table shows particulars of railway traffic for the years 1955-56 to 1957-58:—

GOVERNMENT RAILWAYS: TRAFFIC.

Year	•	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
		Pas	SENGER-JC		Suburban '000.)	i and Cou	NTRY).		
1955–56 1956–57 1957–58	 	280,470 263,137 258,651	166,708 167,405 167,662	35,647 34,270 33,665	16,434 17,407 17,564	12,271 13,271 14,106	2,977 2,813 2,444	230 213 238	514,737 498,516 494,330
Passenge	R-JOU	IRNEYS (S	UBURBAN		UNTRY) P Imber.)	er Avera	ge Rou	JTE-MILE	Worked
1955–56 1956–57 1957–58	 	45,956 43,116 42,381	37,462 37,832 38,088	5,522 5,308 5,214	6,410 6,823 6,931	2,979 3,223 3,426	5,003 4,809 4,273	104 93 106	19,433 18,797 18,696

Year	•	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Total.
		· :	Goot		ivestock 0 Tons.)	Carried.			<u> </u>
1955-56		(a) 18,787	9,607	8,180	4,414	3,793	1,075	918	46,774
1955-50		18,791	9,381	8,453	4,498	4,223	1,061	1,069	47,476
1957-58		18,502	8,892	7,766	4,146	3,589	1,096	1,259	45,250

GOVERNMENT RAILWAYS: TRAFFIC-continued. 1 ï

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GOODS AND LIVESTOCK CARRIED PER AVERAGE ROUTE-MILE WORKED. (Tons.)

1955-56 1956-57		3,176 3,079	2,159 2,120 2,020	1,315 1,309	1,722 1,763	921 1,026	1,807 1,814	417 468	1,766
1957-58	••	3,032	2,020	1,203	1,636	872	1,916	558	1,711
	1		!			1		l	

(a) Partly estimated.

(ii) Passenger Traffic. With the exception of the Commonwealth Railway Systems, which operate only country services, all systems provide both suburban and country passenger services. Traffic classed as "suburban" moves between stations within a classified suburban area around each capital city, whilst traffic classified as "country" originates or terminates at stations outside of this suburban area. Particulars of suburban and country passenger traffic are shown separately in the two tables following.

(a) Suburban Passenger Traffic. The following table shows a summary of suburban passenger operations for the years 1955-56 to 1957-58. Most of the suburban services in New South Wales and Victoria are operated within electrified areas.

GOVERNMENT RAILWAYS : SUBURBAN PASSENGER SUMMARY.

						Subur	ban Passe	nger Earr	ings.
Year.	Suburban Passenger- journeys.	Suburban Passenger Train- miles.	Suburban Passenger- miles.	Average Number of Passengers per Train- mile.	Average Mileage per Passenger- journey.	Gross.	Per Pas- senger- journey.	Per Pas- senger- mile.	Per Pas- senger Train- mile.
	('000.)	('000.)	('000.)		(Miles.)	(£'000.)	(Pence.)	(Pence.)	(Pence.)

NEW SOUTH WALES.											
1955-56 a 269,000 1956-57 a 252,000 1957-58 244,188	$ \left \begin{array}{c} 11,886\\ 11,618\\ 11,158 \end{array}\right\} (b) $	(b)	(b)	(b)	(b)	(b)	(b)				
Victoria.											
1955-56 161,124 1956-57 162,255 1957-58 162,632	8,298 1,379,610 8,291 1,416,115 8,353 1,433,794	166 171 172	8.56 8.73 8.82	7,005 7,647 7,613	10.43 11.31 11.24	1.22 1.30 1.27	203 221 219				
		Queenslan	D.								
1955–56 29,748 1956–57 28,783 1957–58 28,524	$ \left \begin{array}{c} 2,019\\ 2,070\\ 2,082 \end{array}\right\} (b) $	(b)	(b) {	749 882 890	6.05 7.36 7.49	(b) (b) (b)	89 102 103				
South Australia.											
1955-56 15,061 1956-57 15,995 1957-58 16,390	1,778 140,906 1,935 152,021 2,065 165,483	79 79 80	9.36 9.50 10.10	567 603 702	9.04 9.04 10.28	0.97 0.95 1.02	77 75 82				

(a) Estimated. (b) Not available.

NOTE .- Train-miles refer to revenue mileages only.

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						Subur	ban Passe	mger Ear	nings.
Year.	Suburban Passenger- journeys.	Suburban Passenger Train- miles.	Suburban Passenger- miles.	A verage Number of Passengers per Train- mile.		Gross.	Per Pas- senger- journey.	Per Pas- senger- mile.	Per Pas- senger Train- mile.
	('000.)	('000.)	('000.)		(Miles.)	(£'000.)	(Pence.)	(Pence.)	(Pence.)
		· •	WE	STERN AUS	STRALIA.		·	•	<u> </u>
1955-56	11,481	1,290	80,408	62	5.79	362	7.56	1.08	, 67
1956-57	12,497	1,303	86,102	66	6.89	391	7.52	1.09	72
1957–58	13,353	1,323	91,755	69	6.87	420	7.54	1.10	76
				Tasmani	А.				
1955-56	2,443		13,568	54	5.55	47	4.66	0.84	46
1956–57	2,345	213	13,279	62	5.66	58	5.96	1.05	66
1957–58	2,122	204	12,895	63	6.08	54	6.14	1.01	64

GOVERNMENT RAILWAYS: SUBURBAN PASSENGER SUMMARY-continued.

NOTE .- Train-miles refer to revenue mileages only.

(b) Country Passenger Traffic. The following table shows a summary of country passenger operations for the years 1955-56 to 1957-58.

GOVERNMENT RAILWAYS : COUNTRY PASSENGER SUMMARY.

						Cour	ntry Passes	nger Earn	ings.
Year.	Country Passenger- journeys.	Country Passenger Train- miles. (a)	Country Passenger- miles.	Average Number of Passengers per Train- mile.	A verage Mileage per Passenger- journey.	Gross.	Per Pas- senger- journey.	Per Pas- senger- mile.	Per Pas- senger Train- mile.
	('000.)	('000.)	('000.)		(Miles.)	(£°000.)	(Pence.)	(Репсе.)	(Pence.)
			Nev	v South V	WALES.		·	,	
1955-56 1956-57 1957-58	(b)11,470 (b)11,137 14,463	10,306		(c)	(c)	(c)	(c)	(c)	(c)
				VICTORIA					
1955–56 1956–57 1957–58	5,584 5,150 5,030	4,709	459,828 437,481 418,012	98 93 89	82.34 84.95 83.10	3,789 3,717 3,493	162.83 173.25 166.64	1.98 2.04 2.01	195 189 179
				QUEENSLA	ND.				
1955–56 1956–57 1957–58	5,899 5,487 5,141	5,142 5,183 4,935	} (c)	(c)	(c) {	2,524 2,740 2,560	102.68 119.85 119.53	(c) (c) (c)	106 115 118
			So	UTH AUSTI	RALIA.				
1955-56 1956-57 1957-58	1,373 1,412 1,174	2,154 2,133 2,112	125,088 121,135 112,781		91.08 85.81 96.05	802 795 803	140.13 135.14 164.18	1.54 1.57 1.71	85 85 89
			WES	TERN AUS	FRALIA.				
1955–56 1956–57 1957–58	790 774 753	1,677 1,645 1,565	82,813 80,700 80,171		104.85 104.32 106.41	685	205.95 212.58 213.51	1.96 2.04 2.01	97 100 103

Note .- For footnotes see next page.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY-continued.

						Count	ry Passen	ngs.	
Year.	Country Passenger- journeys.	Country Passenger Train- miles. (a)	Country Passenger- miles.	Average Number of Passengers per Train- mile.		Gross.	Per Pas- senger- journey.	Per Pas- senger- mile.	Per Pas- senger Train- mile.
	('000.)	('000.)	('000.)		(Miles.)	(£'000.)	(Pence.)	(Pence.)	(Pence)
)	<u> </u>		<u> </u>			۱ <u> </u>	l	·

TASMANIA. 51.92 1955-56 534 766 19,528 25 36.59 115 1.42 35 1956-57 468 560 17,476 30 37.31 106 54.07 1.45 43 1957–58 322 367 44.91 1.50 14,471 37 91 67.53 55

Commonwealth.(d)

1955-56	230	762	86,514	103	376.97	710,	742.69	1.97	203
1956-57	213	725	83,984	104	393.95	741	834.47	2.12	220
1957–58	238	718	81,038	113	339.63	736	740.52	2.18	247

(a) Excludes mixed train-miles. (b) Estimated. (c) Not available. (d) Railways controlled by Commonwealth Government.

Note .- Train-miles refer to revenue mileages only.

(iii) Freight Traffic. (a) Commodities Carried and Revenue. Some indication of the differing conditions of the traffic in each system may be gained from an examination of the tonnage of the various classes of commodities carried, and of the revenue derived therefrom. The following table shows the quantities of various commodities carried during 1957-58 and the revenue received.

GOVERNMENT RAILWAYS: COMMODITIES CARRIED AND REVENUE, 1957-58

Railway System.		Coal, Coke and Shale.	Other Minerals.	Flour and Agricul- tural Produce.	Wool.	Liv e- stock.	All Other Com- modities.	Total.
				TY CARRIE	ED.			
			(1000	Tons.)				
New South Wales		(a)	(a)	(b) 670	(c) 193	(c) 700	16,939	18,502
Victoria		2,461	105	1,642	151	507	4,026	8,892
Queensland		(d)1,683	(e) 819	2,775	65	831	1,593	7,766
South Australia		121	1,179	861	48	240	1,697	4,146
Western Australia		539	245	1,076	62	134	1,533	3,589
Tasmania		244	43	33	4	29	743	1,096
Commonwealth	••	703	101	5	5	87	358	1,259
Australia		(f)	(f)	(f)	528	2,528	26,889	45,250
			Re	VENUE.				
			(£	(000.)				
New South Wales		7,069	(<i>a</i>)	(<i>a</i>)	(a)	3,736	37,424	48,229
Victoria	••	3,091	107	3,589	771	1,521	11,770	20,849
Queensland		(g)2,862	(h)2,582	5,233	1,209	4,218	12,483	28,587
South Australia	• •	124	3,151	1,278	276	804	4,669	10,302
Western Australia		1,006	529	2,159	369	400	6,043	10,506
Tasmania		568	82	75	15	78	1,472	2,290
Commonwealth	••	1,142	229	11	25	255	2,344	4,006
Australia	••	15,862	$\overline{(f)}$	(f)	$\overline{(f)}$	11,012	76,205	124,769

(a) Included with "All other Commodities". (b) Wheat only. (c) Estimated. (d) Excludes shale. (e) Includes shale. (f) Not available. (g) Excludes revenue from shale. (h) Includes revenue from shale

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(b) Freight Summary. A summary of freight traffic on each railway system for each of the years 1955-56 to 1957-58 is shown in the following table.

GOVERNMENT RAILWAYS : FREIGHT SUMMARY.

					Good	is and Liv	estock Ea	rnings.	
Year.	Revenue Goods Train- miles. (a)	Revenue Net Ton- miles.	Average Train Load (Paying Traffic).	Average Haul per Ton.	Gross.	Per Average Route- mile Worked.	Per Revenue Net Ton- mile.	Per Revenue Goods Train- mile.	Density of Traffic. (b)
	('000.)	('000.)	(Tons.)	(Miles.)	(£'000.)	(£)	(Pence.)	(Pence.)	
			New	South	WALES.				
1955-56	15,104	c2,942,192	(c) 188	(c) 157	51,963	8,514	4.24	797	c 482,089
1956-57	14,317	c2,929,338	(c) 197	(c) 156	51,956	8,513	4.26	840	c 479,983
1957-58	13,290	c2,571,166	(c) 186	(c) 139	48,229	7,902	4.50	837	c 421,295
				Victori	Α.				
1955-56	5,638	1,324,877	234	138	22,635	5,086	4.10	958	297,725
1956-57	5,502	1,317,393	238	140	22,110	4,997	4.25	961 945	297,716
1957–58	5,286	1,260,136	238	142	20,849	4,736	3.98	945	286,265
			. Qu	JEENSLAN	1D.(<i>d</i>)				
1955-56	10,340	1,387,331	121	176	25,140	3,936	4.35	527	217,212
1956–57 1957–58	11,065	1,480,694	122 114	182 177	29,844 27,974	4,673 4,380	4.84 5.06	590 578	231,829 207,614
		<u>, , , , , , , , , , , , , , , , , , , </u>	· · · · ·	TH AUST	<u>, </u>			,	
1955-56	2,865	643,801	209	146	10,350	4,037	3.86	808	251,092
1956-57	2,811	648,397	215	144	10,990	4,308	4.07	874	254,174
1957-58	2,638	611,032	214]	147	10,302	4,065	4.05	867	241,133
			West	ERN AUS	TRALIA.				
1955-56	5,311	608,418	115	160	10,989	2,668	4.33	497	147,710
1956-57 1957-58	5,330 4,440	667,695 572,176	125 129	158 159	11,698	2,841 2,552	4.20	527 568	162,180 138,979
1957-58	4,440		127	159	10,500	2,352	4.41		130,979
				Tasmani	A				
1955-56	1,031	101,210	95	94	2,246	3,774	5.32	504	170,100
1956–57 1957–58	999 919	100,274 102,164	95 105	95 93	2,240	3,829	5.36	510 566	171,409 178,609
				MONWEAL	<u> </u>				
1955-56	1,340	265,790	178	289	3,437	1,561	3.10	551 1	120,759
1955-56	1,159	293,382	221	274	3,626	1,588	2.97	656	128,451
1957–58	918	341,721	286	272	4,006	1,776	2.81	804	151,472

(a) Excludes mixed train-miles. (b) Total ton-miles per average route-mile worked. (c) Partly estimated. (d) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (e) Railways controlled by the Commonwealth Government.

16. Rolling Stock.—The following table shows the number of rolling stock of Government railways at 30th June, 1958.

	_		Locon	notives.				
Railway System.		Steam.	Diesel- electric.	Other.	Total.	Coaching Stock.(b)	Goods Stock.	Service Stock.
New South Wales		1,085	61	45	1,191	3,668	25,103	951
Victoria		431	(c) 77	43	(c) 551	(d)2,464	21,195	(e)1,378
Queensland	••	767	58	6	831	1,537	26,809	1,319
South Australia		282	35		317	(d) 702	8,319	(e) 476
Western Australia		328	66	10	404	591	11,256	1,019
Tasmania	••	81	32	9	122	153	(f) 2,700	112
Commonwealth	••	103	38		141	187	2,038	474
Australia	••	3,077	(c) 367	113	(c)3,557	(g)9,358	97,420	(g)5,730

GOVERNMENT RAILWAYS : ROLLING STOCK(a) AT 30th JUNE, 1958.

(a) Included in capital account.
 (b) Includes all brake vans.
 (c) Includes 3 locomotives on hire.
 (d) Excludes 56 interstate coaching stock owned jointly by Victoria and South Australia.
 (e) Excludes one dynamometer car owned jointly by Victoria and South Australia.
 (f) Includes 4 privately-owned goods stock vehicles.
 (g) Includes stock owned jointly by Victoria and South Australia.

17. Accidents.—The following table shows particulars of the number of persons killed or injured through train accidents and the movement of rolling stock on the government railways of Australia during 1957-58 :—

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'wth.	Aust.
Persons killed	•••	50	28	13	13	11	6	1	122
Persons injured		756	531	111	75	165	6	27	1,671

(a) Excludes accidents to railway employees.

18. Consumption of Coal, Oil and Petrol.—The following table shows the quantities of coal, oil and petrol consumed by the various government railways during 1957-58 :—

GOVERNMENT RAILWAYS : COAL, OIL AND PETROL CONSUMED, 1957-58.

D - '1	Co	oal.		Oil.					
Railway System.	Locomo- tives.	Other Purposes.	Diesel Oil.(a)	Fuel Oil.(b)	Lubri- cation.	Other Purposes.	Rail Cars.		
New South Wales Victoria Queensland South Australia Western Australia Tasmania Commonwealth	'000 tons. 1,125 139 547 129 256 20 1	'000 tons. 14 3 10 6 3 1 1	'000 gal. 6,372 7,307 4,931 3,889 3,196 918 3,156	'000 gal. 7,577 7,428 11,136 148 7	'000 gal. 404 383 252 (c) 289 45 93	'000 gal. 580 1,653 645 (c) 1,334 133 556	'000 gal. 12 1 235 110 42 4		
Australia	2,217	38	29,769	26,296	(d) 1,466	(d) 4,901	404		

(a) Used in internal combustion engines of locomotives and rail cars. (b) Used in oil-fired furnaces of steam locomotives. (c) Not available.; (d) Excludes South Australia.

19. Staff Employed and Salaries and Wages Paid.—The following table shows details of the average staff employed and the salaries and wages paid by the government railways of Australia during 1957-58.

Railway System.		Op	erating St	aff.	Con	struction S	Total Salaries and	Average Earnings Per Em-	
		Salaried.	Wages.	Total.	Salaried.	Wages.	Total.	Salaries and Wages Paid. (£'000.) 52.171 29,049 27,632 10,541 12,010 2,323 2,730	ployee. (£.)
Victoria Queensland South Australia Western Australia Tasmania	•••	9,537 (a)5,297 4,523 1,871 2,048 353 402	43,333 (a)24,800 24,570 8,191 11,226 2,081 2,196	(a)30,097 29,093 10,062 13,274 2,434	(b) 38 8 (c) 30	48 (b) 1,018 992 (c) 189 122	53 (b) 1,056 1,000 (c) 219 127	29,049 27,632 10,541 12,010 2,323	986 965 950 953 905 876 1,002
Australia	••	d 24,031	d 116,397	d 140,428	86	2,369	2,455	136,456	955

GOVERNMENT RAILWAYS : AVERAGE NUMBER OF EMPLOYEES AND SALARIES AND WAGES PAID, 1957-58.

(a) Included construction staff. (b) Included with operating staff. (c) Construction work is carried out by private contractors and the staff engaged is therefore not under the control of the Railway Commissioner. (d) Includes construction staff, Victoria.

C. TRAMWAY AND TROLLEY-BUS SERVICES.

1. Systems in Operation.—(i) General. Tramway systems are in operation in all the State capital cities and in a number of the larger towns of Australia. Since 1st April, 1947, all systems have been operated by government or municipal authorities. Tramway systems are located in the following cities—New South Wales, Sydney; Victoria, Melbourne, Bendigo and Ballarat; Queensland, Brisbane; South Australia, Adelaide; Western Australia, Perth; and Tasmania, Hobart. In Sydney, Brisbane, Adelaide, Perth and Hobart, tramway systems are supplemented by trolley-bus services. All systems are electric

In many parts of Australia, private lines used for special purposes in connexion with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways and the traffic on them has nothing in common with that of the street tramways for the conveyance of passengers, which are dealt with in the present section.

(ii) Total Mileage Open and Classification of Lines. The following table shows, for each State, the total route-mileage of tramway lines open for general passenger traffic at 30th June, 1958, classified (a) according to the controlling authority; (b) according to gauge. Trolley-bus route-mileage also is shown.

TRAMWAY AND TROLLEY-BUS SERVICES : ROUTE-MILEAGE OPEN AT 30th JUNE, 1958.

(Miles.)

Particulars-		N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
·		Accordin	д то С о	NTROLLIN	с Аитно	RITY.		
Government		69	170		60	26	47	372
Municipal	•••	·· (••	85				85
Total		69	170	85	60	26	47	457
Tramways	- <u></u>		ACCORDIN	NG TO GA	UGE.	 []		
5 ft. 3 in.			4		۰.			4
4 ft. 8 1 in.		63	166	66	37			332
3 ft. 6 in.					••	4	5	9
		6		19	23	22	42	112
Trolley-buses								

2. Summary of Operations, Australia.—The following table gives a summary of the working of all tramway systems in Australia for the years 1953-54 to 1957-58 :--

TRAMWAY AND TROLLEY-BUS SERVICES : SUMMARY OF OPERATIONS, AUSTRALIA.(a)

Particulars.			1953- 54 .	1954-55.	1955-56.	1956-57.	1957-58
Average mileage open for traffic	529 992	527 994		505 947	487		
Tramcars(c)		track-miles	2,714	2.626	2,619	2,416	2,100
Net increase in capital equipment d	uring					-,	_,
year(d)		£'000	861	910	1.034	644	306
Gross revenue(d)(e)		£'000	15,780	15.267	15,878	17,267	15.235
Working expenses(d)(f)		£'000	18,181	17,797	18,558	18,148	16,425
Not revenue(d)		£'000	- 2.401	- 2,530	- 2,680	- 881	- 1,190
Interest(d)		£'000	656	702	835	897	961
Ratio of working expenses to	gross						-
revenue(d)		per cent.	115.22	116.57	116.88	105.10	107.81
Car-miles .		'000	64,186	60,878	58,881	58,137	51,576
Gross revenue per car-mile(d)		pence	59.40	60.79	65.69	72.55	72.37
Working expenses per car-mile(d)		pence	68.43	70.86	76.78	76.25	78.02
Net revenue per car-mile(d)		pence	- 9.03	-10.07	-11.09	- 3.70	- 5.65
Passenger-journeys	••	*000	637,289	619,279	593,284	537,700	479,307
Passenger-journeys per car-mile	••	••	9.93	10.17	10.08	9.25	9.29
Average gross revenue per passe	inger-						
journey(d)	.	pence	6.01	6.01	6.55	7.88	7.82
Persons employed at end of year(d)	8)		15,743	15,030	14,499	14,014	12,616
Accidents-	-						
Persons killed	••	••	(c) 59	(c) 58	42	45	36
"injured	••		(c) 2,993	(c) 3,177	3,077	3,158	2,969

(a) Includes particulars of Hobart and Launceston Omnibus Services except for average mileage open for traffic. Since 1955-56 these services have been under the control of the Metropolitan Transport Trust.
 (b) Excludes Hobart and Launceston omnibus services where the average mileages open for the years 1953-54 to 1957-58 were 26, 28, 35, 62, and 85 respectively.
 (c) Includes trolley-buses.
 (d) Excludes Queensland trolley-buses.
 (e) Excludes motor omnibus employees in South Australia, but excludes a number of employees in New South Wales and Western Australia who cannot be distributed between tramways and omnibuses.

Note.-Minus sign (-) denotes loss.

3. Traffic and Accidents.—Particulars of the traffic of electric tramways and the accidents which occurred in the movement of rolling stock during 1957-58 are shown for each State in the following table :—

		Average Open for		Tram-	Car-	Pas- senger-	Pas- senger-	Acci	dents.
Stato.		Route- miles.	Track- miles.	cars. (a)	miles. ('000.)	journeys.	journeys per Car- mile.	Persons Killed.	Persons Injured.
New South Wales Victoria Queensland South Australia Western Australia Tasmania	· · · · · · · · ·	86 170 85 73 32 41	165 317 156 124 58 78	440 854 395 170 123 118	10,500 21,896 8,814 4,684 1,416 (d) 4,266	116,016 203,943 97,269 24,551 10,300 (d) 27,228	9.31 11.04	11 11 (c) 8	(b) 595 1,262 628 (c) 317 109 (d) 58
Australia	••	. 487	898	2,100	51,576	479,307	9.29	36	2,969

(a) Includes trolley-buses. (b) Excludes accidents to employees. (c) Includes particulars for Adelaide Municipal Transport Trust omnibus services. (d) Includes particulars of Hobart and Launceston Omnibus Services under the control of the Metropolitan Transport Trust.

4. State Details.—The following table shows a summary of the operations of electric tramways in each State for the years 1955-56 to 1957-58.

MOTOR OMNIBUS SERVICES.

TRAMWAY AND TROLLEY-BUS SERVICES : SUMMARY OF OPERATIONS.

Year ended 30th June—	Mileage Open for Traffic at 30th June.	Net Increase in Capital Equip- ment during Year.	Gross Rev- enue. (a)	Work- ing Ex- penses. (b)	Net Rev- enue.	In- terest.	Ratio of Working Ex- penses to Gross Revenue.	Car- miles.	Passenger- journeys.	Persons Em- ployed at end of Year.
	(Route- miles.)	(£'000.)	(£'000.)	(£'000.)	(£°000.)	(£'000.)	(Per cent.)	('000.)	('000.)	
		-		New	ν Souti	H WALE	s.			
1956	113				- 1,905			12,002	174,954	(c)3,923
1957	103	-215						13,500	144,718	(c)3,376
1958	69	-458	4,405	5,013	- 608	192	113.81	10,500	116,016	(<i>d</i>)2,418
					Victo	RIA.				
1956	173			,			106.18	24,082	222,524	5,264
1957	170		6,648				101.63	23,574	213,412	5,399
1958	170	524	6,324	6,487	-163	315	102.57	21,896	203,943	5,055
				(QUEENSI	LAND.				
1956	85						e 98.29	10,208	106,959	(e)2,291
1957	85						e 95.28	9,395	101,331	(e)2,228
1958	85	(e) 84[(e)2,331	e 2,220	(e) 111	(e) 114	e 95.25	8,814	97,269	(e)2,178
				Sou	тн Аυ	STRALIA				
1956	83	142				1 1	111.94	7,225	48,152	(f)1,981
1957	67	142	1,524				112.09	6,329		(f)2,025
1958	60	2	1,019	1,333	-314	285	130.77	4,684	24,551	(f)2,012
				West	ERN A	USTRALI	A.	_		
1956	34	24	436	554	-118		126.94	2,039	15,862	427
1957	33	12	376	479	-103	37	127.48	1,512	11,499	334
1958	26	24	350	453	-103	35	129.36	1,416	10,300	303
				т	ASMANI	A.(g)				
	(h) 30	72	659	752	- 93		114.16	3,325	24,833	613
1957	(h) 35	151	768	860	-92	14	111.98	3,827	26,038	652
1958	(<i>h</i>) 47	130	806	919	-113	20	114.06	4,266	27,228	650
				А	USTRAL	.IA.(i)				
1956	518	1,034]		18,558		835	116.88	58,881)	593,284	14,499
1957	493	644		18,148		897	105.10	58,137	537,700	14,014
1958	457	306	15,235	16,425	- 1,190	961	107.81	51,576	479,307	12,616

(a) Excludes government grants.
 (b) Includes provision of reserves for depreciation, etc.
 (c) Excludes administrative staff not distributable between omnibus and tramway services.
 (d) Excludes to administrative staff and 601 salaried staff who cannot be distributed between omnibus and tramway services.
 (e) Excludes trollev-bus services, particulars of which are included with omnibus services.
 (f) Includes motor omnibus employees of Adelaide Municipal Tramways Trust.
 (g) Includes particulars of Hobart and Launceston Omnibus Services under the control of the Metropolitan Transport Trust.
 (h) Tramway and trollev-bus mileage only. At 30th June, 1958, Hobart and Launceston Metropolitan Transport Trust, Omnibus route-mileage was 92 miles.
 (i) See notes (a) to (h).

D. MOTOR OMNIBUS SERVICES.

1. General.—Motor omnibus services have been in operation for some years in the capital cities and many of the larger towns of Australia. Government and municipal authorities operate certain services and the others are run by private operators; the former are run in conjunction with the existing electric tramway systems.

2. Government and Municipal Services.—(i) Summary of Operations, States. The following table gives a summary for the year 1957–58 of the operations of omnibus systems controlled by government and municipal authorities.

MOTOR OMNIBUS SERVI	CES: GOVERNMENT	' AND MUNICIPAL,	1957–58.
---------------------	-----------------	------------------	----------

Particula	ars.		N.S.W.	Vic.	Qid.	S.A.	W.A.	Tas.	A.C.T.	Aust.
Length of route	••	miles	514	99		82	2,934			4,803 2,730
Omnibuses			1,434	269	261	327	246	130	63	2,730
Net increase in capi	tal equ	lipment	. }		1 1					
during year		£'000	1,513	84	(a) 26	1,109			31	2,658
Gross revenue(c)	••	£,000	8,510	1,157	(a)1.040	1,475		(b) 153	141	13,532
Working expenses		£'000	9,501	1.482	(a)1,256	1,535	1.150	(b) 145	211	15,280
Omnibus-miles		.000	35,134	5.940	5,587	6,779	7.676	(b) 836	965	62,917
Passenger-journeys		'000	194,071	34,577		35,532		(b) 314	3,449	323,423
Persons employed	••	••	(d) 5,755	869	(a) 736	(e)	(d) 119	(b) 41	141	(f) 7,661

(a) Includes Brisbane City Council trolley-bus service. (b) Excludes Hobart and Launceston Metropolitan Transport Trust Omnibus Services. (c) Excludes government grants. (d) Excludes staff not distributable between omnibus and tramway services. (e) Not available; employees are interchangeable with electric tramway employees and are included therewith (see p. 533). (f) See notes applicable to individual States.

NOTE.-Minus sign (-) denotes decrease.

(ii) Summary of Operations, Australia. The following table gives a summary of the working of motor omnibus services in Australia under government and municipal control during each of the years 1953-54 to 1957-58.

MOTOR OMNIBUS SERVICES : GOVERNMENT AND MUNICIPAL, AUSTRALIA.

Particulars.		1953-54.	1954-55.	1955–56.	1956-57.	195758.
Length of route	miles	4,612	4,492	4,571	4,869	4,803
Omnibuses	••	2,302	2,301	2,392	2,489	2,730
Net increase in capital equip-						
ment during year (a)(b)	£'000	(c) 711	545	765	2,126	2,658
Gross revenue (a)(b)	£'000	8,853	9,613	9,592	12,206	13,532
Working expenses (a)(b)	£'000	11,387	12,063	12,970	13,839	15,280
Net revenue(a)(b)	£'000	-2,534	-2,450	-3,378	-1,633	-1,748
Ratio of working expenses to			-		-	
gross revenue (a)(b)	per cent.	128.61	125.48	135.22	113.38	112.92
Omnibus-miles(a)	· '000	56,894	57,513	57,809	58,525	62,917
Gross revenue per omnibus-			,			,
mile(a)(b)	pence	37.07	39.70	39.23	50.05	50.77
Working expenses per omnibus-	•			· [
mile(a)(b)	pence	47.68	49.81	53.05	56.75	57.33
Net revenue per omnibus-mileab	pence	-10.61	-10.11	-13.82	-6.70	-6.56
Passenger-journeys(a)	'000'	339,578	346,749	333,761	294,567	323,423
Passenger-journeys per omnibus-			-			
mile(a)		5.97	6.03	5.77	5.03	5.14
Average gross revenue per						
passenger-journey (a)(b)	pence	6.12	6.47	6.68	9.95	9.70
Persons employed(d).		7,308	7,225	7,130	7,291	7,661

(a) Excludes Hobart and Launceston Omnibus Services. Since 1955-56 these services have been under the control of the Metropolitan Transport Trust.
 (b) Includes Brisbane City Council trolleybus service.
 (c) Excludes South Australia.
 (d) See relevant notes to table above.
 Nore.—Minus sign (-) denotes loss.

3. Private Services.—(i) General. Particulars of motor omnibus services under the control of private operators are recorded in the States of New South Wales, Victoria, South Australia and Western Australia only.

In New South Wales, particulars are compiled for the Metropolitan, Newcastle and Wollongong Transport districts only, in Victoria they cover the Metropolitan Area only, but in South Australia and in Western Australia particulars of all services throughout the State are included.

(ii) Summary of Operations. The following table shows the operations of motor omnibus services under the control of private operators in New South Wales, Victoria, South Australia and Western Australia during each of the years 1955-56 to 1957-58:-

Year.	•	Number of Omnibuses.	Omnibus- miles.	Passenger- journeys.	Value of Plant and Equipment.	Gross Revenue.	Persons Employed.
			('000.)	('000.)	(£'000.)	(£°000.)	
	_		New Sour	TH WALES.(2)		
1955-56		808	24.335	96,759	1,384	3,216	1,583
1956-57.		848	24,449	93,761	1,424	3,676	1,635
1957-58		901	25,385	96,803	1,584	3,722	1,704
		<u> </u>	Vict	ORIA.(b)	· <u> </u>	_ .	ι <u>,</u>
					(c)		(<i>d</i>)
1955-56	••	467	16,064	78,698	519	1,994	735
1956-57	• •	459	16,094	74,026	655	2,196	732
1957–58(e)	••	472	15,701	73,020	670	2,219	714
			South A	USTRALIA.(f)		
		(b)					
955-56	••	113	6,082	13,508		707	
1956-57	••	117	6,045	13,254	} (g)	712	} (g)
1957-58	••	113	6,096	12,713	J	726	J
			Western	Australia	•		
955-56		372	12,172	32,607	1,125	1,581	827
956-57.		378	11,801	30,802	1,142	1,594	837
957-58		383	11,644	29,881	1,030	1,577	800

MOTOR OMNIBUS SERVICES : PRIVATE.

(a) Metropolitan, Newcastle and Wollongong transport districts only. (b) Metropolitan area only. (c) Vehicles only. (d) Drivers only. (e) Partly estimated. (f) Services licensed by the Metropolitan Transport Trust and the Transport Control Board. (g) Not available.

E. FERRY (PASSENGER) SERVICES.

1. General.—Ferry services to transport passengers are operated in the following States—New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Derwent River at Hobart, on the Mersey River at Devonport and across D'Entrecasteaux Channel to Bruny Island. Control is exercised both by governmental authorities and by private operators. In Victoria and Queensland the services operated are not extensive, and there are no ferry services in South Australia.

2. Summary of Operations.—The operations of ferry passenger services in New South Wales, Western Australia and Tasmania during the years 1955-56 to 1957-58 are summarized in the following table. Particulars of passengers carried on vehicular ferries are not included.

	Year.			Number of Vessels.	Passenger Accom- modation.	Passenger- journeys. ('000.)	Gross Revenue. (£.)	Persons Employed.	
		Ne	w Sout			D NEWCAST			
		Ne	w Sout	39	22,696	18,056	741,695	346	
1955-56 1956-57								340	

FERRY (PASSENGER) SERVICES.

1955-56			4 1	785	437	9,944	10
1956-57			4	785	445	12,836	11
1957-58	••]	4	785	442	13,520	11

TASMANIA-HOBART AND DEVONPORT.

195556	••	••		5	1,582	1,034	29,531	33
1956-57	••			5	1,602	707	29,632	24
1957-58)	5	1,602	493	22,399	23

F. MOTOR VEHICLES.

1. Motor Industry.—Chapter VI.—Manufacturing Industry contains summarized information on the motor industry of Australia and includes therein some data on the imports of motor bodies and chassis. Chapter XIII.—Trade contains further data on imports, including those of petroleum products.

2. Registration.—The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia. Particulars regarding methods of registration, licences, fees payable, etc., in each State and Territory at 30th June, 1957 were given in Official Year Book, No. 44, pages 407–10.

3. Taxi-cabs and Other Hire Vehicles.—In all the capital cities and in many of the provincial centres, taxi-cabs and other vehicles ply for hire under licence granted by either the Commissioner of Police or the local government authority concerned. As most of these vehicles are independently controlled by individuals or small companies, it has not been possible to obtain complete data in respect of their operations.

4. Motor Omnibuses.—In both urban and provincial centres, motor omnibus traffic has assumed considerable proportions during recent years and in some States, the railway and tramway systems run motor services complementary to their main services. There has been a considerable replacement also, during the last few years, of existing tramway services by trolley-bus and motor omnibus services. (See pp. 531-5.)

5. Motor Vehicles on the Register, etc.—(i) Registrations and Revenue. The following table shows particulars of the registration of motor vehicles, licences issued and revenue received for 1957–58 and a summary for Australia for each of the years 1953–54 to 1957–58. It should be noted that in Victoria registration is made on the basis of the purpose for which the vehicle is to be used; consequently, motor car registrations are overstated by the inclusion of commercial vehicles registered for private use.

A graph showing for all motor vehicles other than motor cycles the registrations in force at 30th June of each year from 1925 to 1958 will be found on page 510.

MOTOR VEHICLES.

MOTOR	VEHICLES :	REGISTRATIONS	AND	REVENUE.

State or Territory, and Year.	Numbe	r of Moto 301	r Vehicle h June.(a		Number	Gross Revenue derived from-				
	Motor Cars.(b)	Com- mercial Vehicles. (c)	Motor Cycles.	Total.	Per 1,000 of Popu- lation at 30th June.	Drivers' and Riders' Licences in force at 30th June.	Vehicle Regis- trations and Motor Tax.	Drivers' and Riders' etc., Licences.	Other Sources.	Total.
			J				(£'000.)	(£°000.)	(£'000.)	(£'000.)
		:	STATES	and Tei	RRITORI	es, 1957-	-58.			
N.S.W Victoria (d) Queensland S. Aust W. Aust Tasmania Nor. Terr. A.C.T	554,488 562,362 206,260 173,236 110,573 56,877 3,078 8,764	161,119 138,736 67,755 66,236 24,025 3,965	24,353 20,193 18,742 12,827 4,018 718	747,834 365,189 259,733 189,636 84,920 7,761	273 258 290 269 253 396	(e) 306,932 241,212 99,946 8,821	8,816 4,850 3,393 1,991 1,023 41	440 151 355 148 69	2,446 1,031 87 133 140 1	13,308 11,702 6,032 3,835 2,272 1,232 48 105
Australia	d1,675,638	d735,171	115,883	2,526,692	257	f2703328	30,699	2,368	5,467	38,534
			S	UMMARY,	AUST	RALIA.				
1953–54 1954–55 1955–56 1956–57 1957–58	(d) 1,195,133 1,341,996 1,467,252 1,564,335 1,675,638	654,674 683,396 707,107	133,029 125,600 119,963	1,947,327 2,129,699 2,276,248 2,391,405 2,526,692	231 241 248	(f) 2,148,119 2,295,854 2,457,246 2,575,896 2,703,328	22,951 24,438	1,758 1,875 2,743	3,764 3,385 4,265	26,411 28,473 29,698 34,387 38,534

(a) Excludes, at 30th June, 1958, trailers (171,406), road tractors, etc. (32,755), and dealers' plates (9,027). (b) Includes taxis and hire cars. (c) Includes utilities, panel vans, lorries, omnibuses, and station wagons. (d) See reference to Victoria above. (e) As from 1st October, 1952, drivers' and riders' licences have not been issued on an annual basis in Queensland. (f) Excludes Queensland.

NOTE.—All Commonwealth-owned vehicles are included except those belonging to the Defence Services. Prior to 1st January, 1956, Department of the Navy vehicles were also included.

(ii) *Relation to Population.* The table following shows the number of vehicles (excluding motor cycles) registered per 1,000 of population in each State and Territory at 31st December, 1921, and at 30th June for each of the years 1939 and 1954 to 1958.

MOTOR	VEHICLES	(EXCLUDING	MOTOR	CYCLES)	REGISTERED	PER 1,000 OF
		P	OPULAT	ION.		

r	Date.		N.S.W.	Vic,	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
31st Dec., 1	1921		15	16	8	24	12	13	 (a)		(b) 15
30th June,	1939		107	125	118	137	133	96	218	174	118
,,	1954		179	215	199	245	217	193	206	241	201
	1955		193	241	216	257	238	212	269	267	220
	1956		204	250	224	257	243	223	272	277	228
	1957	••	213	256	232	264	245	231	315	273	236
	1958		224	264	243	269	251	241	360	286	245

(a) Not available. (b) Excludes Northern Territory. Nore.—See Note to previous table.

6. New Vehicles Registered.—(i) States and Territories, 1957-58. The following table shows the number of new vehicles registered in each State and Territory during 1957-58. A graph showing the number of new motor vehicles (excluding motor cycles) registered during each of the years 1928-29 to 1957-58 will be found on page 510.

Vehicles.	N.S.W.	Vic. (a)	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Motor cars(b)	57,316	54,198	20,495	16,259	10,142	5,309	273	1,244	a 165,236
cles, etc.(c) Motor cycles	27,256 3,140				5,568 1,702	1,971 225	405 50	364 63	(a)67,139 10,604
Total	87,712	71,773	32,845	23,333	17,412	7,505	728	1,671	242,979

NEW MOTOR VEHICLES REGISTERED, 1957-58.

(a) See para. 5 on p. 536. (b) Includes taxis and hire cars. (c) Includes utilities, panel vans, forries, omnibuses and station wagons.

NOTE.-See NOTE to table on p. 537.

(ii) Australia. Particulars of the number of new vehicles registered in Australia during each of the years 1953-54 to 1957-58 are shown in the following table :---

Vehicles.		1953–54.	1954-55.	1955-56.	1956-57.	1957–58.
Motor cars $(a)(b)$		125,595		163,598	149,695	165,236 67,139
Commercial vehicles, etc. $(b)(c)$ Motor cycles	•••	57,402 10,860		69,312 10,530	58,967 9,655	10,604
Total	••	193,857	245,271	243,440	218,317	242,979

NEW MOTOR VEHICLES REGISTERED: AUSTRALIA.

(a) Includes taxis and hire cars. (b) See para. 5 on p. 536. (c) Includes utilities, pane i vans, lorries, omnibuses and station wagons.

NOTE .- See NOTE to table on p. 537.

7. World Motor Vehicle Statistics, 1957.—Particulars of motor vehicle registrations in the principal countries of the world may be found in the annual mimeographed publication *Registrations of New Motor Vehicles*. This information is derived from *Automobile Facts* and Figures. For reasons of space, detailed particulars cannot be given here, but the same source shows that in 1957 there were 108,315,000 motor cars, trucks and omnibuses registered in various countries of the world. This was an increase of 6 per cent. on the figure for the previous year, 102,655,000. Of the 1957 registrations, 67,136,000 or 62 per cent. of the world total were in the United States of America, whilst Australian registrations amounted to 2 per cent.

8. Census of Motor Vehicles, 31st December, 1955.—Details of this census were published in official Year Book No. 44, page 415.

G. ROAD TRAFFIC ACCIDENTS.

1. General.—Prior to the year 1949–50, it was not possible to make proper comparisons between States of the number of accidents recorded, because of the differences in legislation regarding the reporting of accidents and the degree to which the legislation could be enforced. However, arrangements were made, in co-operation with the Australian Road Safety Council and the various police and transport authorities concerned, to obtain the numbers of road traffic accidents on a comparable basis from all States and the Australian Capital Territory in respect of the year ended 30th June, 1950 and subsequent years. This was achieved by restricting the statistics so that they related only to those accidents which resulted in death or bodily injury to any person, or in damage in excess of £10 to property. It is considered that there was little difference in the recording of accidents as between States for the years 1949–50 to 1953–54, except in the case of Western Australia, where statistics shown related to all accidents which occurred in the metropolitan area and, in the remainder of the State, for periods prior to 1st January, 1953, only to those which involved fatal or "near-fatal" injury. Statistics to 31st December, 1957 were collected on a comparable basis for all States except Tasmania, where, under legislation passed on 10th August, 1954,

became no longer obligatory to report accidents involving only damage to property. It should be noted, however, that the comparability of the statistics between States even on this basis still depended on the degree to which accidents so defined were in fact recorded by the police. Statistics are not available in respect of road traffic accidents which occur in the Northern Territory.

The series "Total Accidents Recorded " was suspended from 1st January, 1958, due to the inconsistency between States in recording "damage only" accidents and the distortion of the statistics caused by the difficulty of assessing damage to property.

2. Accidents Involving Casualties.—(i) States, 1957-58. The following table gives a summary of accidents involving casualties in each State and the Australian Capital Territory for the year 1957-58.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): ACCIDENTS RECORDED AND CASUALTIES, 1957–58.

		P	ersons Kille	1.	Persons Injured,			
State or Territory.	Accidents Involving Casual- ties.	Number.	Per 100,000 of Mean Popu- lation.	Per 10,000 Motor Vehicles Regis- tered.	Number.	Per 100,000 of Mean Popu- lation.	Per 10,000 Motor Vehicles Regis- tered.	
New South Wales Victoria	14,646 9,536 6,565 4,372 3,338 779 237	794 571 342 200 164 70 5	22 21 24 23 23 21 13	10 8 10 8 9 8 4	19,378 13,035 8,739 5,492 4,249 1,000 320	530 481 623 620 608 299 815	232 179 246 215 230 121 279	
Total	39,473	2,146	22	9	52,213	537	213	

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to persons to an extent requiring surgical or medical treatment.

(ii) *Riders, Drivers, Pedestrians, etc., Killed or Injured.* The following table shows the number of persons killed and the number injured during 1957-58 in each State and the Australian Capital Territory, classified into drivers, riders, pedestrians, etc.

ROAD	TRAFFIC	ACCIDENTS	INVOLVING	CASUALTIES (<i>a</i>):	DRIVERS,	RIDERS
	PE	DESTRIANS,	ETC., KILLED	OR INJURED, 1	957-58.	

Drivers, Riders, Pedestrians, etc.	N.S.W.	Víc.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
		Pers	SONS KII	LED.				
Drivers of Motor Vehicles Motor Cyclists Pedal Cyclists Passengers (all types)(b) Pedestrians Other Classes(c) Total	192 60 30 250 260 260 	190 40 36 120 182 3 571	85 46 30 103 77 <u>1</u> 342	63 19 16 51 51 200	36 25 13 42 48 164	18 7 5 21 19 70	3 1 1 5	587 198 130 588 637 6 2,146
		Perso	IUINI SN	RED.				
Drivers of Motor Vehicles Motor Cyclists Pedal Cyclists Passengers (all types)(b) Pedestrians Other Classes(c) Not Stated	5,247 1,896 1,295 7,590 3,257 91 2	4,036 748 1,056 5,275 1,888 32 	2,451 1,202 827 3,285 952 22 	1,473 934 653 1,823 604 5 	973 703 404 1,485 679 5 	286 100 84 346 183 1	95 31 48 121 25 	14,561 5,614 4,367 19,925 7,588 156 2
Total	19,378	13,035	8,739	5,492	4,249	1,000	320	52,213

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to persons to an extent requiring surgical or medical treatment.
 (b) Includes pillion riders.
 (c) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles.

(iii) Ages of Persons Killed or Injured. The following table shows the age groups of persons killed or injured in traffic accidents in each State and the Australian Capital Territory during 1957-58:—

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): AGES OF PERSONS KILLED OR INJURED, 1957-58.

Age Group (Years).		N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
			Pers	ONS KI	LED.				
Under 5	••	28	15	9	1 12	5	5		74
5 and under 7	••	14	.8	4	4	5	4		39
7 17	••	60	34	20	17	13	6		150
17 , , 21	••	95	46	52	19	22	10		244
21 ,, ,, 30	••	147	100	58	30	28	16	3	382
30 ,, ,, 40	••	105	74	54	26	30	9	I I	299
40 " " 50	••	86	66	24	34	13	4	1	228
50 ,, ,, 60	• •	93	66	43	19	12	8	••	241
60 and over	••	165	129	78	30	36	8	• ••	446 43
Not Stated	••	I	33		9	<u> </u>	<u></u>	<u> </u>	-
Total		794	571	342	200	164	70	5	2,146
			PERS	ons Inju	PED				
Under 5	••	588	399	275	182	158	25	14	1,641
5 and under 7 7 17	••	426	317	154	135	85	24	7 46	1,148
	••	2,325	1,517	1,049	715	548 742	126 189	40 54	6,326
21 " " 20	••	3,090	1,882 2,962	1,644 1,927	857 1.063	742	189	72	8,458 11,124
20 " 40	••	4,166	2,962	1,360	743	493	134	59	7,871
40	••	2,303	1,531	1,360	517	389	69	34	5,710
\$0 60	••	1,556	1.041	658	361	280	60	19	3,975
60 and over	•••	1,586	1,023	645	328	266	68	14	3,930
Not Stated	•••	334	285	160	591	545	114	1 1	2,030
Total	••	19,378	13,035	8,739	5.492	4.249	1.000	320	52,213
- 10001	• •	12,370	13,035	0,739	5,492	4,249	1,000	320	

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to persons to an extent requiring surgical or medical treatment.

• (iv) Accidents Recorded and Casualties, classified according to Type of Vehicle, Road User, etc., Involved. The following table shows, for the year 1957-58, the number of accidents involving casualties in which each of several classes of vehicles, road users, etc. were involved. The persons killed and injured are similarly classified.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a), CLASSIFIED ACCORD-ING TO TYPE OF VEHICLE, ROAD USER, ETC., INVOLVED, AUSTRALIA, 1957-58.(b)

Particulars.	Motor Vehicle.	Motor Cycle.	Pedal Cycle.	Tram.	Animal and Animal- drawn Vehicle.	Pedes- trian.	Fived Object.	Other Vehicle.
Accidents Involving Casualties Persons Killed Persons Injured	36,104 1,975 48,358	6,700 258 7,714	4,537 138 4,720	442 23 521	447 12 526	7,718 622 7,628	2,643 153 3,702	202 52 329

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to persons to an extent requiring surgical or medical treatment. (b) It should be noted that, as accidents and casualties classified according to one type of road user, etc., may also be classified according to another, these totals cannot be added across to obtain grand totals. The figures above exclude 32 accidents involving casualties which were not classified according of type of vehicle, road user, etc., involved, from which there were 4 persons killed and 34 persons injured.

It will be seen, therefore, that in 1957-58, motor vehicles were involved in 36,104 accidents involving casualties from which there were 1,975 persons killed and 48,358 persons injured. The 36,104 accidents involving casualties in which motor vehicles were involved comprised 10,985 collisions with other motor vehicles, 4,313 with motor cycles, 3,648 with pedal cycles, 192 with trams, 227 with animals and animal-drawn vehicles, 6,881 with pedestrians, 2,291 with fixed objects, 150 with vehicles other than those mentioned, 6,974 instances of overturning or leaving the roadway, and 443 accidents to passengers only. The particulars of accidents involving casualties in which motor cycles, pedal cycles, etc., were involved with motor vehicles are also included under their respective headings in the table above. Consequently, since the figures in each column refer to the *total* accidents involving casualties in which the particular type of vehicle, etc., was involved, any aggregation across would result, through duplication, in considerable overstatement of the actual totals.

AVIATION.

3. Road Traffic Accidents Involving Casualties, and Persons Killed or Injured.—The following table shows the number of road traffic accidents involving casualties and persons killed or injured in road traffic accidents in each State and the Australian Capital Territory during each of the years 1953-54 to 1957-58:—

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES (a) AND PERSONS KILLED OR INJURED.

		1			1	1 1		İ	į Τα	stal.
Year.		N.S.W.	Vic.	Q'land.	S. Aust.	₩. Aust.	Tas.	A.C.T.	Num- ber.	Per 10,000 Motor Vehicles Regis- tered.
			Acc	idents I	NVOLVIN	g Casua	LTIES.			
1953–54 1954–55 1955–56 1956–57 1957–58	 	11,691 12,557 12,917 13,473 14,646	10,537 10,217 10,606 10,804 9,536	6,349 6,586 7,116 7,527 6,565	2,742 3,098 2,886 3,142 4,372	3,079 3,149 3,211 3,082 3,338	982 864 874 852 779	143 131 156 186 237	35,523 36,602 37,766 39,066 39,473	183 172 166 167 161
				Per	SONS KI	LLED.				
1953-54 1954-55 1955-56 1956-57 1957-58	•••	728 798 808 774 794	569 528 582 589 571	278 273 298 325 342	153 173 167 185 200	175 206 185 168 164	67 57 72 65 70	6 7 7 7 5	1,976 2,042 2,119 2,113 2,146	11 10 10 9 9
				Per	sons Inj	URED.				
1953–54 1954–55 1955–56 1956–57 1957–58	•• •• ••	14,660 15,959 17,047 17,321 19,378	13,351 12,833 13,483 14,120 13,035	7,933 8,421 9,170 9,800 8,739	3,420 3,926 3,709 3,944 5,492	3,935 4,036 4,098 3,921 4,249	1,156 1,111 1,046 1,107 1,000	174 179 220 237 320	44,629 46,465 48,773 50,450 52,213	238 226 221 216 213

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death or injury to persons to an extent requiring surgical or medical treatment.

H. AVIATION.

1. Historical.—A short review of the progress of civil aviation in Australia up to the date of foundation of a Civil Aviation Administration was published in Official Year Book No. 16, pages 334-5.

2. Foundation and Administration of Civil Aviation.—A brief account of the foundation and objects of this Administration will be found in Official Year Book No. 19, page 299. Official Year Book No. 38 and earlier issues contain information on the control of civil aviation by the Board (1936) and later (1939) by the Department of that name. The Acts defining the broad principles of operation of the administration of civil aviation and the Regulations amplifying them, and the principal functions of the administration are also described.

Details of the partial re-organization of the Department in June, 1954, to provide for the more effective distribution of duties and responsibilities among senior officers, were published in Official Year Book No. 43, page 409. At that date there were nine Divisions—Air Transport and External Relations; Administration, Personnel and Establishments; Finance and Stores; Airports; Flying Operations; Airways Operations; Airways Engineering; Aviation Medicine; Accident Investigation and Analysis.

In 1956, the Division of Airports was divided into two separate Divisions, namely, Airport Engineering and Aviation Buildings and Property. This latter Division, in addition to its buildings function, became responsible for the implementation of the new organization to provide an efficient aviation fire service.

In 1957, the position of Assistant Director-General (Air Transport Policy) was abolished and a position of Assistant Director-General (Policy) was created in lieu. A Director of International Relations was also appointed. 3. International Activity.—(i) International Organizations. A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council and the South Pacific Air Transport Council appeared in Official Year Book No. 37 and particulars of subsequent activity in the international field were included in issue No. 38. The International Civil Aviation Organization had a membership of 73 nations at the end of 1958. Australia has continued her representation on the council, a position which she has held since the organization was established in 1947. The twelfth meeting of the South Pacific Air Transport Council was held in Melbourne in November, 1958. Further details will be found in Official Year Book No. 40 and earlier issues.

(ii) International Air Services. Major changes in the organization of trans-Pacific and trans-Tasman airline operations were outlined in Official Year Book No. 41. Qantas Empire Airways continues to operate international services to the United Kingdom through the Middle East, to Japan via Hong Kong and Manila, to South Africa across the Indian Ocean, to North America, to the British Solomon Islands, to Netherlands New Guinea and to New Caledonia. The company commenced operations to the United Kingdom via North America in January, 1958. It also operates services to the Territory of Papua and New Guinea and to Norfolk Island. Qantas Empire Airways is equipped for long-range operations with sixteen Super Constellation aircraft, which are now operating on its services to the United Kingdom, South Africa, Japan, North America and the Territory of Papua and New Guinea (as from January, 1959) whilst DC4 aircraft are used on the services to New Caledonia, Norfolk Island and the freighter service to Singapore. Orders have been placed for seven Boeing 707 jet aircraft and four Lockheed Electra aircraft which the Company proposes to introduce on its services in the latter half of 1959. Qantas was operating aircraft over 59,396 route-miles on international services at 30th June, 1958. A summary of the operations of oversea services wholly or partly Australian-owned appears on page 549.

DC6 aircraft operated by Tasman Empire Airways Ltd., which is jointly owned by the Australian and New Zealand Governments, link Sydney and Melbourne with both Auckland and Christchurch. The Company has on order three Lockheed Electra aircraft which it proposes to introduce on its services early in 1960.

4. Regular Air Services within Australia.—Details of the Government's rationalization scheme and the 1957 amendment to the Civil Aviation Agreement Act consequent upon Ansett Transport Industries Ltd. purchasing Australian National Airways Pty. Ltd. will be found in Official Year Book No. 44, page 421.

The Airlines Equipment Act assented to in October, 1958, gave effect to financial arrangements whereby the borrowing powers of the Australian National Airlines Commission were increased primarily to enable the purchase of two Lockheed Electra aircraft and whereby the Commonwealth would guarantee the repayment of, and the payment of interest on, certain loans for Ansett Transport Industries Ltd. or Australian National Airways Pty. Ltd. for the purchase of two Lockheed Electra and six Fokker Friendship aircraft.

The Act also contains further rationalization provisions whereby the Minister for Civil Aviation can determine the maximum capacity to be operated by the Australian National Airlines Commission and Ansett Transport Industries Ltd. on both competitive and noncompetitive routes. In this regard the Act provides for consultation between the two Airlines and the Director-General of Civil Aviation for the purpose of considering matters relevant to the making of estimates and determinations of capacity.

A summary of the operations of regular air services within Australia appears on page 548 and a map showing air routes on pages 543-4.

5. Air Ambulance Services.—A brief statement or the foundation and objects of the Air Ambulance Services will be found in Official Year Book No. 32, pages 145 and 146.

During the year 1957-58, the Air Ambulance and Royal Flying Doctor Services continued to provide medical aid for the outback regions of Australia. The Commonwealth Department of Health operates the Northern Territory Aerial Medical Service with two Drover and two Dove aircraft. The Royal Flying Doctor Service of Australia, operating from Broken Hill, New South Wales (two Drovers), and Port Hedland, Western Australia (three Cessna and one DH83), covers a wide area of inland Australia. The Bush Church Aid Society for Australia and Tasmania, supported by funds from the Church of England, maintains two aircraft (one Percival Proctor III and one Lockheed 12A) at Ceduna, South Australia. The Federal Methodist Inland Mission (one DH82A) operates services from Meekatharra, Western Australia and the Queensland Ambulance Transport Brigade operates a service from Cairns (one DH89A, one Auster J5B and one Cessna 182A).



6. Training of Air Pilots.—A brief statement of the pre-war policy of the Commonwealth Government regarding assistance to Aero Clubs was given in Official Year Book No. 32, page 146. A summary of the assistance granted during the years 1951 to 1956 will be found in Official Year Book No. 42, page 253, whilst details of the new contract, initiated on 1st January, 1957, and the assistance granted during 1956–57 will be found in Official Year Book No. 44, page 421.

During the year 1957-58, the flying training organizations (non-profit aero clubs and commercial flying schools) earned bonuses in respect of 383 private pilot licences, 172 commercial pilot licences and 35 initial instructor ratings. It should be noted that, under the new contract, commercial licence issue and instructor rating bonuses were substituted for renewal bonuses. Subsidized hours flown by aero clubs and flying schools numbered 74,991 and the total earnings of all organizations amounted to £188,483. An overall limit placed on the subsidy restricted the total payments to £145,000. There were 24 aero clubs and 6 commercial flying training schools in operation during the year, and, in addition to civil flying, some 8,153 unsubsidized civil hours and 4,756 service training hours were flown; in all, a total of 87,900 hours.

7. Gliding Clubs.—For the year 1957-58, a total subsidy of £3,000 was distributed to member clubs of the Gliding Federation of Australia, on the basis of £1,500 for membership and £1,500 for gliding certificates issued. In addition, the Federation received a grant of £1,000 towards the cost of operation of its school for instructors and engineers.

8. Airways Engineering.—During 1957-58 substantial progress was made in the extension of the airways engineering system.

Increased communication facilities extended the area of direct speech over very high frequency channels between air and ground, particularly in New South Wales where mountain top installations at Katoomba and Point Lookout came into service. The provision of direct very high frequency speech in the area bounded by Adelaide, Hobart and Brisbane is now available for 95 per cent. of the area. The installation of equipment at the new Sydney International Transmitting Station reached an advanced stage and test communications with Fiji and Manila were most satisfactory.

The navigational aids system has been extended by the provision of Instrument Landing Systems at Hobart, Sydney (the second at the airport) and Canberra, and the provision of further compass locators, non directional beacons and distance measuring equipment. Seventy distance measuring equipment beacons are now in service.

In the field of air traffic control engineering substantial progress has been made in the design and construction of facilities for control towers, area control centres and aeradios. The control tower at Hobart was commissioned and the control tower at Adelaide brought into service. Substantial quantities of basic units, amplifiers, splitters and other ancillary equipment for air traffic control engineering were designed and purchased. A modernization programme for aeradios was launched and appropriate equipment designed.

The airways now incorporate a well established navigational aids system based upon visual/aural ranges, distance measuring equipment beacons, non directional beacons and instrument landing systems, an operational communications system providing direct speech between air and ground in the more important areas, and high speed point to point circuits for the passing of operational traffic messages. The system is well supported by monitoring services, emergency power, control circuits and automatic changeover facilities.

9. Air Traffic Control.—Air traffic control planning has been concentrated on the integration of ever increasing numbers of turbine engined aircraft into the traffic pattern. Greater use is now being made of the higher operating levels and consequently it has been necessary to extend the controlled airspace upwards to 29,000 feet.

New and improved air traffic control techniques have been developed for the longitudinal and lateral spacing of aircraft in the controlled airspace. This has been made possible by improved very high frequency communications between the ground organization and aircraft and by the greater use of distance measuring equipment which allows the pilot to provide more accurate positional data, and air traffic control to apply reduced separation standards. Thus, delays to aircraft in the busy terminal areas such as Melbourne, Sydney and Brisbane have been substantially reduced and this in turn has shown marked improvement in airline schedule keeping.

Factors associated with modern aircraft, such as high speed and restricted cockpit visibility, have resulted in the exercise of more rigid control in good weather conditions. The standards applicable to instrument meteorological conditions now apply to all flights except those in close proximity to the aerodrome when weather conditions allow pilots to provide their own separation with the assistance of the aerodrome control service.

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Another important advance which permitted the reduction of minimum intervals between instrument landings and increased safety during the final approach phase, was the development of pilot procedures based on the Sydney and Melbourne localizers, instrument landing systems, and high intensity approach lighting. These facilities enable pilots to fly aircraft directly to the runway in use, thus removing the necessity for expensive and timeconsuming circuits to line up with the duty runway.

Melbourne, Sydney, Adelaide, Townsville and Launceston control centres are now housed in new or renovated airport buildings, while flight data presentation equipment in the form of modern flight-progress boards has been installed at Melbourne and Sydney. This equipment incorporates the facilities which permit rapid communication with aircraft and direct communication by landline or radio telephone with adjacent control centres for the proper co-ordination of control throughout the controlled airspace.

New control towers together with modern flight data and communication consoles have been completed or are nearing completion at Sydney, Melbourne, Adelaide, Darwin, Hobart, Launceston and Brisbane airports.

New radar equipment has been installed in the Melbourne control tower and is undergoing trial prior to being commissioned for operational use.

In the first instance, the tower will use the equipment for radar monitoring of aircraft movements in the terminal area as an added safety measure, and, when experience has been gained it will be used for more positive control purposes.

Similar equipment is planned for installation in the Sydney control tower during 1959.

During 1958, a series of discussions culminated in the development of civil and military agreement in relation to the designation of airspaces, rules of the air and provision of air traffic services.

It is anticipated that the joint document now in draft form will be published and become effective towards the latter part of 1959.

10. Meteorological Services.—The Department of Civil Aviation is the biggest user of meteorological services in the Australian Commonwealth and its territories, and therefore the requirements for civil aviation purposes have played a big part in determining the form of meteorological organization that exists at the present time.

The need for the dissemination of adequate and accurate meteorological information to flights has become more important in recent years with the greater demands of high performance aircraft, with their more critical fuel requirements and greater susceptibility to changes in atmospheric conditions.

The Department and the Commonwealth Bureau of Meteorology have now completed working arrangements designed to meet the very precise requirements of modern civil aviation in Australia.

The working arrangements specify the standards of service, times and places of operation and facilities required for the provision of meteorological services for civil aviation.

11. Search and Rescue.—On 1st November, 1958, the Department assumed full responsibility for co-ordination of search and rescue activity throughout the Australian flight information regions except Darwin, where by arrangement with the Royal Australian Air Force, search and rescue is co-ordinated by the Officer Commanding. The Department also arranges for the availability of search and rescue facilities.

Previously, the Royal Australian Air Force, in operational and financial agreement with the Department of Civil Aviation provided the bulk of the sea-air rescue facilities and the organization to co-ordinate those facilities.

The current search and rescue plan provides for the availability of search aircraft on a self-help basis from within the aviation industry, supplemented by special arrangements with the Department of Shipping and Transport, the Department of the Navy, launch owners, police and military forces, forestry units and so on.

In using general duty aircraft for sea-air rescue purposes, it is necessary to temporarily equip them with droppable dinghies and/or droppable storpedoes fitted with first aid gear, food and water. This, in turn, has necessitated the establishment of limited supplies of these facilities at strategic points throughout Australia and the Territory of Papua and New Guinea.

Along the coastlines of the Commonwealth, marine craft are available and serve as auxiliary sea-air rescue units. However, at selected major aerodromes near the coastline and at Cocos Islands, the Department provides marine craft on a lifeboat principle.

Due to the very high cost of long range ocean going rescue ships, oceanic rescue requirements must be satisfied by the use of naval and mercantile shipping diverted to the scene of distress. International law requires the master of a merchant ship at sea to proceed with the utmost dispatch to a distress scene and arrangements have been made for the plotting of all shipping movements upon the declaration of an emergency phase.

Land rescue units are organized in close co-operation with Air Force, Army, Forestry and Police organizations.

AVIATION.

12. Aircraft Parts and Materials.—At 30th June, 1958, the number of firms and organizations approved by the Department of Civil Aviation to trade in the aircraft industry was 457. With the introduction of gas turbine engines and pressurized aircraft, certain firms have been approved to undertake the specialized work of overhaul, repair and maintenance of these engines and of accessories. The major fuel and oil companies have been brought under a system of quality control.

13. Aircraft Overhaul and Repair.—Aircraft overhaul and repair is carried out in workshops approved by the Director-General of Civil Aviation. Components and accessories are now certified on release notes signed by approved members of the firm's inspection organization.

14. Test and Examination of Aircraft Parts and Materials.—This work is now carried out in test houses and laboratories registered by the National Association of Testing Authorities, except when production is for the manufacturer's own use, when the testing, etc. can be done in an approved laboratory. Certificates issued under registration by the Association are acceptable to any Commonwealth Government Department.

15. Statistical Summaries.—(i) Registrations, Licences, etc. The following table provides a summary of the civil aviation registrations and licences in force in Australia at 30th June in each of the years 1954 to 1958.

	At 30th June—								
Particulars.	1954.	1955.	1956.	1957.	1958.				
Registered aircraft owners	384	414	437	485	570				
Registered aircraft	845	887	934	1,054	1,180				
Pilots' Licences—			1	1					
Private	2,035	2,245	2,453	2,592	2,628				
Commercial	552	582	578	709	845				
Senior Commercial		••	76	99	100				
Helicopter (Commercial)			11	21	18				
Student	2,831	3,193	3,272	3,397	3,493				
1st Class Airline Transport	515	548	600	606	656				
2nd ,, ,, ,,	34	25	9	7	389				
3rd " " "	368	390	394	414	(b) 389				
Navigators' Licences—			1]					
Flight Navigator	166	161	177	187	: 176				
Radio Operators' Licences-	1				1				
1st Class Flight Radio Tele-	1]	1	1				
graphy Operator	88	78	75	69	63				
Flight Radio Telephony	ļ				•				
Operator—					}				
1st Class	834	820	h						
2nd	275	309	(c)1,386	(c) 1,574	(c) 1.823				
3rd	113	137							
Flight Engineers' Licences	67	98	94	116	176				
Aircraft Maintenance Engineers'	1								
Licences	1,757	1,747	1 818	1,915	2,016				
Aerodromes—			,	.,	-,				
Government	198	185	188	169	168				
Licensed(d)	262	303	301	313	311				
Flying Boat Bases(e)	16	13	13	13	13				

CIVIL AVIATION: REGISTRATIONS, LICENCES, ETC., AUSTRALIA.(a)

(a) Except for aerodromes and flying-boat bases, includes the Territory of Papua and New Guinea.
 (b) 3rd class abolished and existing licences became 2nd class.
 (c) Since 1956 only one category (Flight Radiotelephone Operator).
 (d) Aerodromes under the control and management of a municipality, shire, station owner, private individual, etc. Includes emergency aerodromes.
 (e) Includes alighting areas.

(ii) Aircraft on the Australian Register. A summary of aircraft on the Australian register at 31st December, 1958, classified according to the principal types of operation in which they are engaged, is shown in the following table.

Type of Aircraft.	Number.	Type of Aircraft.	Number.
(i) Aircraft Engaged in Regular		(iii) Aircraft used for Private	-
Public Transport—		Purposes-	
Avro Anson	4	Auster (All Types)	117
Convair 240, 340, 440	10	Avro Anson	12
De Havilland (All Types)	19	Beechcraft	8
Douglas-		Cessna	43
· DC3	59	De Havilland—	
DC4 (Skymaster)	10	DH82 Tiger Moth	70
DC6, DC6B	6	Moth, other	27
Lockheed 1049 (Super Con-	-	Other	25
stellation)	16	Fairchild	8
Vickers Viscount	16	Miles (All Types)	16
Other Types	12	Percival (All Types)	27
		Piper	21
		Ryan	10
Total	152	Stinson	8
10101	152	Wackett	12
		Other Types	33
		Total	437
(ii) Aircraft Available for Air Charter—		(iv) Aircraft used for other Pur-	
•	62	poses(b)-	
Auster (All Types)	63	Austan (All True as)	23
Commo	20	Auster (All Types)	1 10
De Havilland—	38	De Havilland—	10
DIIO	19	DH82	230
DIIOA	19	Chineses la	57
Other	12	Other	14
Descival (All Types)	15	Piper	12
Other Turner	56	Other Types	40
Other Types		Tetal	386
Total	225		
Total	235	Grand Total	1,210

AIRCRAFT ON THE AUSTRALIAN REGISTER(a), 31st DECEMBER, 1958.

(a) Includes those based in the Territory of Papua and New Guinea. (b) Flying School training, aerial top-dressing, etc.

(iii) Operations of Regular Internal Services. The next table summarizes the flying activities of regular internal services operating within Australia during each of the years 1953-54 to 1957-58.

CIVIL AVIATION : OPERATIONS OF REGULAR INTERNAL SERVICES, AUSTRALIA.

Partic	ulars.			1953-54.	1954-55.	1955–56.	1956–57.	1957–58.
Hours flown Miles ,, Paying passengers Paying passenger-miles	•••	 	,000	251,019 41,014 1,772,357 702,139	257,787 43,513 1,918,125 765,652	251,900 43,701 2.020,380 827,885	251,139 42,120 2,125,338 891,196	237,981 40,533 2,122,794 898,542
	•••	::	'oöö	69,479 32,650 2,316	78,711 36,984 2,317	84,446 38,909 2,478	75,092 36,330 2,514	70,003 32,987 2,642
Ton-miles(a)	••		'000	1,225	1,257	1,357	1,404	1,44

(a) In terms of short tons (2,000 lb.).

AVIATION.

(iv) Operations of Oversea Services wholly or partly Australian-owned. The following table furnishes a summary of oversea services, wholly or partly owned by Australian interests, operating between Australia and oversea countries, including Pacific islands and the Territory of Papua and New Guinea, during the years 1953-54 to 1957-1958. The operations of Qantas Empire Airways, Tasman Empire Airways Ltd. and British Overseas Airways Corporation are included, but those of Canadian Pacific Airlines, K.L.M., T.A.I. (French Airline), South African Airways, Air India International and Pan-American Airways are excluded.

CIVIL AVIATION	: OPERATIONS	OF OVERSEA	SERVICES.(a)
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Partic	ulars.			1953–54.	1954–55.	1955-56.	1956-57.	1957–58.
Route miles (unduplicated) at 30th June				64,250	63,774	58,618	62,675	71,729
Hours flown	• •	••		53,580	49,326	50,665	56,939	63,917
Miles "	••		'000	11,464	11,128	12,028	13,614	15,267
Paying passengers	••	••	••	102,965	114,371	131,934	155,618	164,634
Paying passenger-miles Freight-	••	••	.000	290,603	317,565	383,930	476,831	501,388
Tons(b)	• •			2,295	2,662	2,990	2,957	3,205
Ton-miles(b) Mail—	••	••	'000	8,331	9,372	10,494	11,203	12,051
Tons(b)	••			1,379	1,442	1,491	1,622	1,749 9,789
Ton-miles(b)	••	••	*000	7,718	7,927	8,458	9,450	9,789

(a) Airlines wholly or partly owned by Australian interests. (b) In terms of short tons (2,000 lb.).

(v) Accidents and Casualties. The number of accidents involving aircraft on the Australian register in which persons were killed or injured is shown in the following table for the years 1953-54 to 1957-58.

Particulars.			1953-54.	1954–55.	1955–56.	1956–57.	1957–58.
Number(b)			26	22	31	37	35
Persons killed			36	27	22	24	28
Persons injured			27	19	27	36	31

CIVIL AVIATION : ACCIDENTS INVOLVING AUSTRALIAN AIRCRAFT.(a)

(a) Includes accidents and casualties in the Territory of Papua and New Guinea. (b) Includes all accidents irrespective of whether they involved death or injury.

16. Territory of Papua and New Guinea.—In this area there were, at 30th September, 1958, 20 aerodromes and 24 water aerodromes under the control of the Department of Civil Aviation; 61 aerodromes under the control of the Territory Administration; and 24 aerodromes and 2 water aerodromes under private control. Ten cleared heliports and approximately 300 helicopter clearings were also in existence.

Five companies conduct regular services between the major aerodromes. Charter flights can be arranged to almost any locality. Further information may be found in Chapter V.—The Territories of Australia.

During the year 1957-58, no accidents involving aircraft occurred in the Territory of Papua and New Guinea.

PART II.—COMMUNICATION.

A. POSTS ; TELEGRAPHS ; TELEPHONES ; CABLE AND RADIO COMMUNICATION.

Note.—In this Division particulars for the Australian Capital Territory are included with those for New South Wales, while the South Australian figures include particulars for the Northern Territory unless otherwise indicated.

§ 1. General.

1. The Postmaster-General's Department.—Under the provisions of the Post and Telegraph Act 1901, the Department was placed under the control of the Postmaster-General. The Director-General of Posts and Telegraphs controls the Department under the Postmaster-General, whilst the principal officer in each State is the Director of Posts and Telegraphs.

2. Postal Facilities.—(i) Relation to Area and Population. The following statement shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices) and the number of inhabitants to each 100 square miles in each State and in Australia at 30th June, 1958. In order to judge clearly the relative postal facilities provided in each State, the area of country to each office as well as the number of inhabitants per office should be taken into account.

POSTAL FACILITIES : RELATION TO AREA AND POPULATION AT 30th JUNE, 1958.

Particulars.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Number of post offices(a)		2,298	1,264	902	636	516	8,179
office	1 1 2 1	38	530	1,002	1,534	51	364
Number of inhabitants per office Number of inhabitants per 100 square		1,193	1,121	1,016	1,109	650	1,204
miles	1,202	3,119	211	101	72	1,279	331

(a) Includes "official", "semi-official", and "non-official" offices.

The foregoing table does not include " telephone " offices at which no postal business is transacted.

(ii) Number of Offices. The following table shows the number of post offices (exclusive of telephone offices) in each State at 30th June, 1958.

Type of Office.	'N.S.W.	Vic.	Q'land.	S. Aust.	W.Aust.	Tas.	Aust.
Official and Semi-official(a) Non-official	513 2,050	319 1,979	221 1,043	166 736	150 486	53 463	1,422 6,757
Total	2,563	2,298	1,264	902	636	516	8,179

NUMBER OF POST OFFICES AT 30th JUNE, 1958.

(a) There were three semi-official post offices in N.S.W. and three in Victoria.

(iii) Employees and Mail Contractors. The number of employees and mail contractors in the Central Office and in each of the States at 30th June, 1958 are given in the following table:—

NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS AT 30th JUNE, 1958.

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Employees	1,189	35,887	25,918	13,908	9,020	6,525	3,708	96,155
		2,127	1,147	1,204	383	289	249	5,399

(a) Includes persons employed to drive vehicles,

3. Gross Revenue, Branches—Postmaster-General's Department.—The gross revenue (actual collections) in respect of each branch of the Department during the year 1957-58 is shown in the table hereunder:—

POSTMASTER-GENERAL'S DEPARTMENT: GROSS REVENUE, 1957-58.(a) (£'000.)

Sources.	N.S.W.	Vic.(b)	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Postage	11,969	c10,098	3,978	2,624	1,902	768	31,339
poundage on postal notes	398	247	108	95	58	26	932
Private boxes and bags	84	57	45	29	20	12	247
Miscellaneous	1,055	900	359	190	157	84	2,745
Total, Postal	13,506	11,302	4,490	2,938	2,137	890	35,263
Telegraphs Telephones	2,059 21,736	1,470 16,240	1,185 7,659	693 4,975	581 3,124	181 1,610	6,169 55,344
Grand Total	37,301	29,012	13,334	8,606	5,842	2,681	96,776

(a) The figures in this table relate to revenue actually collected during the year as recorded for Treasury purposes. (b) Includes Central Office collections. (c) Includes Central Office revenue from airmail services.

For each of the years 1953-54 to 1956-57 the gross revenue for Australia was £67,797,000, £72,825,000, £79,341,000 and £90,074,000 respectively.

Gross revenue for the year 1957-58 increased by 7.4 per cent. compared with that for the previous year. Revenue of the Postal, Telegraph and Telephone branches increased by 6.3 per cent., 4.5 per cent. and 8.5 per cent. respectively.

4. Expenditure, Postmaster-General's Department.—(i) Distribution. The following table shows, as far as possible, the distribution of expenditure (actual payments) in each State during 1957-58, as shown by records kept for Treasury purposes. The table must not be regarded as a statement of the working expenses of the Department, since items relating to new works, interest, etc., are included therein.

Particulars.	Central Office.	N. S.W .	Vic.	Q'land.	S.A.	W.A .	Tas.	Aust.
Expenditure from Ordinary Votes— Salaries and payments in the nature of salary General expenses Stores and material Mail services Engineering services (other than capital works) Other services	544 80 35 (b)4,537 930 (c) 84	1,866 952 1,650 13,147	11,260 1,236 573 844 9,002	516 323 814	3,893 401 187 407 2,942 	2,579. 291 173 251 2,267	1,519 142 89 123 1,184 	41,802 4,532 2,332 8,626 34,353 84
Total	6,210	33,491	22,915	12,665	7,830	5,561	3,057	91,729
Rent, repairs, maintenance Proportion of audit expenses Capital works and services— Telegraph and telephone New buildings, etc Other expenditure, not allocated to States	 100 (d)3,836	1,578	440 12 8,440 1,225	7 3,326	4	67 3 2,230 250 	31 2 1,109 209	1,339 48 29,998 4,313 3,836
Grand Total	10,149	47,522	33,032	16,748	11,293	8,111	4,408	131,263

POSTMASTER-GENERAL'S DEPARTMENT : DISTRIBUTION OF EXPENDITURE, 1957-58.(a)

(£'000.)

(a) The figures in this table represent actual payments made during the year as recorded for Treasury purposes. (b) Expenditure on airmail services. (c) Excludes subsidy on coastal wireless stations, now provided by votes to the Department of Shipping and Transport. (d) Includes expenditure not apportioned to States, i.e., interest on loans, £833,000; sinking fund, £979,000; superannuation contributions, £2,002,000; transferred officers' pensions and allowances, £2,000; pensions and retiring allowances, £5,000, and pension supplements, £15,000.

(ii) Totals. Grand total expenditure for Australia for each of the years 1953-54 to 1956-57, respectively, were:-£99,478,000, £103,586,000, £114,397,000 and £121,917,000. Total expenditure increased by 7.7 per cent. during 1957-58, compared with that during 1956-57.

5. Profit or Loss, Postmaster-General's Department.—The foregoing statements of gross revenue and expenditure represent actual collections and payments made and cannot be taken to represent the actual results of the working of the Department for the year. The net results for each branch, after providing for working expenses (including superannuation, pensions and depreciation) and interest charges including exchange, are shown in the following table for the years 1953-54 to 1957-58.

POSTMASTER-GENERAL'S DEPARTMENT : PROFIT OR LOSS, BRANCHES.

(£'000.)

Branch.		1953-54.	1954-55.	1955-56.	1956–57.	1957-58.	
Postal Telegraph Telephone	•••	•••	- 1,849 - 1,219 3,221	- 2,254 - 800 2,905	- 2,402 - 1,202 3,179	- 1,526 - 638 5,281	- 1,954 - 330 6,294
All Branches	••	•••	153	- 149	- 425	3,117	4,010

NOTE .- Minus sign (-) indicates loss.

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6. Fixed Assets.—(i) Details, 1957-58. The following table shows particulars of the fixed assets of the Postmaster-General's Department from 1st July, 1957 to 30th June, 1958:—

Particulars.	Net Value, 1st July, 1957.	Capital Expendi- ture, 1957-58.	Gross Value, 30th June, 1958.	Assets Dis- mantled or Written Off 1957-58.	Net Value, 30th June, 1958.	
Telephone and telegraph plant		297,057	39,575	336,632	5,267	331,365
Mail-handling plant		333	156	489	12	477
Buildings		33,689	4,459	38,148	24	38,124
Motor vehicles		7,304	1,518	8,822	658	8,164
Assets subject to direct deprecia	ation(a)	4,172	908	5,080	341	4,739
Other fixed assets	••	15,351	1,363	16,714	146	16,568
Total		357,906	47,979	405,885	6,448	399,437

POSTMASTER-GENERAL'S DEPARTMENT : FIXED ASSETS.

(£'000.)

(a) Includes postal service plant, miscellaneous plant, furniture and office equipment.

(ii) Net Value. The net value of the fixed assets of the Postmaster-General's Department at 30th June in each of the years 1954 to 1957, respectively, was:-£253,627,000, £285,205,000, £319,691,000 and £357,906,000.

§ 2. Posts.

1. Postal Matter Dealt With.—(i) States, 1957-58. The following table shows a summary of the postal matter dealt with, in each State, during the year 1957-58. Mail matter posted in Australia for delivery therein is necessarily handled at least twice, but only the number of distinct articles handled is included in the following table.

POSTAL MATTER DEALT WITH(a), 1957-58.

('000.)

State.		Letters. (b)	News- papers and Packets. (c)	Parcels. (d)	Regis- tered Articles. (e)	Letters. (b)	News- papers and Packets. (c)	Parcels.	Regis- tered Articles, (e)
		Posted f	or delivery	/ within A	ustralia.	Post	ed for deli	ivery Over	scas.
New South Wales Victoria Queensland South Australia Western Australia Tasmania Australia	•• •• •• ••	545,194 421,769 187,358 125,074 97,500 42,387 1,419,282	75,912 28,851 11,526 8,839 7,454	6,384 4,747 2,509 1,288 1,129 225 16,282	3,835 1,902 959 707 487	10,113	4,753 1,162 786 1,411 20	139 47 48 31 18	981 211 67 68 56 32 1,415
		Rec	eived fro	m Overse	as.	Total	postal ma	atter dealt	with.
New South Wales Victoria Queensland South Australia Western Australia Tasmania	· · · · · · · · · · · · · · · · · · ·	45,482 13,603 4,067 4,987 3,434 1,570	30,185 9,653 4,771 5,377 5,910 2,090	343 239 62 51 45 15	206 30 29 56 37	445,485 198,503 134,395 106,361 44,306	90,318 34,784 17,689 16,160 9,564	5,125 2,618 1,387 1,205 258	6,884 4,252 1,999 1,056 819 556
Australia		73,143	57,986	755	1,351	1,538,509	323,684	17,726	15,566

(a) See explanation above.
 (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters.
 (c) Includes newspapers and postal articles not included in letter mail.
 (d) Includes registered, cash on delivery and duty parcels.
 (e) Includes registered

(ii) Australia. The next table shows the total postal matter dealt with in Australia during each of the years 1953-54 to 1957-58.

		Letters, Postcards and Letter-cards.		Newspapers and Packets.		Parce	els.(a)	Registered Articles other than Parcels.	
Year		Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.
1953–54		1,309,099	147,084	261,180	29,345	16,639	1,869	16,703	1,877
1954–55	••	1,344,642	147,922	274,158	30,160	16,765	1,844	17,628	1,939
1955-56		1,414,222	151,811	291,048	31,243	17,334	1,861	18,376	1,973
1956-57		1,443,337	151,372	306,417	32,136	16,998	1,783	17,007	1,784
1957-58		1,538,509	157.865	323.684	33,213	17,726	1,819	15,566	1,597

TOTAL POSTAL MATTER DEALT WITH : AUSTRALIA.

(a) Includes registered, cash on delivery and duty parcels.

2. Cash on Delivery Parcels Post.—(i) General. The Postmaster-General's Department undertakes, upon prepayment of a prescribed commission, to deliver registered articles sent by parcels post within Australia, or between Australia and Lord Howe Island, Norfolk Island, Nauru, the Territory of Papua and New Guinea, or Fiji, to recover from the addressee on delivery a sum of money specified by the sender, and to remit the sum to the sender. The object of the system is to meet the requirements of persons who wish to pay at the time of receipt for articles sent to them, and of traders and others who do not wish their goods to be delivered except on payment.

(ii) States. The next table shows particulars regarding the cash on delivery parcels posted in each State in 1957-58.

Particular	s.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Parcels posted	,000	313	94	122	46	46	3	624
Value	£,000	1,165	285	421	180	160	11	2,222
Revenue(a)	£,000	97	36	36	16	14	1	200

CASH ON DELIVERY PARCELS POST, 1957-58.

(a) From commission and postage.

(iii) Australia. In the following table particulars of cash on delivery parcels posted in Australia are shown for the years 1953-54 to 1957-58.

CASH ON DELIVERY PARCELS POST : AUSTR

- Partici	ulars.		1953–54.	1954-55.	1955-56.	1956-57.	1957-58.
Parcels posted	• •	000,	888	845	762	672	624
Value	• •	000,	2,876	2,804	2,526	2,289	2,222
Revenue(a)	• •	000,	239	225	206	215	200

(a) From commission and postage.

3. Total Cost of Carriage of Mails.—During 1957-58, the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows:—road (including departmental transport) £3,543,000; railway £1,258,000; sea £183,000; air—internal £696,000, oversea £3,520,000; Grand Total—£9,200,000.

4. Transactions of the Dead Letter Offices.—During the year 1957-58, 1,479,000 letters were returned to senders or delivered, 346,000 were destroyed in accordance with the Act, and 221,000 were returned to other countries as unclaimed—a total of 2,046,000. Corresponding particulars for packets were—508,000, 226,000, 36,000 and 770,000. There were 2,816,000 articles handled in all.

5. Money Orders and Postal Notes.—(i) General. The issue of money orders and postal notes is regulated by sections 74-79 of the Post and Telegraph Act 1901-1950. The maximum amount for which a single money order payable within Australia may be obtained

Posts.

is £40, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent to any person in the dollar area is $\pounds A.5$ a month and for remittances to countries outside the dollar area, $\pounds A.10$ a week. A postal note cannot be issued for a sum larger than twenty shillings.

(ii) States. Particulars regarding the business transactions in each State for the year 1957-58 are shown hereunder:-

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Aust.
Money Orders—							
Issued	38,527	19,136	9,059	5.690	3,830	2,169	78,411
Paid	38,836	19,335	8,606	5,372	4,838	1,931	78,918
Net Commission			-				
Received	263	153	75	39	33	18	58
Postal Notes —					1		
Issued	3,802	2,386	898	1,262	609	198	9,15
Poundage Received	136	93	33	48	22	8	340

MONEY ORDERS AND POSTAL NOTES: TRANSACTIONS, 1957-58.

(£'000.)

(iii) Australia. The next table shows the number and value of money orders and postal notes issued and paid in Australia in each of the years 1953-54 to 1957-58.

MONEY ORDERS AND POSTAL NOTES:	TRANSACTIONS, AUSTRALIA.
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	Money Orders.					Postal Notes.					
Year. Issued.		Pa	id.	Issu	ed.	Paid.					
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
		' 000.	£'000.	'000.	£'000.	'000 . '	£'000.	'000 .	£'000.		
1953–54		6,080	56,175	5,960	56,082	26,168	11,465	26,082	11,441		
1954-55		6,755	61,699	6,617	61,262	21.816	10,226	21,867	10,249		
955-56		7,638	70,220	7,337	69,585	23,128	10,450	23,067	10,463		
956-57		8,126	74,542	7,841	73,798	20,332	9,493	20,778	9,709		
1957–58		8,668	78,411	8,305	78,918	18,937	9,155	18,415	8,953		

(iv) Classification of Money Orders Issued and Paid. Of the total money orders issued in Australia during 1957-58, 8,284.000 valued at $\pounds77,150,000$ were payable in Australia and 384,000 valued at $\pounds1,261,000$ were payable overseas. Of the total money orders paid in Australia during 1957-58, 8,160,000 ($\pounds78,120,000$) were issued in Australia and 145,000 ($\pounds798,000$) were issued overseas.

(v) Postal Notes Paid. The following table shows the number and value of postal notes paid in each State during the year 1957-58. The number and value of postal notes issued and paid in each of the years 1953-54 to 1957-58 have been given in the previous table.

POSTAL NOTES	5 PAID: STATE	OF ISSUE, 1957-58.
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1	•	Paid in							
Issued i	n	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Aust.	
Same State	' 000	5,895	4,155	1,278	809	886	258	13,281	
	£'000	3,144	1,931	658	459	400	116	6,708	
Other States	'000	1,423	2,186	759	91	178	497	5,134	
	£'000	(a) 642	834	442	47	56	224	2,245	
Total	'000	7,318	6,341	2,037	900	1,064	755	18,415	
	£'000	3,786	2,765	1,100	506	456	340	8,953	

(a) Includes postal notes to the value of £10,139 issued in other countries.

§ 3. Telegraphs.

1. General.—A review of the development of telegraph services in Australia up to 1921 appeared in Official Year Book No. 15, page 625, and subsequent developments of importance have been dealt with in later issues. During the past few years substantial improvements in both the speed and grade of telegraph services throughout Australia have been effected, the entire system being subjected to intensive re-organization. The external circulation system of the Australian telegraph service has been considerably modified, and direct communication has been established between cities and towns which formerly were served through intermediate repeating centres.

Telephone subscribers may telephone telegrams for onward transmission, or have messages telephoned to them. The fee for the service is small, and means, in effect, that the telegraph system is brought into the home of every telephone subscriber. The number of telegrams lodged by telephone during the year 1957-58 was about 8.5 million, or approximately 37 per cent. of the total lodgments. The number of telegrams telephoned to subscribers totalled 4.6 million.

A radiogram service is provided to certain isolated places throughout Australia and a number of privately-operated wireless transceiver stations have been established at various centres throughout the Commonwealth, enabling telegrams to be exchanged with departmental telegraph offices. Stations sponsored by the Royal Flying Doctor Service of Australia can communicate by wireless with base stations.

A picturegram service is provided at the capital cities of the States and certain country centres. The equipment at these points permits the direct transmission and reception of oversea photo-telegraphs. In 1957–58, 6,623 picturegrams were lodged for destinations within Australia, 1,970 photo-telegrams were transmitted to oversea destinations and 4,371 were received from other countries.

Teleprinter services (i.e., typewriting over electrical circuits), affording the great advantage of direct and instantaneous communication between points within the same building or separated by distances up to thousands of miles, and printergram services, that is, leased teleprinter channels between the premises of subscribers and chief telegraph offices for the transmission and reception of telegrams, are available. The number of printergram services rose from 266 to 369 during 1957–58. Messages transmitted over these services decreased from 760,000 during 1956–57 to 645,000 during 1957–58. The first automatic satellite teleprinter exchange unit was brought into operation at Hobart in April, 1958. This unit gives Hobart subscribers direct access to the Launceston switching centre. In addition, Sydney and Melbourne subscribers can now lodge oversea telegrams direct to the Overseas Telecommunication Commission, thereby reducing operating costs and transmission time. The International Telex service became available to subscribers to the teleprinter exchange service from October, 1958. Initial countries participating include the United Kingdom, United States of America, Canada and Japan, but the service will be extended progressively to include all major oversea countries.

2. Telegraph and Telephone Mileage.—At 30th June, 1958, the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables—exchange 7,196,000 miles, trunk telephone and telegraph 237,000 miles; aerial wires—telephone, trunk and/or telegraph purposes 564,000 miles, exchange and non-exchange service lines 739,000 miles. The mileages of conduits and pole routes were 11,800 duct miles and 120,000 miles respectively. Conduits include only ducts and conduits with an internal diameter of 2 inches or over. Those with a diameter of less than 2 inches are not recorded separately and are included with underground cables. The mileages in each State at 30th June, 1958 may be found in *Transport and Communication*, Bulletin No. 49.

Joint use is now made of poles for power and telephone reticulation; this scheme operates extensively throughout the United States of America and Canada.

3. Telegraph Offices.—(i) States. The numbers of telegraph offices, including railway telegraph offices, in the various States at 30th June, 1958 were:—New South Wales, 3,086; Victoria, 2,330; Queensland, 1,778; South Australia, 962; Western Australia, 978; Tasmania, 574.

(ii) Australia. The numbers of telegraph offices in Australia at 30th June of each of the years 1954 to 1958 respectively were: ---9,909, 9,907, 9,896, 9,934 and 9,708.

TELEPHONES.

4. Telegrams Dispatched within Australia.—(i) States. The following table shows the number of telegrams dispatched to places within the Commonwealth and to adjacent islands and to ships at sea, according to the class of message transmitted:—

				(000.)					
		Unpaid (Ser-	Total Tele-						
State. Ordin- ary.	Urgent.	Press.	Letter- grams.	Radio- grams.	Meteor- ological.	Total.	vice).	grams.	
New South Wales Victoria Queensland South Australia Western Australia Tasmania	6,546 3,948 3,392 1,585 1,502 454	320 166 121 52 39 14	59 18 34 24 15 5	21 15 14 11 19 6	72 6 53 48 63 1	201 124 174 89 137 43	7,219 4,277 3,788 1,809 1,775 523	276 149 160 53 52 26	7,495 4,426 3,948 1,862 1,827 549
Australia	17,427	712	155	86	243	768	19,391	716	20,107

TELEGRAMS DISPATCHED, 1957-58. ('000.)

(ii) Australia. Telegrams dispatched to destinations within Australia and to adjacent islands and to ships at sea, during each of the years 1953-54 to 1956-57 respectively, numbered: ---22,536,000, 22,713,000, 22,600,000 and 21,144,000.

§ 4. Telephones.

1. General.—Particulars of the total mileage of lines used exclusively for telephone purposes are not available, but are combined with all other line mileage. Particulars of the total single wire mileage used for telephone, trunk and/or telegraph purposes are shown in § 3, para. 2, above.

During 1957-58, 139,107 telephone subscribers' lines and 205,861 telephones were added to the system, compared with 125,570 lines and 185,093 telephones in 1956-57. As 8,786 of the subscribers' lines installed in 1957-58 were duplex services, the increase in telephone services was 147,893. With an average at 30th June, 1958, of twenty telephones to every 100 persons, Australia had a telephone density exceeded by that of only seven other countries. The trunk line network was increased by 72,615 channel miles and at 30th June, 1958 had reached 1,064,644 miles; 56,261 additional channel miles were obtained by the installation of carrier-wave equipment, some of which was installed on radio-telephone bearers. Carrier-wave facilities enable several speech paths to be obtained from one pair of wires or, in the case of radio-telephone systems, without wires at all, and are designed to transmit the voice with greater fidelity than the wire pairs on which they are based. An alternative aerial route between Sydney-Melbourne-Adelaide has been completed and provides a direct route for traffic from Sydney to Adelaide and Perth. Sixteen additional trunk line channels are being provided between Tasmania and the mainland. A new pair of wires has been erected between Marree and Alice Springs to be used as a bearer for a twelve-channel system between Adelaide and Alice Springs.

Six automatic exchanges were brought into operation in metropolitan areas during the year, together with 22 country and 145 rural automatic exchanges. At 30th June, 1958, there were 299 automatic exchanges in the metropolitan areas and 1,196 in country districts, to which 1,416,000 telephones were connected, representing 73 per cent. of the total number in use in Australia.

The development of transit trunk switching was advanced by the installation at a number of exchanges of through trunk switching equipment which enables calls to be routed automatically through major provincial and capital city switching points. This is part of a master plan for the long range development of the telephone system, which envisages a completely automatic network with the connexion of calls, both local and trunk, under the direct control of the subscriber and known as Subscriber Trunk Dialling. Manual trunk service would be available for special calls.

The first of several subscribers' radio-telephone networks, planned for outback areas, was brought into service in the Broken Hill district in April, 1958. The transmitter-receiver and aerial equipment are leased to subscribers and the base station operates from the post office, where the radio-telephone network connects with the Commonwealth telephone system.

An automatic weather forecast system was introduced at Melbourne in October, 1957 and similar equipment is on order for Sydney. 2. Summary.—Particulars relating to the telephone services in each State at 30th June, 1958 are shown in the following table:—

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.	
Exchanges Telephone offices (including ex-	2,323	1,775	1,348	711	767	402	7,326	
changes)	3,344	2,775	1,928	1,150	1,096	548	10,841	
Lines connected '000 Instruments connected '000	515 749	425 610	182	121	78 109	41 56	1,362 1,937	
(i) Subscribers' instruments'000	733	598	236	165	105	54	1,891	
(ii) Public telephones '000	7.9	5.6	3.4	1.8	1.5	0.9	21.1	
(iii) Other local instruments '000	8.0	6.9	3.6	2.8	2.2	1.1	24.6	
Instruments per 1,000 of population	201	223	172	185	155	167	197	

TELEPHONE SERVICES: SUMMARY, 30th JUNE, 1958.

Of the total telephones (1,936,960) in service at 30th June, 1958, 707,733 or 37 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks.

3. Daily Local Calling Rates.—The next table shows the average number of outward local calls daily per line at central, suburban and country telephone exchanges in the several States for 1957-58:—

TELEPHONES: DAILY LOCAL CALLING RATE AT EXCHANGES, 1957-58.

Exc	changes.	 N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Central	•••	 9.65	10.67	10.81	8.99	9.36	4.44	9.54
Suburban	••	 3.42	3.08	2.40	2.66	2.52	2.54	3.14
Country	••	 1.86	1.28	1.73	1.25	1.31	1.68	1.58

A comparison of the average daily calling rates for each class of exchange shows that Queensland registered the greatest number of calls per line at central exchanges, and New South Wales at both suburban and country exchanges.

4. Effective Paid Local Calls.—The numbers of effective paid local calls from subscribers' and public telephones in the various States during 1957-58 appear hereunder.

TELEPHONES: NUMBER OF EFFECTIVE PAID LOCAL CALLS, 1957–58. (Million.)

Calls.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Subscribers'	52	357 32	136 12	92 9	70 7	28 2	1,181 114
Total	. 550	389	148	101	77	30	1,295

5. Trunk Line Calls and Revenue.—In the next table the number of telephone trunk line calls recorded, the amount of revenue received, and the average revenue per call are shown for each State and Australia for the year 1957-58.

TELEPHONES: TRUN	K LINE	CALLS AND	REVENUE, 1957-58.
-------------------------	--------	-----------	-------------------

Particulars.	'N. S.₩.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
Total calls '000 Total revenue £'000	38,012 7,292	31,403 5,289	20,107 3,544	10,604 1,924	6,638 1,038	5,790 716	112,554 19,803
Average revenue per call pence	46.04	40.42	42.30	43.55	37.53	29.69	42.23

The number of trunk line calls during 1957-58 increased by 6.6 million, or 6 per cent., compared with the figure for the previous year, whilst the average revenue per call increased by 3.9 per cent.

6. Oversea Telephone Services.—During the year 1957-58, radio-telephone services were established between Australia and Madang (via Port Moresby), Iran, Portugal and Romania (via London), bringing the number of countries with which radio-telephone communication is available to 98. In addition, arrangements were made for calls, to and from Scotts Base, Antarctica, to be switched via New Zealand. A direct service was established with Japan in March, 1958 to replace the link via Hong Kong. Service is also provided to certain trans-Atlantic liners, ships off the Australian coast, H.M.A. ships, and H.M.N.Z. ships when cruising in Australian waters.

The amount of traffic handled over the radio-telephone services increased by 12 per cent. over that handled in 1956-57. During 1957-58, the number of calls connected was 79,242, comprising 40,149 originating in Australia and 39,093 incoming calls.

7. Revenue from Telephones.—Particulars regarding the revenue from telephone services are included in tables in § 1 (see pp. 551-2).

8. World Telephone Statistics, 1958.—Information derived, in the main, from statistics compiled by the American Telephone and Telegraph Company shows that at 1st January, 1958, there were more than 118 million telephones in use throughout the world. The United States of America, with over 63 million, possessed by far the greatest proportion of these (54 per cent.). The United States of America also had the highest recorded number of instruments per 100 population, namely, 37. Figures for other leading countries were as follows:—Sweden 33, Canada 29, New Zealand 27, Switzerland 27, Denmark 21. At June, 1958, the number of telephones in Australia per 100 persons was 20.

§ 5. Cable and Radio Communication.

1. General.—Descriptions of the various cable services between Australia and other countries were given in Official Year Book No. 22, pages 335-6 and earlier issues.

Competition from beam wireless services brought about a merger between cable and wireless interests, which was not, however, completely satisfactory in combining the advantages of both systems. Details of the merger, and of subsequent developments which led eventually to the establishment, in 1946, of the Overseas Telecommunications Commission, were published in Official Year Book No. 37, pages 220-4.

2. Oversea Cable and Radio Traffic.—(i) States. The number of telegrams received from and dispatched overseas in each State during 1957-58 is shown hereunder:—

_		('000.)				
	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
•••	676 632	527 452	73 87	63 80	68 76	(a) 23 20	1,430 1,347
	1,308	 979	160	143	144		2,777
		676 632	N.S.W. Vic. 676 527 632 452	N.S.W. Vic. Q'land. 676 527 73 632 452 87	N.S.W. Vic. Q'land. S. Aust. 676 527 73 63 632 452 87 80	N.S.W. Vic. Q'land. S. Aust. W. Aust. 676 527 73 63 68 632 452 87 80 76	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

INTERNATIONAL TELEGRAMS, 1957-58.

(a) Estimated.

(ii) Australia. (a) Number of Telegrams. The following table shows the number of international telegrams received from and dispatched overseas during the years 1953-54 to 1957-58:---

			<u> </u>	000.)				
Partic	ulars.		1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	
Received Dispatched	••	••	1,308 1,283	1,422 1,376	1,441 1,374	1,454 1,367	1,430 1,347	
Total			2,591	2,798	2,815	2,821	2,777	

INTERNATIONAL TELEGRAMS: AUSTRALIA.

(b) Number of Words. Particulars of the international business, originating and terminating in Australia, transacted over the cable and radio services during 1957-58 are shown in the following table:--

INTERNATIONAL TELEGRAMS:	NUMBER OF	WORDS,	AUSTRALIA,	1957-58.
	('000 Words.)			

~	~ .		Words	Transmittee	l to	Words Received from—			
Class of '	l'elegran	n.	United Kingdom.	Other Places.	Total.	United Kingdom.	Other Places.	Total.	
Ordinary —			4,567	7,910	12,477	4,010	6,468	10,478	
Letter			5,084	9,681	14,765	4,776	7,939	12,715	
Press			2,591	1,015	3,606	7,080	3,089	10,169	
Government			428	1,005	1,433	1,425	1,698	3,123	
Greetings	••		824	686	1,510	692	801	1,493	
Other	••	••		11	11		57	57	
Total			13,494	20,308	33,802	17,983	20,052	38,035	

Words transmitted to "Other places" included 3,343,743 to the United States of America and 4,027,803 to New Zealand and the Pacific Islands. Words received from "Other places" included 3,295,735 from the United States of America and 4,830,131 from New Zealand and the Pacific Islands.

3. Coast Stations.—At 30th June, 1958, there were 67 radio stations established at points around the Australian coast and 13 about the coast of Papua and New Guinea and other External Territories. During the year ended 31st March, 1958, these stations handled 658,583 messages (562,810 paying, 14,576 free traffic and 81,197 meteorological) with a total of 14,267,697 words.

4. Radio-communication Stations Authorized.—(i) States and Territories, 30th June, 1958. The following table shows particulars of the different classes of radio-communication stations authorized in Australia and the External Territories at 30th June, 1958. Figures relate to radio-communication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 563 and 568.

Owing to the use of a new classification, some of the figures in the table below are not comparable with those published in issues of the Official Year Book prior to No. 44.

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N.S.W.	Vic.	Qid.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.	Ext. Terr.	Grand Total.
T	RANSM	ITTING	AND	Receiv	/ING.		·	·		·
					Ì					
26	5	16	6	15	6	9	1	84	19	103
51	15								12	87
175		342			14	150		1,081	347	1,428
193	124	120	49	46	26	16		574	38	612
19	8	20	7	18	6	6	1	85	16	101
1										
			180	90	71	10	12		••	1,736
	11		5		••	•• .			••	68
	7	12	7	12		1			13	80
51	30	8	13	15	10	••	1	128	• •	128
								<0.000		200
1 6 6 10	1 221	110	1 200	1.041		••• •••				389
0,018	4,221	2,104	1,080	1,041	383	39	203			16,455 284
90	13	21	1							715
	•••									1,833
1 1 70	1 140							3 534		3,611
1,1/0	1,140	402	419	230	125	11	23	3,334		5,511
9,060	6,109	3,400	2,505	1,841	652	262	243	(g) 26,870	760	(g) 27,630
	T 26 51 175 193 19 6,618 6,618 1,178	TRANSM 26 5 51 15 175 24 19 8 618 475 16 11 7 51 30 6,618 4,221 98 73	TRANSMITTING 26 5 16 51 15 342 193 124 120 19 8 20 618 475 280 16 11 9 17 7 12 51 30 8 6,618 4,221 2,164 77 27 1,178 1,140 402	TRANSMITTING AND 26 5 16 6 51 15 342 115 175 124 120 49 19 8 20 7 618 475 280 180 16 11 9 5 73 12 2,164 1,680 6,618 4,221 2,164 1,680 973 27 24 1,178 1,140 402 419	TRANSMITTING AND RECEIV 26 5 16 6 15 15 9 285 193 124 120 49 46 19 8 20 7 18 618 475 280 180 90 16 11 9 5 27 51 30 8 13 15 6,618 4,221 2,164 1,680 1,041 98 73 27 24 47 1,178 1,140 402 419 236	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	TRANSMITTING AND RECEIVING. 26 5 16 6 15 6 9 175 342 115 285 14 150 193 124 120 49 46 26 16 19 8 20 7 18 6 6 6618 475 280 180 90 71 10 16 11 9 5 27 151 30 8 13 15 10 6,618 4,221 2,164 1,680 1,041 385 .59 98 73 27 24 47 1,178 1,140 402 419 236 123 111	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$

RADIO-COMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1958.

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Note.-For footnotes see next page.

BROADCASTING AND TELEVISION-INTRODUCTORY.

RADIO-COMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1958-continued.

4	Class o	f Station.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.	Ext. Terr.	Grand Total.
			 	F	RECEIVI	NG OI	NLY.						·
Fixed Land Mobile	 		 	185 			35 	1 	 		374 61		374 61
. <i>T</i>	otal		 81	219	88	11	35	1	•••	••	435		435
			т	OTAL	Statio	NS AL	THORE	ZED.					

Grand Total	9,141	6,328	3,488	2,516	1,876	653	262	243 27,305	(g) 760 28,065

(a) Stations established at fixed locations for communication with other stations similarly established.
(b) Stations established in out-back areas for communication with control stations such as those of the Royal Flying Doctor Service.
(c) Stations established at fixed locations for communication with mobile stations.
(d) Land stations for communication with ocean-going vessels.
(e) Equipment installed in aircraft (aeronautical), motor vehicles (land mobile services), harbour vessels (harbour mobile services) and ocean-going vessels (ship) and mobile equipment of organizations such as the Royal Flying Doctor Service.
(f) Stations which cannot be classified according to States, etc.
(g) Includes 2,798 mobile stations, which cannot be classified according to States, etc.

(ii) Australia and External Territories, 30th June, 1954 to 1958. The number of radiocommunication stations authorized in Australia and the External Territories at 30th June, 1954 to 1958 is shown in the following table.

RADIO-COMMUNICATION STATIONS AUTHORIZED: AUSTRALIA AND EXTERNAL TERRITORIES.

			A	t 30th June—		
Stations in—	ĺ	1954.	1955.	1956.	1957.	1958.
Australia External Territories		12,271 379	15,808 421	19,778 456	23,227 642	27,305 760
Total Stations		12,650	16,229	20,234	23,869	28,065

B. BROADCASTING AND TELEVISION.

§ 1. Introductory.

1. General.—Broadcasting and television services in Australia operate under the Broadcasting and Television Act 1942-1956 and comprise the National Broadcasting Service, the National Television Service, the Commercial Broadcasting Service and the Commercial Television Service. General control of these services is a function of the Australian Broadcasting Control Board (see para. 2 below). Details of each service will be found on pages 563-8.

Licence fees for commercial broadcasting and television stations are payable under the Broadcasting and Television Stations Licence Fees Act 1956.

2. The Australian Broadcasting Control Board.—The Board, which was constituted on 15th March, 1949, operates under the Ministerial jurisdiction of the Postmaster-General, and its principal functions, as set out in section 16 of the Broadcasting and Television Act 1942-1956, are to ensure:—(a) that services by broadcasting stations and television stations are provided in accordance with plans prepared from time to time by the Board and approved by the Minister; (b) that the technical equipment and operation of such stations are in accordance with such standards and practices as the Board considers to be appropriate; and (c) that adequate and comprehensive programmes are provided by the stations to serve the best interests of the general public.

In addition, the Board may exercise such other functions as are prescribed in relation to broadcasting stations and television stations.

The Board is empowered to make recommendations to the Minister as to the exercise by the Minister of any power under Part IV. of the Act which relates to the Commercial Broadcasting Service.

The Board has power, subject to the direction of the Minister:—(a) to determine the situation and operating power of a broadcasting or television station; (b) to determine the frequencies of broadcasting and television stations within bands of frequencies notified to the Board by the Postmaster-General as being available; (c) to regulate the establishment and operation of networks of commercial broadcasting or television stations and the making of arrangements by licensees for the provision of programmes or the broadcasting or televising of advertisements.

The Board also has power:—(a) to determine the conditions subject to which advertisements may be broadcast or televised by licensees; (b) to determine the hours during which programmes may be broadcast or televised; and (c) to conduct examinations as to the competency of persons to operate the technical equipment of broadcasting and television stations and to charge appropriate fees.

The Board is obliged to hold public inquiries into applications, made to the Minister, for licences for commercial broadcasting and television stations in areas for which the Minister proposes to grant licences and into any other matter within its functions if the Board thinks it necessary or desirable, or the Minister so directs. The Board, in exercising its powers and functions in relation to commercial broadcasting and television stations, is obliged to consult representatives of those stations.

Subject to the approval of the Minister and of the Treasurer, the Board may provide financial and other assistance to commercial broadcasting stations for the purpose of ensuring that programmes of adequate extent, standard and variety are provided in the areas served by these stations.

Section 8 of the Act provides that the Board shall consist of five members (including two part-time members) appointed by the Governor-General, one of whom, other than a part-time member, shall be chairman. No person shall be appointed as a member of the Board who:—(a) has any financial interest whether direct or indirect, in any company which is the licensee of, or an applicant for a licence for, a commercial broadcasting or television station or manufactures or deals in equipment for the transmission or reception of broadcasting or television programmes; (b) is a member of the governing body of any company or other association of persons which is the licensee of, or an applicant for a licence for, a commercial broadcasting or television station ; or (c) is the licensee of, or an applicant for a napplicant for a licence for, a commercial broadcasting or television station.

3. The Australian Broadcasting Commission.—The Broadcasting and Television Act 1942–1956, provides that the Australian Broadcasting Commission, which consists of seven members, one of whom shall be a woman, shall control the activities of the National Broadcasting Service and the National Television Service.

Under the provisions of the Act the Commission shall provide, and shall broadcast or televise from transmitting stations made available by the Postmaster-General, adequate and comprehensive programmes and shall take in the interests of the community all such measures as, in the opinion of the Commission, are conducive to the full development of suitable broadcasting and television programmes.

The Commission prepares estimates of its receipts and expenditure for each financial year and submits these estimates to the Minister. Appropriations are made by Parliament for the purposes of the Commission and these, together with all other moneys received by the Commission, are paid into an account in the Commonwealth Bank of Australia. From this account are defrayed all costs, charges, expenses, etc., incurred by the Commission in the exercise of its powers and functions under the Act. For particulars of the financial operations of the Commission *see* Chapter XXI.—Public Finance.

§ 2. Broadcasting.

1. Broadcasting Stations.—The following table shows the number of broadcasting stations in operation at 30th June, 1958:—

Type of Station.	N.S.W.	Vic.	Qid.	S.A.	₩.А.	Tas.	N.T.	A.C.T.	Papua and New Guinea.	Total.
National— Medium Fre- quency High Frequency Commercial	15 1 37	5 3 20	12 2 20		7 2 14	4 ₈	2 .:	2 1	1 1 ··	56 9 108

BROADCASTING STATIONS, 30th JUNE, 1958.

2. The National Broadcasting Service.—(i) General. In sound broadcasting, the programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission and the provision and operation of transmitters and technical facilities in the studios are the responsibility of the Postmaster-General's Department.

(ii) Technical Facilities. At 30th June, 1958, the National Broadcasting Service comprised 65 transmitting stations, as follows:----

Medium-frequency Stations—

New South Wales-

2BL and 2FC Sydney, 2BA Bega, 2CO Albury, 2CR Orange, 2GL Glen Innes, 2KP Kempsey, 2LG Lithgow, 2ML Murwillumbah, 2NA and 2NC Newcastle, 2NB Broken Hill, 2NR Grafton, 2NU Tamworth, 2TR Taree.

Victoria-

3AR and 3LO Melbourne, 3GI Sale, 3WL Warrnambool, 3WV Horsham. Queensland—

4QG and 4QR Brisbane, 4AT Atherton, 4GM Gympie, 4QA Mackay, 4QB Maryborough, 4QL Longreach, 4QN Townsville, 4QS Toowoomba, 4QY Cairns, 4RK Rockhampton, 4SO Southport.

South Australia-

5AN and 5CL Adelaide, 5CK Port Pirie, 5LN Port Lincoln, 5MG Mt. Gambier, 5MV Renmark, 5PA Penola, 5WM Woomera.

Western Australia—

6WF and 6WN Perth, 6AL Albany, 6GF Kalgoorlie, 6GN Geraldton, 6NM Northam, 6WA Wagin.

Tasmania---

7ZL and 7ZR Hobart, 7NT Launceston, 7QN Queenstown.

Northern Territory-

5AL Alice Springs, 5DR Darwin.

Australian Capital Territory-

2CN and 2CY Canberra.

Papua-

9PA Port Moresby.

High-frequency Stations-

VLI Sydney, New South Wales, VLG, VLH and VLR Lyndhurst, Victoria, VLQ and VLM Brisbane, Queensland, VLW and VLX Perth, Western Australia, VLT Port Moresby, Papua.

The medium-frequency transmitters operate in the broadcast band 540 to 1,600 kilocycles per second. The high-frequency stations, using frequencies within the band 3 to 30 megacycles per second, provide service to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and northern and central Queensland and in Papua and New Guinea and adjacent islands.

Many of the programmes provided by country stations are relayed from the capital cities, high-quality programme transmission lines being used for the purpose. A number of programme channels are utilized to link national broadcasting stations in the capital cities of Australia and, when necessary, this system is extended to connect both the national and commercial broadcasting stations.

In June, 1958, 44 of the medium-frequency stations were situated outside the six State capital cities. Additional country stations are to be established and, when these additions are complete, the medium-frequency and high-frequency stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

(iii) Programme Facilities. (a) General. The programmes of the Australian Broadcasting Commission cover a wide range of activities, which are indicated briefly in the following paragraphs. The proportion of broadcasting time allocated to the various types of programme during 1957-58 was as follows:—Classical Music, 23.2 per cent.; Light Music, 11.7 per cent.; Variety, 21.0 per cent.; News, 7.9 per cent.; Talks, 6.9 per cent.; Sport, 4.5 per cent.; Drama and Features, 4.0 per cent.; Youth Education, 3.6 per cent.; Religion, 3.5 per cent.; Non-departmental, 5.5 per cent.

(b) Music. The A.B.C., in addition to its extensive activities in the field of musical broadcasting, is one of the largest concert-giving organizations in the world. During the years of the Commission's existence, there has been an immense growth of interest in fine music. Today the regular broadcasts command a large listening audience and the number of subscribers to A.B.C. public concerts exceeds 50,000. This vigorous musical life is typified in the activities of the symphony orchestras in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart. These have developed from the studio broadcasting orchestras set up in 1936 in the six capital cities to bodies whose present standard compares favourably with that of orchestras in oversea musical centres of similar size. Until 1946, these orchestras were maintained solely by the A.B.C., but since then they have been subsidized by State Governments and major municipal bodies.

In 1957–58, the A.B.C. organized 530 public orchestral concerts (including 165 free concerts for school children and 36 free concerts for adults) and 238 public recitals by famous artists throughout the Commonwealth. Of these concerts, 263 were given outside the State capitals, including 75 free orchestral concerts for school children.

The policy of the A.B.C. has been to foster the highest standards of musical appreciation and performance, making the utmost use of the best local talent and at the same time giving Australian audiences the opportunity of hearing leading artists from overseas.

(c) Drama and Features. Drama programmes are designed to give listeners opportunities, which they might not otherwise have, of hearing the world's great plays as well as adaptations of the best modern stage plays and also those written specially for broadcasting. The main regular drama programmes are broadcast on Sunday afternoons and Sunday and Monday evenings, and special series of longer plays are also given at various times.

In recent years the technique of the feature programme has also been developed. The feature is a form of entertainment which is unique to radio, consisting of specially written programmes designed to present information in an interesting way. It may deal with a very wide variety of subjects ranging from history and current events to science and the arts. A number of Australian writers have become interested in this form of entertainment and about 97 per cent. of the features broadcast are written by Australians. Local writers also contribute a large proportion of the plays broadcast and every effort is made to assist and encourage their work.

(d) Youth Education. The A.B.C. provides a regular series of broadcasts to schools as an addition to normal class-room education. The total number of listening schools at the end of June, 1958 was 9,462 or about 93 per cent. of all schools, State and private, throughout the Commonwealth. Many of the school broadcasts are presented in dramatized form, as this method makes the material more vivid and interesting to the young listener. For the very young children, the Commission broadcasts every week-day the "Kindergarten of the Air", a type of broadcast which originated in Australia. (See also Chapter XV.—Education, on this subject.)

(e) Talks. The aim of the Talks Department is to provide programmes which will keep the listener well informed on current affairs and on general topics. Many of the talks in the first category are now presented in a magazine type of session consisting of a number of short items linked by a narrator. An extension of this type of programme is the documentary, in which radio goes into the field to analyse or to describe, using the actual sounds and voices recorded on location.

Major controversial topics are covered in the "Nation's Forum of the Air" (using the debating technique) and "I Put it to You", in which a well-known speaker presents a contentious theme before an audience chosen because it will generally be critical and afterwards the speaker must stand up to questioning by the audience. Another outstanding session is "News Review", containing at least five comments on the news of the day recorded over landline from all States of the Commonwealth and, in the case of significant world events, from overseas by radio-telephone.

(f) Rural Broadcasts. The Rural Broadcasts Department devotes its programmes to weather and market reports and talks, interviews, etc., designed to provide useful information for the man on the land. These programmes are presented on a regional, State and national

basis, many being directed to particular districts, because of the diversity of climate and conditions. Separate rural programmes originate at 18 regional stations and are relayed to all other regionals. Other programmes are broadcast throughout each State or on a national relay, depending on whether the information they contain is of general interest or refers only to the rural industries of one State.

Material for rural programmes is obtained from many sources in Australia, including the Departments of Agriculture, numerous government and private organizations and practical farmers. Talks, interviews, etc., are also secured from many oversea sources, thus bringing to rural listeners the latest information on oversea research that is relevant to Australia's primary industries. Programme material is exchanged regularly with British Commonwealth countries and with the U.S.A. and a number of officers from the broadcasting organizations of South-East Asia have come to Australia, under the Colombo Plan and similar projects, to study A.B.C. rural broadcasting, with the aim of developing services of this type in their own countries.

During 1957-58, 6,842 talks and interviews on rural topics were broadcast by the A.B.C., as well as 9,300 weather reports and 10,466 interstate and local market reports. In times of emergency, the regular weather reports are supplemented by special services giving flood or fire warnings—a very important service because of the speed with which radio can reach a widely scattered audience.

(g) News. On 1st June, 1947, the Australian Broadcasting Commission's independent news service came into full operation. Since that date the Commission has collected all its Australian (including Papua and New Guinea) news through its own staff journalists and part-time correspondents. It also maintains a news room in London for the selection and transmission of news obtained from major oversea agencies and has special representatives in South-East Asia. Regional bulletins are broadcast from country centres and also from capital cities to cover near-city districts. Radio Australia (the Overseas Service of the A.B.C.) broadcasts Australian and oversea news daily in English, French, Mandarin, Indonesian and Thai, with special attention to Asia and the Pacific. Each day the A.B.C. broadcasts two news bulletins from the British Broadcasting Corporation. The A.B.C. broadcasts 150 news bulletins each day, including those given over Radio Australia.

(h) Other Activities. The broadcasting of the proceedings of Federal Parliament commenced as a regular service in July, 1946. At present, these broadcasts are confined to one of the two national transmitters in each capital city, one in Newcastle and to one domestic short-wave station (VLR).

The National Children's Hour, presented seven days a week, is composed of over 40 programme items, including stories, music, games, and items about art, literature, natural history and sport. There is a children's newsreel and a Brains Trust, discussing, through children, topics of wide general interest. The Argonauts' Club is an important part of the session and encourages children between the ages of 7 and 17 in self-expression and the appreciation of cultural subjects, but the provision of entertainment suitable for children is the main purpose of the session.

In co-operation with the various religious denominations, the A.B.C. broadcasts several religious sessions each week-day in addition to those given on Sundays. These religious broadcasts include relays of normal church services and a variety of special programmes of talks and sacred music. The modern trend towards the use of religious drama is also followed.

The variety and sporting programmes of the A.B.C. provide the lighter side of the service. In its variety sessions the A.B.C. does everything possible to assist local artists in order to increase the amount of first-class talent in this country, and encouragement is also given to Australian composers of light music. The A.B.C. dance bands in Sydney and Melbourne are regarded as being two of the most outstanding bands in Australia.

The coverage of sport at home and abroad by the A.B.C. is comprehensive. On Saturday afternoons the sporting panel provides listeners with progress results, scores and descriptions from half a dozen or more fields of sport. Events of international interest such as Test matches, the Davis Cup, etc., are covered by simultaneous descriptions from A.B.C. commentators. In covering events overseas, the A.B.C. is indebted to the B.B.C. for its collaboration in Great Britain, to the New Zealand Broadcasting Service for events in New Zealand and to broadcasting organizations in many other countries.

3. The Commercial Broadcasting Service.—Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Board. The initial period of a licence is five years and renewals are granted for a period of one year. The fee payable for a licence is £25 on the grant of the licence, and thereafter £25 a year plus one per cent. of the gross earnings of the station from the broadcasting of advertisements or other matter during the preceding financial year. Licensees of these stations rely for their income on the broadcasting of advertisements and other publicity. At 30th June, 1953, there were 108 commercial broadcasting stations in operation. A table showing the call sign, location, frequency and aerial power of each commercial broadcasting station licensed at 30th June, 1958 may be found in *Transport and Communication*, Bulletin No. 49.

4. Overseas Broadcasting Service.—There are five high-frequency stations at Shepparton, Victoria (VLA, VLB, VLC, VLD, VLG) which provide the oversea service known as "Radio Australia". As in the case of the National Broadcasting Service, these stations are maintained and operated by the Postmaster-General's Department and their programmes are arranged by the A.B.C. During certain periods, station VLG Lyndhurst is also used for the transmissions of the domestic short-wave service. The programmes, which give news and information about Australia, presented objectively, as well as entertainment, are directed mainly to South-East Asia and the Pacific. The oversea audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroar'

§ 3. Television.

1. General.—Television services in Australia operate under the Broadcasting and Television Act 1942-1956 and comprise the National Television Service and the Commercial Television Service.

2. The National Television Service.—(i) General. The A.B.C. provides the programmes for the National Television Service from stations made available for the purpose by the Postmaster-General. Two stations have been established, ABN Sydney and ABV Melbourne, both operating on Channel 2. ABN commenced operations on 5th November, 1956 and ABV on 18th November, 1956. Both stations operate on a frequency of 64.25 megacycles a second for vision and 69.75 mc/s. for sound.

(ii) Programme Facilities. (a) General. The television programmes provided by the A.B.C. cover a wide range of activities. The proportion of television time allocated among the A.B.C.'s various departments to 30th June, 1958 was as follows:—Talks Department, 21.0 per cent.; Drama and Features, 19.6 per cent.; Sport, 13.1 per cent.; Variety, 9.0 per cent.; Children's Session, 7.2 per cent.; News, 5.6 per cent.; Classical Music, 1.7 per cent.; Light Music, 1.5 per cent.; Rural Services, 2.0 per cent.; Religion, 2.7 per cent.; Youth Education, 2.5 per cent.; Non-departmental (including trade demonstration films), 14.1 per cent. A summary of the activities of the departments in the field of television is given in the following paragraphs. Transmission hours in Sydney and Melbourne totalled 4,177.

(b) Talks. In television, Talks covers a very wide field, ranging from commentaries on international affairs to panel games and outside telecasts of public events. Discussions, topical interviews, magazine programmes, women's programmes, demonstrations and film and studio documentaries are all part of the regular output.

(c) Drama and Features. A considerable proportion of television time is devoted to drama and features, and "live" television plays featuring Australian artists may usually be seen fortnightly both in Sydney and Melbourne.

(d) Music. During 1957, the A.B.C.'s musical activities extended to the field of television. A number of public concerts and studio performances were successfully telecast and there is reason to believe that the new medium will contribute to the further development of musical appreciation in Australia.

(e) Rural Services. The emphasis has been on providing information for consumers and on giving city viewers, by means of films, demonstrations, etc., a picture of Australia's rural industries. Regular programmes featuring many facets of Australian agriculture and livestock activities have already been given, and this work will be developed as further facilities become available. Weather reports and forecasts are also telecast on six evenings a week.

(f) Youth Education. The A.B.C. provides a television programme for very young children each week-day, under the title "Kindergarten Playtime". Experimental television programmes for schools are being presented.

(g) News. Television news bulletins and newsreels have been included in the programmes presented in both Sydney and Melbourne since the television services began in November, 1956.

(h) Other Activities. Special television programmes are presented for children, including filmed material obtained on an exchange basis from oversea television organizations. Church services have been televised in Sydney, Melbourne and Bathurst and other special religious programmes have been telecast. Outside broadcast cameras have covered a number of sporting events, including the Olympic Games, Davis Cup tennis, Test and Sheffield Shield cricket and swimming championships.

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3. The Commercial Television Service.—Commercial television stations are operated under licences granted by the Postmaster-General. Licences for commercial television stations have been granted as follows:—Sydney—ATN (Channel 7), TCN (Channel 9); Melbourne—HSV (Channel 7), GTV (Channel 9); Brisbane—QTQ (Channel 9), BTQ (Channel 7); Adelaide—NWS (Channel 9), ADS (Channel 7); Perth—TVW (Channel 7) and Hobart—TVT (Channel 6). The stations commenced operations in Sydney and Melbourne on the following dates:—ATN, 2nd December, 1956; TCN, 16th September, 1956; HSV, 4th November, 1956; GTV, 19th January. 1957. The stations in Brisbane, Adelaide, Perth and Hobart are in course of construction.

The initial grant of a licence is for a period of five years and thereafter the licence is renewable annually. The fee payable is £100 for the first year and thereafter £25 a year plus one per cent. of the station's gross earnings from the televising of advertisements or other matter during the preceding financial year.

4. Extension of Television Services.—On 4th September, 1957, the Postmaster-General announced that the Government had decided to proceed with the second phase of the extension of television services by the establishment of national and commercial television stations in Brisbane, Adelaide, Perth and Hobart. This decision was in accordance with the policy announced by the Government in 1954, that television would be introduced on a gradual basis, the extent and timing of each stage in the development of the services being determined by the knowledge gained in the previous stages and by Australia's economic circumstances. The Postmaster-General stated that the Government had made a special examination of the financial aspects of the matter, from which it seemed evident that the revenue which would be received from viewers' licence fees (\pounds a year) and from the excise duty of \pounds on each cathode ray tube would ensure that the costs of the service would be borne by those who use it and that the programme of development would therefore impose no financial burden on the public in general.

Although the second stage in the development of television is confined to the remaining capital cities, the Government is anxious that television services should be available to people in other areas as soon as practicable. The question of the extension of television services to areas outside the capital cities will be considered by the Government during 1959.

The Broadcasting Control Board has prepared a provisional Frequency Assignment Plan which provides for the allocation of channels for four television services in each capital city and two services in every town with a population in excess of 5,000.

§ 4. Licences, etc.

1. Broadcast Listeners' and Television Viewers' Licences.—(i) General. Broadcast listeners' and television viewers' licences are issued at post offices in accordance with the provisions of the Broadcasting and Television Act 1942–1956, which stipulates that, except as prescribed, a person shall not use, maintain or have in his possession a broadcast or television receiver unless there is in force a licence which applies to that receiver. A broadcast listener's licence authorizes the operation of any broadcast receiver, and a television viewer's licence any television receiver, which is:—(a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and/or ordinarily kept at that address; (b) installed in a vehicle which is ordinarily in the possession of the holder of no fue for the holder, or of a member of his family, and is ordinarily kept at that address while not in use.

The fee for a broadcast listener's licence or a renewal thereof is:—Zone 1, £2 15s.; Zone 2, £1 8s. Zone 1 is the area within approximately 250 miles of specified broadcasting stations and Zone 2 is the remainder of the Commonwealth. A television viewer's licence costs $\pounds 5$.

A licence may be granted at reduced rates to any person who (a) is in receipt of a pension under Part 111. or Part IV. of the Social Services Act 1947–1957, or a service pension, or a pension in respect of total and permanent incapacity, under the Repatriation Act 1920– 1956, or the Repatriation (Far East Strategic Reserve) Act 1956; and (b) lives alone, with another pensioner, or with any person whose income does not exceed the maximum amount of income and pension allowed under Part 111. or Part IV. of the Social Services Act 1947–1957, or section 87 of the Repatriation Act 1920–1956. Licence fees for pensioners are as follows:—broadcast listener's licence—Zone 1, 10s.; Zone 2, 7s.; television viewer's licence, $\pounds 1$ 5s. A licence may be granted free of charge to a blind person over 16 years of age or to a person or authority conducting a school. A tourist resident in Australia for not more than six months and an oversea diplomatic or consular representative or a member of his staff is not required to hold a licence. Inmates of a hospital or charitable institution are covered by the licence held by the institution.

(ii) Licences in Force. (a) Broadcast Listeners'. The following table shows the number of broadcast listeners' licences in force at five-year intervals from 1925 to 1955, and for 1958.

At 3	Oth June— N		0th June— N		N.S.W.(a)	Vic.	Qld.	S.A.(b)	W.A.	Tas.	Aust.
1925	• •		34,857	20,290	1,267	3,331	3,562	567	63,874		
1930	••		111,253	140,072	23,335	25,729	5,755	6,048	312,192		
1935	••	••	279,166	237,247	67,546	76,515	41,257	20,121	721,852		
1940	• •	· •	458,256	348,264	151,152	124,928	87,790	42,191	1,212,581		
1945(c)	••	••	548,074	394,315	180,089	146,611	98,210	47,930	1,415,229		
1950(c)	••		683,271	505,078	260,033	195,261	133,199	64,369	1,841,211		
955			746,050	549,690	293,542	223,593	150,199	71,602	2,034,676		
958	• •		784,897	557 960	320,626	238,916	159,551	75,915	2,137,865		

BROADCAST	LISTENERS'	LICENCES	IN	FORCE.
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(a) Includes the Australian Capital Territory. (b) Includes the Northern Territory. (c) Excludes licences for receivers in excess of one. These licences were introduced in July, 1942 and were abolished on 31st December, 1951.

Of the 2,137,865 broadcast listeners' licences in force at 30th June, 1958, 1,247,742 or 58 per cent. were held by persons living in metropolitan areas and 890,123 or 42 per cent. by persons in country areas. Of the latter, only 13,250 were in respect of Zone 2.

(b) Television Viewers'. The following table shows the number of television viewers' licences in force at 30th June and 31st December, 1957 and 1958.

	ate.		N.S.W.	Vic.	Tas.	Australia.	
30th June, 1957	••			28,912	44,986	11	73,909
31st December, 1957		••		74,627	91,922	27	166,576
30th June, 1958		• •		143,422	147,721	43	291,186
31st December, 1958				232,473	222,172	51	454,696

TELEVISION VIEWERS' LICENCES IN FORCE.

2. Radio-inductive Interference.—In each State of the Commonwealth, the Postmaster-General's Department maintains a staff of experts with suitable equipment and transport, for the purpose of investigating complaints of radio-inductive interference to the reception of broadcast and television programmes and to defence and civil radio-communication services.

During the year 1957-58, 14,754 sources of trouble, including 2,241 affecting television reception, were eliminated as a result of Departmental efforts or by other action. More than 4,000 suppressors were fitted to offending appliances as recommended by investigating officers, who carried out 30,447 inspections in metropolitan and country areas.

3. Prosecutions under the Broadcasting and Television Act.—Persons convicted during the year ended 30th June, 1958 for operating unlicensed broadcast receivers numbered 5,051. Fines and costs amounting to £27,916 were imposed. During the year ended 30th June, 1958, 279 unlicensed viewers were convicted and fined a total of £2,241, including costs.

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