

PART VIII. INTERCHANGE.

COMMERCE.

By the Commonwealth of Australia Constitution Act (section 51) the power to make laws with respect to trade and commerce with other countries was conferred on the Federal Parliament, and by the same Act (section 86) the collection and control of duties of Customs and Excise passed to the Executive Government of the Commonwealth on the 1st January, 1901. The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the duties came into effect. The Tariff Act was assented to on the 16th September, 1902. Since that date the Tariff has been extensively altered. The Tariff at present in operation is the Customs Tariff 1933-1939 as proposed to be amended by Customs Tariff Proposals Nos. 7 and 8, which were introduced in the House of Representatives on 5th March, 1942, and 2nd September, 1942, respectively.

The Australian Customs Tariff has been built up in conformity with the policy of protection of Australian industries and preference to goods the produce or manufacture of British countries, and with due regard to the revenue aspects. The principles for the determination of the margin of preference to be accorded to goods the produce or manufacture of the United Kingdom were laid down in the *United Kingdom and Australia Trade Agreement Act 1932*.

There are three scales of duties at present operating—the British Preferential Tariff, the Intermediate Tariff and the General Tariff.

British Preferential Tariff. The British Preferential Tariff applies to goods the produce or manufacture of the United Kingdom, subject to the conditions that the goods comply with the statutory requirements in force regarding the grant of British Preference and that they have been shipped in the United Kingdom and have not been transhipped or, if transhipped, then only if it is proved satisfactorily that the intended destination of the goods when shipped from the United Kingdom was Australia. The benefits of the British Preferential Tariff may also be applied wholly or in part by trade agreement to any British Dominion. A number of non-self-governing British Colonies and Protectorates is also now obtaining the benefits of these provisions in respect to certain specified goods.

Intermediate Tariff. The Intermediate Tariff—a feature of the Australian Customs Tariff until 14th October, 1932—was reintroduced on 28th November, 1935, insofar as certain items were concerned, in order to facilitate the implementation of trade agreements. The benefits of this Tariff may be extended in whole or in part to any country by proclamation.

Consequent on its reintroduction, trade agreements have been completed with the undermentioned countries, and the Intermediate Tariff, in respect of certain goods, became operative as indicated:—

Belgium, Czechoslovakia, France and the Union of South Africa (January, 1937). Switzerland (December, 1938), Brazil (January, 1940), Greece (June, 1940).

The benefits of the Intermediate Tariff have by proclamation also been conferred on countries other than those mentioned above, the latest addition being the United States of America as from 18th February, 1943. Trade, however, with enemy countries and enemy-occupied countries is prohibited under *Trading with the Enemy Act* 1939-1940.

General Tariff. The General Tariff applies to all goods other than those to which the benefits of the British Preferential Tariff or Intermediate Tariff have been extended or which are not entitled to special rates of import duties under preference tariffs or other Acts of Parliament.

Reciprocal Agreements. A reciprocal trade agreement, under which special Tariff rates are granted on certain goods the produce or manufacture of New Zealand, has been in force since 1922, the British Preferential Tariff being extended to all other New Zealand goods. A new agreement was made in 1933 and reviewed in 1934 and 1938. The schedule under which special rates are accorded certain goods the produce or manufacture of New Zealand is the Customs Tariff (New Zealand Preference) 1933-1934 as amended by Customs Tariff (New Zealand Preference) Proposals No. 4 of 5th March, 1942.

In 1925, a trade agreement between Australia and Canada was consummated. As this, however, covered only a limited number of items, a new agreement under which practically all goods of Canadian origin were accorded preference was completed in 1931. Amendments were made to the latter agreement in 1934, 1936, 1938, and 1939. The schedules at present in operation are the Customs Tariff (Canadian Preference) 1931 and the Customs Tariff (Canadian Preference) 1934-1939, as proposed to be amended by Customs Tariff (Canadian Preference) Proposals No. 3 of 5th March, 1942.

A reciprocal trade agreement was concluded with Newfoundland in 1939, providing for the grant of the British Preferential Tariff on newsprinting paper, the produce or manufacture of that country. In

return, Newfoundland accords exclusive tariff preferences on Australian butter and canned fruits of 1 cent. per lb. and 10 per cent. ad valorem respectively.

A trade agreement with Southern Rhodesia became effective in April, 1941. Briefly, the agreement provides for concessional tariff treatment for Southern Rhodesian tobacco, raw asbestos and chrome ore, in return for which the Southern Rhodesian Government grants tariff concessions on a wide range of Australian primary and manufactured products.

In conformity with the *Customs Tariff (Papua and New Guinea) Act 1936*, certain specified goods, the produce of Papua and the Mandated Territory of New Guinea, are admitted into Australia free of duty. All other goods are admissible under the British Preferential Tariff.

In addition (as stated previously) reciprocal trade agreements have been concluded with Belgium, Czechoslovakia, France, Switzerland, the Union of South Africa, Brazil, and Greece. Certain of these countries, however, being enemy-occupied, are affected by *Trading with the Enemy Act 1939-1940*.

The *Customs Tariff (Exchange Adjustment) Act 1933-1939* as proposed to be amended by Customs Tariff (Exchange Adjustment) Proposals No. 3 of 5th March, 1942, varies the duty imposed by the Customs Tariff 1933-1939 in respect of a large range of goods which fall under the British Preferential Tariff of specified items deemed to be protective in their incidence.

Since the enactment of this Act, the Tariff Board in its inquiries into the economics of Australian industries, adopted the principle of recommending protective rates of duty on the basis of—

- (a) reasonable and adequate protection necessary under existing conditions, after provision is made for the protective incidence due to Australian depreciated currency; and
- (b) reasonable and adequate protection necessary where exchange conditions, Australia on London, are at par.

The Tariff Proposals of the 6th December, 1934, gave effect, for the first time, to the new principle of imposing rates of duty as recommended by the Tariff Board as in (a) above. Automatic increases in the rates of duty are, however, provided for during any stage in which Australian currency appreciates in relation to sterling, and thereby ensure the *pro rata* maintenance of the duty level recommended by the Tariff Board in its (b) recommendation for par exchange conditions. Recommendations of the Tariff Board in respect of items carrying protective rates of duty given effect to subsequent to the 6th December, 1934, have provided for automatic variations in duties in consonance with fluctuations in the rate of exchange and, consequently, such items have been removed from the provisions of the Customs Tariff (Exchange Adjustment) Act.

Primage Duty. In addition to duties imposed by the Customs Tariff 1933-1939, ad valorem primage duties at rates of 4 per cent., 5 per cent., or 10 per cent. are charged according to the type of goods and origin thereof. Goods, the produce or manufacture of New Zealand, Norfolk Island, Fiji, Papua, or the Mandated Territory of New Guinea, are exempt from primage duty, as are a number of specified goods for use by primary producers, whilst many machines, tools of trade and raw materials not manufactured in Australia, when subject to the British Preferential Tariff, are also free of primage duty. Primage duties at the rates applicable to the British Preferential Tariff are accorded to Canadian goods admissible under the British Preferential Tariff, and also to proclaimed commodities from the British non-self-governing colonies and protectorates. Primage duties at concessional rates (in most cases at the rate equivalent to the British Preferential Tariff rate) are payable on a limited number of goods the product of proclaimed countries, included among which is the United States of America.

Special War Duty. The Customs Tariff (Special War Duty) Proposals No. 3 of 5th March, 1942, provide for the imposition of a special war duty of customs at the rate of 10 per centum of the total of all other duties collected (i.e., customs and primage duties). The only exceptions to this duty are petroleum and shale products covered by Tariff Item 229 (C) and unmanufactured tobacco classifiable under Tariff Items 18, 19, and 23. This duty first become operative in respect of all items other than Item 229 (C) on 3rd May, 1940. On 22nd November, 1940, unmanufactured tobacco was also excepted.

Recorded Value of Imports and Exports. The recorded value of goods imported represents the amount on which duty is payable or would be payable if the duty were charged ad valorem. Such amount is—

- (a) (i) The actual money price paid or to be paid for the goods by the Australian importer plus any special deduction, or
- (ii) the current domestic value of the goods—whichever is the higher—plus
- (b) all charges payable or ordinarily payable for placing the goods free on board at the port of export, plus
- (c) ten per cent. of the total of (a) and (b) as representing cost of insurance, freight and other charges.

When the value of imported goods is shown on invoices in any other currency than British, the equivalent value in British currency is ascertained according to the commercial rates of exchange.

The value of goods exported, including the cost of containers, is recorded in Australian currency, and the basis of this valuation is as follows :—

- (a) *Goods sold to overseas buyers before export.*—The f.o.b. equivalent of the price at which the goods were sold—
(e.g., as regards wool, the actual price paid by the oversea buyer plus the cost of all services incurred by him in placing the wool on board ship).
- (b) *Goods shipped on consignment.*—The Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are despatched for sale—
(as regards wool, the f.o.b. equivalent of the current price ruling in Australia will normally provide a sufficient approximation of the f.o.b. equivalent of the price ultimately received).

The Excise Tariff in operation is the Excise Tariff **Excise Tariff.** 1921–1939 as proposed to be amended by Excise Tariff Proposals Nos. 5, 6, 7 and 8 of 5th March, 1942, 25th March, 1942, 2nd September, 1942, and 28th January, 1943, respectively. This tariff relates only to beer, spirits, tobacco, cigars, cigarettes, certain petroleum or shale products, coal tar and coke oven distillates, aromatic hydrocarbons and light oils (not being petroleum or shale products) suitable for use as petrol substitutes, amylic alcohol, fusel oil, concentrated grape must, playing cards, cigarette tubes, cigarette papers, matches, wine, saccharin, snuff, wireless valves, carbonic acid gas and dry batteries and dry cells less than 6 volt.

**War-time
Trading
Legislation.**

Brief reference to the steps taken to control War-time trading are made in the paragraphs which follow.

**Exports—
Monetary
Control.**

Part IIA of the National Security (Exchange Control) Regulations superseded the Customs (Overseas Exchange) Regulations on 16th December, 1943, in the control of proceeds of exports. As was the case with the superseded regulations, these new regulations are designed primarily to control the exportation of capital in the form of goods. They are complementary to the action taken under the other parts of the National Security (Exchange Control) Regulations to control the movement out of Australia of capital in the form of securities, gold and currency, and ensure—

- (a) that the overseas funds (i.e., foreign exchange) accruing from the exportation of goods are made available to the Australian banking system for national purposes through the Commonwealth Bank of Australia; and
- (b) that payment for goods exported is made in a manner approved by the Commonwealth Bank of Australia.

Provision is made in the regulations for the grant of export licences subject to such terms and conditions as are imposed and, on the receipt in Australia by the Commonwealth Bank or by a Bank acting as agent for that Bank, of advice that the foreign currency has been paid to the Commonwealth Bank or to an agent of the Bank in respect of any goods exported in pursuance of a licence granted under the regulations, the Bank or agent of the Bank pays the licensee or such other person as is entitled to receive it an amount in Australian currency equivalent to the foreign currency received.

By Proclamation (Customs Proclamation No. 590) promulgated under the Customs Act on 16th December, 1943, the exportation of any goods is prohibited unless a licence granted under the regulations to export the goods is in force or the goods are excepted from the application of the regulations.

For various reasons the principal of which are—

**Exports—
Commodity
Control.**

- (a) to conserve supplies of essential commodities for Australia's requirements ;
- (b) to implement price determinations ;
- (c) to control exports of goods which are the subject of Empire Marketing Agreements ;
- (d) to strengthen the control of the exportation of capital in the form of goods instituted by Part IIA of the National Security (Exchange Control) Regulations,

a large range of commodities has been prohibited from exportation by proclamation promulgated under the Customs Act, unless the consent of the Minister for Trade and Customs has first been obtained. Exports of these commodities to approved destinations are permitted only when supplies are available for the purpose and the conditions imposed are complied with by the exporter.

**The Customs
(Import
Licensing)
Regulations.** The Customs (Import Licensing) Regulations, which were promulgated on 1st December, 1939, were originally applied only to imports from countries outside the sterling area. The primary object at that time was to eliminate non-essential items from Australia's import trade with non-sterling countries in order to conserve foreign exchange.

Some items were placed on the totally prohibited list while others were limited to a percentage of either the value or quantity of imports in the pre-war year 1938-39. Certain classes of goods, such as machinery, which could not be conveniently rationed on a quota basis, were placed "under administrative control", each application being dealt with on its merits without reference to past importations.

The restrictions applied to the importation of non-essential goods have been progressively tightened since the regulations were first brought down and many more classes of goods have been added to the lists of items subject to "total prohibition" and "administrative control."

Consequent upon changes in the general war situation and the intensification of the Australian war effort, an increasing range of goods imported from the United Kingdom and other sterling countries has been brought within the scope of the licensing regulations since December, 1941. The extension of the restrictions to sterling goods is a necessary corollary to the measures adopted in Australia and throughout the British Commonwealth to divert manpower, machinery, and raw materials to war production. Conservation of shipping space is also an important consideration.

The Import Procurement Division of the Department of Trade and Customs is responsible for the administration of the Customs (Import Licensing) Regulations.

A large proportion of Australia's essential wartime requirements from Canada and the United States is now being supplied under mutual aid procedures. (See "Wartime Agreements relating to International Commerce".) Where procurement under such procedures is not applicable, materials are obtained either by Government cash purchase or commercial orders under import licence.

Under the *Trading with the Enemy Act 1939-40*, machinery has been set up to cut off all trade which might directly or indirectly benefit the enemy.

Trading with the Enemy.

The trading with the enemy ban applies to all enemy countries and also to territories under enemy control.

Enemy countries are Germany, Italy, Roumania, Bulgaria, Hungary, Finland, Japan, and Thailand, and countries currently (i.e., at April, 1944) listed as "enemy territory" viz. :-

Bohemia, Moravia and Slovakia, Danzig, Poland (excluding the regions under Soviet control), Denmark (excluding Greenland and the Faroe Islands), Norway, Netherlands (excluding Netherlands dependencies), Luxemburg, Belgium (excluding the Belgian Congo and Ruanda-Urundi), French Territory in Europe, Principality of Monaco, Yugoslavia and Greece.

However, the trading with the enemy legislation applies to all territory in enemy occupation, whether specifically listed or not.

In order to check illegal traffic with the enemy through neutral countries, statutory lists are published of persons, firms and companies in neutral countries who are deemed to be "enemies" under the Trading with the Enemy Act and with whom all commercial transactions are prohibited.

The Trading with the Enemy Act provides for the issue of licences exempting approved transactions from the general prohibition on dealings with the enemy. A number of such licences has been issued to meet the circumstances of special cases.

The legislation also covers the treatment of enemy firms in Australia and, following decisions of the High Court, controllers have been appointed to conduct the affairs of a number of such companies. The procedure followed is to appoint interim-controllers until the cases have come before the High Court.

The Tariff Board. *The Tariff Board Act 1921-1934* provides for the appointment by the Governor-General of a Tariff Board. The Act came into operation in March, 1922.

The Board consists of four members, one of whom is an administrative officer of the Department of Trade and Commerce and may be Chairman. The Governor General appoints the Chairman, who convenes all sittings of the Board. The principal duties of the Board are shown in the *Year Book* for 1941-42, pages 168 and 169.

WAR-TIME AGREEMENTS RELATING TO INTERNATIONAL COMMERCE.

The United States Lend-Lease Act - Background.

After the outbreak of war, Australia was forced to turn more and more to the United States of America for many of her essential import requirements. Apart from military equipment the growth in the local war production programme made it necessary to import large quantities of machine tools, raw materials, and components which were unprocurable locally. Many former sources of these essential requirements had fallen into enemy hands. Although still the largest supplier of essential goods to Australia, the United Kingdom now had become unable to export many of the goods which she had formerly supplied. Thus, prior to the passage of the United States Lend-Lease Act, Australia was already buying on an unprecedented scale in the United States.

Towards the end of 1940, it was apparent that dollar exchange could no longer be provided to cover the contracts for munitions and other war materials necessary to enable the British Commonwealth to prosecute the war against the Axis powers. Practically all the important units of the Empire had already taken steps to eliminate the importation of commodities required for non-essential purposes, and the scope for further economies was strictly limited. The extent of the commitments already entered into with the United States

manufacturers was so great that not only were existing dollar and gold reserves used up, but future dollar earnings were heavily mortgaged. To meet this situation the United States Administration evolved the principles embodied in the Lend-Lease Act.

Basic Principle of United States Lend-Lease Act. The United States Lend-Lease Act, which became effective on 11th March, 1941, empowers the United States Government to assist Foreign Countries, whose defence the President deems vital to the defence of the United States, by supplying them with the goods and services which they require for war purposes. The aid which may be made available under the terms of the Act includes not only finished munitions such as planes, tanks, guns, ammunition, and other military equipment, but also raw materials, foodstuffs, and other articles required for the war effort of the recipient countries. The Act provides that the terms and conditions upon which any Foreign Government receives Lend-Lease aid shall be those which the President deems satisfactory, and "the benefit to the United States may be payment or repayment in kind or property or any other direct or indirect benefit." The original Lend-Lease Act provided that the powers given to the United States Government to grant lend-lease aid to other countries should terminate on 30th June, 1943. In March, 1943, Congress extended the Act to 30th June, 1944, and in May, 1944, the Act was again extended for twelve months to 30th June, 1945.

The United States-United Kingdom Mutual Aid Agreement. A preliminary Mutual Aid Agreement between the United States and the United Kingdom was signed on 23rd February, 1942. The Agreement, which pledges both countries to a policy of mutual aid in the prosecution of the war, defers the final determination of the benefits to be received by the United States in return for lend-lease aid "until the extent of the defence aid is known and until the progress of events makes clearer the final terms and conditions and benefits which will be in the mutual interests of the United States of America and the United Kingdom, and will promote the establishment and maintenance of world peace." However, certain general principles to be taken into account in the final lend-lease settlements are written into the agreement. Article VII. of the Agreement provides *inter alia* that the terms of the final settlement "shall be such as not to burden commerce between the two countries, but to promote mutually advantageous economic relations between them and the betterment of world-wide economic relations."

United States Reciprocal Aid Agreement. An agreement was concluded at Washington on 3rd September, 1942, between the United States and the Commonwealth Governments defining the undertaking of each Government to make available to the other, on Lend-Lease terms, material aid for the prosecution of the war. The agreement is

in the form of an exchange of notes between the Australian Minister at Washington (Sir Owen Dixon) and the United States Secretary of State (Mr. Cordell Hull), and affirms the general principle that the war production and war resources of both nations should be used by the armed forces of each in the ways which most effectively utilize available materials, manpower, production facilities, and shipping space. It states specifically that the United States Government will continue to provide such aid to Australia on Lend-Lease terms in accordance with the Lend-Lease Act of the 11th March, 1941. Reciprocally, it defines the principles on which Australian aid is in turn to be made available to the United States.

As regards the reciprocal undertaking by Australia, the immediate occasion for the agreement arose from the arrival of United States armed forces in Australia soon after the entry of Japan into the war. As early as February, 1942, the Commonwealth Government had made known in Washington its readiness to discuss with the United States Government the provision on Lend-Lease terms of supplies and equipment, which had already been, and would in future be, made available out of Australian resources to the United States forces in Australia.

The agreement provides that as large a portion as possible of the articles and services which each Government may authorize to be provided to the other shall be in the form of reciprocal aid, that is on Lend-Lease terms, so that the need of each Government for the currency of the other may be reduced to a minimum. Thus the Commonwealth will, in accordance with its potentialities and responsibilities, authorize the provision on Lend-Lease terms of the following types of assistance to the armed forces of the United States in Australia or its territories and in such other cases as may be determined by common agreement:—

Military and naval stores, equipment, and munitions; other supplies, material, facilities and services for United States forces, except for pay and allowances and administrative expenses of such forces; supplies, materials, and services needed in the construction of military works.

In addition, the note addressed by the Australian Minister to the Secretary of State declares, on behalf of the Commonwealth Government, that Australia accepts the principles contained in the Mutual Aid Agreement concluded between the United States and the United Kingdom Governments on the 23rd February, 1942, as governing also the provision of mutual aid between the United States and the Commonwealth. In this way Australia is formally included in the framework of the arrangements made by the United States Government in accordance with the *Lend-Lease Act* 1941 with others of the United Nations which are in receipt of American Lend-Lease assistance.

Two organizations have been set up by the Commonwealth Government to handle the procurement of lend-lease supplies from the United States. The first, operating in Australia, is the Division of Import Procurement, which was set up within the Department of Trade and Customs in September, 1941. The second, which functions in Washington, is the Australian War Supplies Procurement Office established in December, 1941.

All Australian lend-lease requisitions are presented to the United States Lend-Lease Mission in Australia and to the Commander-in-Chief, South-West Pacific Area, for their approval before they are despatched to Washington for submission to the United States Administration.

Prior to the passage of the Lend-Lease Act, an Australian Division of the British Purchasing Commission had been established in New York to handle Australian Government purchases in the United States. This organization handled the negotiation of contracts with American manufacturers and the technical details of procurement. The accounting and financial side of the transactions was dealt with by the Australian Government Trade Commissioner's Office in New York.

This procedure carried over into the initial lend-lease period but, as lend-lease transactions are inter-governmental transactions of a character quite different from ordinary commercial contracts, the Government decided in December, 1941, to bring all sections to Lend-Lease and Supply work into a single organization under unified control, with headquarters in Washington. The new organization was designated "Commonwealth of Australia—War Supplies Procurement," and Mr. L. R. Macgregor, formerly Australian Government Trade Commissioner in North America, was placed in charge with the title of Director-General.

The Australian War Supplies Procurement organization receives Australian requisitions after they have been approved by the United States Lend-Lease Mission in Australia and the Commander-in-Chief, South-West Pacific Area, and lodges them with the United States Foreign Economic Administration in Washington through the British Supply Council, which acts as the central channel for the submission of all British Empire requisitions.

The United States Foreign Economic Administration, when it approves a requisition, passes it out to one of the five United States Government Departments charged with the actual work of procurement. These Procurement Departments arrange the necessary contracts with the United States manufacturers, and, when the goods are ready for delivery, hand them over to the British Ministry of War Transport, which supervises their shipment to Australia in collaboration with the Australian representatives in the United States.

A different procedure is followed for finished munitions, which are subject to assignment by the Combined Munitions Assignment Board. The Branch of the Board which functions in Washington

assigns the finished munitions coming off the production lines in the United States to the various theatres of war in accordance with the overall strategic requirements of the war situation.

Australian Representation in U.S.A. With the setting up of the Combined Munitions Assignment Board it became necessary to strengthen Australian Service representation in the United States, and an Australian Military Mission and an Australian Air Mission have now been established in Washington. Broadly speaking, the function of the Service Missions is to ensure that Australian requirements of Army and Air Force equipment are adequately presented to the Combined Munitions Assignment Board and to follow up all such requirements as far as the assignment stage. Once assignment has been made, Australian War Supplies Procurement assists the Service Missions in the recording, accounting, and shipping side of the work.

Distribution of Lend-Lease Goods—Basic Principles. In its general policy regarding the distribution of lend-lease goods received, the Commonwealth Government is guided by the principles laid down in the United Kingdom Memorandum of 10th September, 1941, on export policy and the distribution of lend-lease goods. The basic principle embodied in this Memorandum is that all goods obtained under the Lend-Lease Act will be used for the prosecution of the war effort, and that they will not in any case be diverted to the furtherance of private interests. Where distributors are employed, an undertaking is given that, whatever the method of distribution, the remuneration received by the distributors will be no more than a fair return for the services rendered. Any opportunity for speculative profit by private interests in dealing with lend-lease goods is rigorously excluded.

On 14th October, 1943, the Minister for Trade and Customs announced that tentative figures compiled by the United States Lend-Lease Administration showed that the total value of goods and services supplied to Australia under Lend-Lease up to the end of June, 1943, was \$552,000,000. Australian departmental records of the goods received under Lend-Lease show that the percentages of the various categories of material were as follows :—

| | % |
|--|------|
| Direct War Materials | 52·4 |
| Petroleum Products | 10·8 |
| Transportation Equipment | 9·2 |
| Machinery and Tools | 7·7 |
| Metals | 7·4 |
| Textiles and Textile Raw Materials | 4·7 |
| Other Items | 7·8 |

100·0

**Australian
Reciprocal
Lend-Lease
Procedure.**

The Department of the Treasury has made arrangements for the United States Demanding Authority directly to approach the appropriate Australian Government Departments. A reasonably wide and general authority has been given to these Departments to provide supply or service demanded by the United States Forces. This policy has enabled United States requirements to be met from available resources with a minimum of time in making official decisions on supply and provision of funds. Eligibility for any supply or service as Reciprocal Lend-Lease has been interpreted liberally and, on point of availability, United States Forces have enjoyed an equal priority with Australian Forces and in some instances have received preference.

**Scope of
Reciprocal
Lend-Lease
Aid given by
Australia.**

In pursuance of the exchange of notes referred to above between the Australian Government and the Government of the United States, extensive assistance has been provided to the United States Forces as Reciprocal Aid. The following items indicate the extent of this assistance, but the list is to be taken as illustrative of scope rather than inclusive of every type of supply or service :—

Rations, Camp Stores, &c.—During 1942, and for the early part of 1943, the Australian Army Supply and Transport Service provided and distributed a full ration scale for all the American Forces. Subsequently, the United States Army made its own ration supply arrangements and it now procures its food supplies in bulk through the Department of Commerce and Agriculture.

The estimated quantities of foodstuffs supplied to 31st August, 1943, were—

| | Long Tons. |
|---|------------------|
| Meat | 31,473 |
| Bread, Biscuits, and Cereals | 22,767 |
| Potatoes | 14,732 |
| Vegetables and Fruit | 25,069 |
| Canned Foods (various) | 28,143 |
| Emergency Ration | 10,095 |
| Sugar | 5,766 |
| Butter | 3,838 |
| Milk (condensed and evaporated) | 4,414 |
| Further items are— | |
| Milk | 11,712,000 pints |
| Eggs | 22,950,000 dozen |

General Supplies.—The Contracts Board, Department of Supply and Shipping, has dealt with a very wide variety of items for direct supply to the United States Forces. Items supplied include uniforms, boots, machinery, motor vehicles, and an extensive range of general stores and equipment.

Ships.—A large number of harbour craft and coastal vessels have been either purchased or chartered for the United States Army. In addition, an extensive programme of construction of small craft of the tug, barge and lighter type is in hand by the Australian Shipbuilding Board.

Repairs of Aircraft, Vehicles, and Ships.—Provision has been made for essential repairs to United States ships which have suffered damage and also for the servicing of United States aircraft engines and airframes (including the provision of such spares as are locally available). Costs under this heading are already heavy and are likely to increase substantially.

Stevedoring and Port Services.—Arrangements have been concluded whereby all United States vessels carrying cargo for their Forces or the Australian Government are provided with free port service, stevedoring, &c.

Rail, Air, and Sea Transportation.—The United States Authorities have been placed in the position where they can demand rail, air, and sea transportation for service goods and personnel, the accounts being paid by the appropriate Australian Department on certification of service by the United States Authorities.

Communications.—The Postmaster-General's Department provides telephone, telegraph, and teleprinter services in Australia, and, in addition, external cable and wireless charges.

Accommodation.—Apart from construction of camps, aerodromes, stores, &c., there has been hired for the United States Forces a large number of buildings in various localities for use as office, store, hospital, &c., accommodation.

Operation of United States Transport Aircraft by Civil Airline Companies.—Approval has been given whereby certain United States transport aircraft are operated by civil airline companies and the cost charged to Reciprocal Lend-Lease. In addition, Australian civil airline planes have been provided to the United States Forces under charter arrangements.

General Services.—All Departments provide a wide range of stores and service on United States account. The Department of Air, e.g., supplies general and maintenance stores, including spare parts for aircraft; the Department of the

Army supplies include artillery and ammunition as well as general stores and equipment and medical stores; the Department of the Navy has supplied considerable quantities of general pattern stores and provided a wide range of service for ships of the United States Navy.

Capital Works.—The works programme covers construction of aerodromes with ancillary buildings and services, aircraft assembly and repair depots, storage depots, camp and hospital accommodation, wharf facilities with the usual engineering services in the way of roads, railway connexions, water supply, sewerage, electric light, &c. Some of the programme represents works which are for joint Australian-United States use, and the apportionment of this has not yet been made.

The total recorded Reciprocal Lend-Lease expenditure by Australia to the 31st December, 1943, was £112·2 millions made up as follows:—

| | | | |
|-------------------------|----|----|----------|
| | | | £ |
| Financial Year, 1941-42 | .. | .. | 6·5 m. |
| Financial Year, 1942-43 | .. | .. | 59·0 m. |
| July-December, 1943-44 | .. | .. | 46·7 m. |
| | | | <hr/> |
| | | | 112·2 m. |
| | | | <hr/> |

It is estimated that expenditure in the current year 1943-44 may reach £A100,000,000.

Assessment of Reciprocal Lend-Lease Aid. The procedure adopted by Australia of costing Reciprocal Lend-Lease is not precise, and there are many services of a general character which do not lend themselves to valuation or which could only be valued as a result of a very complicated subdivision of the time of departmental personnel and of various maintenance and capital expenditures. The departmental accounting systems are not geared to readily provide such an apportionment, and to obtain precision in Reciprocal Lend-Lease accounting would involve a great deal of labour for doubtful compensating advantages.

It has been the objective of the Treasury to avoid loading our administration with a mass of detailed accounting work in connexion with Reciprocal Aid. The main purpose has been to provide a system which will permit quick decision on procurement. Direct expenditure is charged as incurred, but other costs involving apportionment will need to be assessed on very broad lines, and, in many cases, are not recorded in values at all. The apportionment of expenditure on capital works, which are for the joint use of both United States and Australian Forces in particular, represents a difficult problem which can only be approached on the basis of a broad, probably arbitrary, assessment.

**Canadian
Mutual Aid
Act.**

The Canadian Mutual Aid Act became law on 20th May 1943, and the establishment of the Mutual Aid Board was the direct outcome. Under this Act a Canadian Mutual Aid Board has been established for the procurement of supplies and services which it is empowered to "contribute, exchange, deliver, transfer title to or possession of, or otherwise make available to any of the United Nations other than Canada."

The necessity for the Mutual Aid Act was brought about by the increasing disparity between Canadian exports to sterling countries and her imports from the sterling area. The consequent shortage of Canadian dollars made imperative some special financial arrangement. Various steps have been taken by the Canadian authorities to meet this problem.

Early in 1942, the Canadian Government made an interest-free loan to the United Kingdom Government of seven hundred million dollars, and followed this up by a billion dollar gift to meet the requirements of the sterling area for 1942-43.

**Australia-
Canada
Mutual Aid
Agreement.**

On 9th March, 1944, Australia signed an agreement with Canada setting out the general principles governing the provision of mutual aid between the two countries during the war. The agreement recognizes the necessity of distribution of available war supplies in accordance with strategic needs and that the conditions of supply "should not be such as to burden post-war commerce or lead to the imposition of trade restrictions or otherwise prejudice a just and enduring peace".

With this end in view, the agreement provided for the supply of Mutual Aid to Australia for the joint and effective prosecution of the war. The Canadian Government has specifically undertaken not to require the re-delivery of any war supplies with the exception of—

- (a) Cargo ships.
- (b) Goods transferred to Australia, but not delivered at the cessation of hostilities.
- (c) Aircraft and automotive equipment under certain conditions.
- (d) Ordnance or military equipment required for Canadian forces and no longer required by the Commonwealth of Australia.

The two Governments also reaffirm their desire to promote mutually advantageous economic relations throughout the world and "declare that their guiding purposes include the adoption of measures designed to promote employment, the production and consumption of goods, and the expansion of commerce through appropriate international agreement on commercial policy, with the object of contributing to the attainment of all the economic objectives set forth in the declaration of 14th August, 1941, known as the Atlantic Charter."

Australia has also undertaken to contribute to the defence of Canada by continuing to supply "such articles, services, facilities, or information as it may be in a position to supply and as may from time to time be determined by common agreement in the light of the development of the war." The agreement continues in force until a date to be agreed upon by the two Governments.

Procedure. The administrative procedures followed are somewhat similar to Lend-Lease procedures. The co-ordinating authority in Australia for Canadian Mutual Aid transactions is the Division of Import Procurement and, at the Canadian end, Australian War Supplies Procurement (which has branch offices in Ottawa and Vancouver) handles the filing of requisitions with the Canadian Mutual Aid Board and takes all necessary follow-up action to the point where the goods are shipped to Australia.

Trade and Shipping Statistics. Particulars of trade and shipping up to 1941-42 have been included in this issue of the *Year-Book*. On account of censorship requirements, details were excluded from the *Year-Books* for 1939-40 to 1941-42.

Variation in External Exchange Position. As the values of imports in subsequent tables are shown in British currency, it is necessary, when estimating the balance of trade between Victoria and other countries, to take the rate of exchange into consideration. The telegraphic transfer selling rate for £100, Australia on London, which had reached £130 10s. on 29th January, 1931, was reduced to £125 10s. on 3rd December, 1931, since when the rate has remained unchanged.

Overseas
Trade of
Victoria.

The total values of overseas trade to and from Victorian ports for each of the five years 1937-38 to 1941-42 are set forth hereunder:—

OVERSEA TRADE.—RECORDED VALUES OF IMPORTS INTO AND EXPORTS FROM VICTORIAN PORTS, 1937-38 TO 1941-42.

| Year ended 30th June. | Merchandise. | Bullion and Specie.* | Total. |
|---------------------------------|--------------|----------------------|------------|
| IMPORTS (BRITISH CURRENCY). | | | |
| | £ | £ | £ |
| 1938 | 38,801,044 | 421,954 | 39,222,998 |
| 1939 | 35,015,419 | 439,917 | 35,455,336 |
| 1940 | 41,908,342 | 675,333 | 42,583,675 |
| 1941 | 45,529,833 | 701,382 | 46,231,215 |
| 1942 | 59,054,017 | 727,001 | 59,781,018 |
| EXPORTS (AUSTRALIAN CURRENCY).† | | | |
| | £ | £ | £ |
| 1938 | 39,149,308 | 2,094,359 | 41,243,667 |
| 1939 | 28,387,611 | 2,431,401 | 30,819,012 |
| 1940 | 36,431,975 | 3,387,216 | 39,819,191 |
| 1941 | 36,742,855 | 8,604,708 | 45,347,563 |
| 1942 | 42,622,218 | 135 | 42,622,353 |

* Includes gold, silver, and bronze specie, and gold and silver bullion.

† Estimated British Currency values in each year were £32,936,000 in 1937-38; £24,610,000 in 1938-39; £31,797,000 in 1939-40; £36,206,000 in 1940-41; and £34,030,000 in 1941-42.

Percentage
of Common-
wealth Trade.

That portion of the value of Commonwealth trade handled at Victorian ports for each of the five years 1937-38 to 1941-42 is shown in the table which follows:—

| Year ended 30th June. | Commonwealth Trade— | | | | Portion of Commonwealth Trade Handled at Victorian Ports— | | |
|-----------------------|---------------------|----------------------|-------------------|-------------------------|---|----------|--------|
| | Imports. | Exports. | | Total British Currency. | Imports. | Exports. | Total. |
| | | Australian Currency. | British Currency. | | | | |
| £ | £A | £ | £ | % | % | % | |
| 1938 .. | 113,975,060 | 157,580,120 | 125,837,879 | 239,812,939 | 34·4 | 26·2 | 30·1 |
| 1939 .. | 102,156,352 | 140,496,312 | 112,201,372 | 214,357,724 | 34·7 | 21·9 | 28·0 |
| 1940 .. | 119,796,175 | 170,433,058 | 136,107,445 | 255,903,620 | 35·5 | 23·4 | 29·1 |
| 1941 .. | 111,917,514 | 157,163,807 | 125,515,455 | 237,432,969 | 41·3 | 28·8 | 34·7 |
| 1942 .. | 152,004,900 | 168,977,284 | 134,926,676 | 286,931,576 | 39·3 | 25·2 | 32·7 |

Recorded
Values of
Principal
Imports.

The recorded values of the principal articles imported from oversea countries into Victorian ports during each of the four years 1939-42 are shown in the order in which they appear in the statistical classification of 21 categories.

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES INTO VICTORIAN PORTS DURING EACH OF THE FINANCIAL YEARS 1938-39 TO 1941-42.

(British Currency Values.)

| Article. | Year ended 30th June— | | | |
|---|-----------------------|------------------|------------------|------------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS I.—FOODSTUFFS OF ANIMAL ORIGIN, EXCLUDING LIVING ANIMALS— | £ | £ | £ | £ |
| Cheese | 3,230 | 2,510 | 31 | 3,645 |
| Fish— | | | | |
| Preserved in Tins .. | 251,284 | 223,358 | 161,159 | 58,444 |
| All other | 81,582 | 90,525 | 73,533 | 74,816 |
| Meats | 67,919 | 98,072 | 65,882 | 135,483 |
| All other Animal Foodstuffs | 8,335 | 13,764 | 16,999 | 23,665 |
| Total, Class I. .. | 412,350 | 428,229 | 317,604 | 296,053 |
| CLASS II.—FOODSTUFFS OF VEGETABLE ORIGIN; NON-ALCOHOLIC BEVERAGES AND SUBSTANCES USED IN MAKING— | | | | |
| Caramel, Caramel Paste, | | | | |
| Cocoa Butter, &c. .. | 30,482 | 16,760 | 21,041 | 3,401 |
| Cocoa and Chocolate .. | 77,817 | 71,751 | 94,368 | 86,316 |
| Coffee and Chicory .. | 27,617 | 42,579 | 35,183 | 47,876 |
| Confectionery | 29,609 | 11,135 | 847 | 1,589 |
| Fruits, Dried | 19,100 | 28,337 | 29,178 | 19,081 |
| Fruits, Fresh | 4,068 | 7,578 | 505 | 93 |
| Fruits, &c., Preserved .. | 2,233 | 726 | 1,249 | 1,067 |
| Grain and Pulse— | | | | |
| Rice | 3,684 | 3,793 | 2,934 | 4,337 |
| All other | 34,222 | 48,752 | 37,727 | 79,369 |
| Hops | 1,602 | 47,897 | 31,932 | .. |
| Mustard | 1,064 | 905 | 90 | .. |
| Nuts, Edible | 71,044 | 79,689 | 74,124 | 49,778 |
| Pickles and Sauces .. | 3,553 | 1,944 | 1,468 | 961 |
| Sago and Tapioca .. | 10,352 | 17,401 | 24,010 | 15,661 |
| Spices | 26,196 | 39,229 | 33,298 | 45,080 |
| Tea | 757,737 | 978,051 | 862,797 | 1,257,495 |
| All other Vegetable Foodstuffs | 60,455 | 106,226 | 93,686 | 72,733 |
| Total, Class II. .. | 1,160,835 | 1,502,753 | 1,344,437 | 1,684,837 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|---|-----------------------|------------------|----------------|----------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS III.—SPIRITUOUS AND ALCOHOLIC LIQUORS— | £ | £ | £ | £ |
| Ale, Beer, and Porter, &c. Spirits (Beverages)— | 7,262 | 9,878 | 4,204 | 2,903 |
| Brandy | 10,263 | 8,188 | 1,732 | .. |
| Gin | 1,545 | 1,956 | 980 | 1,141 |
| Whisky | 80,467 | 112,213 | 82,401 | 66,004 |
| Other | 13,687 | 14,591 | 6,475 | 4,332 |
| Wine (Fermented)— | | | | |
| Sparkling | 7,848 | 5,684 | 448 | 20 |
| Other | 6,043 | 5,089 | 628 | 314 |
| Total, Class III.— .. | 127,115 | 157,599 | 96,868 | 74,714 |
| CLASS IV.—TOBACCO AND PREPARATIONS THEREOF— | | | | |
| Tobacco— | | | | |
| Manufactured | 3,947 | 4,477 | 1,454 | 4,561 |
| Unmanufactured | 551,269 | 563,063 | 291,139 | 422,156 |
| Cigars | 4,422 | 3,452 | 145 | 160 |
| Cigarettes | 12,239 | 12,213 | 11,144 | 12,392 |
| Snuff | 215 | 278 | 322 | 428 |
| Total, Class IV. .. | 572,092 | 583,483 | 304,204 | 439,697 |
| CLASS V.—LIVE ANIMALS .. | 62,603 | 38,139 | 8,654 | 7,290 |
| CLASS VI.—ANIMAL SUBSTANCES (MAINLY UNMANUFACTURED), NOT FOODSTUFFS— | | | | |
| Gelatine and Glue of all kinds | 11,892 | 13,902 | 20,252 | 18,538 |
| Hides and Skins— | | | | |
| Hides (Calf, Cattle, and Horse) | 134,407 | 35,813 | 29,842 | 62,904 |
| Skins (Goat) | 25,761 | 24,153 | 10,829 | 19,945 |
| Other | 224,909 | 279,965 | 51,172 | 5,962 |
| Silk, Raw | 353,770 | 734,480 | 478,767 | 88,914 |
| Wool | 442,063 | 71,526 | 185,243 | 82,650 |
| All other Animal Substances | 45,022 | 66,645 | 61,356 | 46,540 |
| Total, Class VI. .. | 1,237,824 | 1,226,484 | 837,461 | 325,453 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|------------------|------------------|------------------|
| | 1939. | 1940. | 1941. | 1942. |
| | £ | £ | £ | £ |
| CLASS VII.—VEGETABLE SUBSTANCES AND FIBRES— | | | | |
| Fibres— | | | | |
| Flax and Hemp .. | 163,351 | 224,020 | 146,955 | 165,994 |
| Kapok | 59,613 | 56,415 | 48,700 | 64,342 |
| All other | 216,001 | 347,942 | 606,550 | 768,782 |
| Grass or Straw, for hat-making, furniture, mats, &c. | 20,733 | 15,924 | 12,181 | 4,396 |
| Gums and Resins .. | 133,179 | 239,748 | 199,891 | 234,563 |
| Pulp for Papermaking .. | 147,976 | 165,331 | 359,992 | 432,463 |
| Seeds | 130,207 | 168,714 | 210,198 | 152,057 |
| Tanning Substances .. | 30,959 | 51,178 | 32,926 | 98,667 |
| All other Vegetable Substances | 77,418 | 97,737 | 78,283 | 6,192 |
| Total, Class VII. .. | 979,437 | 1,367,009 | 1,695,676 | 1,927,456 |
| CLASS VIII.—(a) APPAREL; (b) TEXTILES; AND (c) MANUFACTURED FIBRES— | | | | |
| <i>(a) Apparel.</i> | | | | |
| Apparel— | | | | |
| Blouses, Skirts, Costumes, &c. (excluding Knitted Goods) | 35,488 | 24,003 | 15,671 | 20,941 |
| Boots and Shoes .. | 64,226 | 65,882 | 29,278 | 21,260 |
| Corsets | 14,400 | 5,722 | 3,493 | 4,486 |
| Furs and other Skins— | | | | |
| Dressed | 51,909 | 40,372 | 119,162 | 33,994 |
| Gloves | 200,208 | 194,851 | 149,835 | 266,365 |
| Hats and Caps .. | 69,026 | 69,761 | 44,067 | 43,009 |
| Hosiery and Knitted Apparel (including Socks and Stockings) .. | 34,014 | 26,230 | 17,090 | 30,767 |
| Men's and Boys' Outer Garments | 65,373 | 51,755 | 29,559 | 45,916 |
| Shirts, Collars, Ties, &c. | 8,481 | 5,236 | 4,771 | 969 |
| Trimnings | 191,680 | 203,196 | 128,720 | 155,266 |
| Other | 172,167 | 147,576 | 254,758 | 525,964 |
| <i>(b) Textiles.</i> | | | | |
| Piece Goods— | | | | |
| Canvas and Duck .. | 219,348 | 312,791 | 451,529 | 348,228 |
| Cotton and Linen .. | 1,802,805 | 2,578,398 | 3,220,370 | 3,157,410 |
| Hessians and other Jute Piece Goods | 131,352 | 290,386 | 233,814 | 391,500 |
| Lace for Attire, Lace Flouncings, &c. .. | 99,238 | 134,193 | 118,893 | 174,933 |
| Silk | 1,126,564 | 1,678,888 | 1,443,926 | 1,984,550 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|---|-----------------------|------------|------------|------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS VIII.—(a) APPAREL; (b) TEXTILES: AND (c) MANUFACTURED FIBRES—<i>continued.</i> | | | | |
| <i>(b) Textiles.—continued.</i> | | | | |
| Piece Goods— <i>continued.</i> | £ | £ | £ | £ |
| Velvets, Velveteens, Plushes, &c. .. | 105,172 | 134,626 | 91,571 | 204,418 |
| Woollen | 107,533 | 103,753 | 97,867 | 417,204 |
| Other | 286,116 | 366,625 | 450,542 | 469,839 |
| Floor Coverings—Carpets, Linoleums, Mats, &c. .. | 722,078 | 894,629 | 725,441 | 814,485 |
| Sewing and Embroidery Silks, &c. | 217,288 | 233,525 | 340,129 | 302,979 |
| All other Textiles .. | 380,136 | 452,897 | 346,009 | 581,420 |
| <i>(c) Manufactured Fibres.</i> | | | | |
| Bags and Sacks— | | | | |
| Bran, Chaff, and Compressed Fodder .. | 66,525 | 45,196 | 110,909 | 71,381 |
| Corn and Flour .. | 246,132 | 590,296 | 429,621 | 708,283 |
| All other | 74,660 | 135,502 | 285,580 | 144,546 |
| Cordage and Twines (excluding Metal Cordage) .. | 115,956 | 147,687 | 130,815 | 183,567 |
| Yarns— | | | | |
| Artificial Silk .. | 261,010 | 638,921 | 594,306 | 841,889 |
| Cotton | 251,615 | 379,355 | 562,220 | 604,055 |
| Wool | 27,200 | 25,337 | 15,436 | 33,403 |
| Other | 28,837 | 26,209 | 29,059 | 33,816 |
| Total, Class VIII. .. | 7,176,537 | 10,003,798 | 10,474,441 | 12,616,843 |
| CLASS IX.—OILS, FATS, AND WAXES— | | | | |
| Oils (in bulk)— | | | | |
| Kerosene, &c. .. | 174,964 | 259,687 | 156,724 | 270,941 |
| Lubricating (Mineral) .. | 227,350 | 479,222 | 333,682 | 428,027 |
| Petroleum, Crude .. | 234,560 | 246,061 | 226,250 | 230,738 |
| Petroleum and Shale Spirit | 1,663,774 | 2,113,062 | 1,243,195 | 1,721,380 |
| All other Oils, Fats, and Waxes | 371,170 | 628,774 | 559,977 | 931,469 |
| Total, Class IX. .. | 2,671,818 | 3,726,806 | 2,519,828 | 3,582,555 |
| CLASS X.—PAINTS AND VARNISHES | 183,734 | 256,416 | 222,367 | 259,658 |
| CLASS XI.—STONES AND MINERALS—INCLUDING ORES AND CONCENTRATES .. | 291,129 | 295,387 | 345,138 | 331,147 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—continued.

| Article. | Year ended 30th June— | | | |
|--|-----------------------|-------------------|-------------------|-------------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS XII.—METALS, METAL MANUFACTURES, AND MACHINERY— | | | | |
| <i>(a) Machines and Machinery.</i> | | | | |
| Electrical Machinery and Appliances— | £ | £ | £ | £ |
| Cable and Wire, Covered | 326,414 | 363,836 | 364,483 | 277,765 |
| Dynamo Machines .. | 173,648 | 108,963 | 114,505 | 147,259 |
| Telephones and Switchboards .. | 340,635 | 251,419 | 101,136 | 111,562 |
| Wireless and Parts .. | 65,233 | 35,713 | 26,394 | 86,113 |
| Other .. | 461,371 | 420,818 | 383,175 | 373,454 |
| Implements and Machinery (Agricultural, Horticultural, and Viticultural) | 73,750 | 68,219 | 36,191 | 17,846 |
| Engines .. | 531,958 | 528,477 | 1,078,223 | 2,106,690 |
| All other Machines and Machinery .. | 2,232,489 | 2,087,278 | 2,800,354 | 2,898,053 |
| <i>(b) Metals and Metal Manufactures, other than Machinery.</i> | | | | |
| Alloys .. | 77,149 | 83,955 | 54,127 | 117,788 |
| Gas Appliances .. | 44,947 | 37,128 | 30,996 | 32,346 |
| Iron and Steel— | | | | |
| Bar, Rod, Hoop, Ingots, Blooms, &c. .. | 174,023 | 160,977 | 405,409 | 356,164 |
| Pig and Scrap .. | 349 | 111 | 219 | 3,245 |
| Plate and Sheet .. | 1,039,845 | 1,438,517 | 1,908,287 | 2,367,991 |
| Girders, Beams, Channels, Joists, &c. .. | 1,466 | 450 | 162 | .. |
| Wire .. | 87,184 | 66,357 | 58,975 | 57,224 |
| Railway and Tramway Material .. | 5,207 | 203 | 1,031 | 283 |
| Lamps and Lampware .. | 54,571 | 69,606 | 45,044 | 52,895 |
| Pipes and Tubes .. | 100,368 | 98,442 | 57,986 | 40,052 |
| Plated Ware and Cutlery | 159,799 | 169,530 | 203,897 | 209,572 |
| Tools of Trade (not being Machines) .. | 251,238 | 273,375 | 309,395 | 378,050 |
| Vehicles— | | | | |
| Motor Cycles, Tricycles, &c. .. | 75,388 | 68,852 | 33,846 | 127,126 |
| Bodies for Motor Cars, &c. | 43,938 | 24,803 | 13,059 | 2,346 |
| Chassis for Motor Cars, &c. | 2,569,873 | 2,402,632 | 1,810,089 | 2,814,678 |
| Aircraft .. | 757,953 | 2,062,238 | 6,214,642 | 11,150,306 |
| Other Vehicles and Parts | 504,772 | 530,211 | 525,987 | 827,807 |
| All other Metals and Metal Manufactures other than Machinery .. | 811,235 | 1,077,660 | 1,573,723 | 2,288,742 |
| Total, Class XII. .. | 10,964,803 | 12,429,770 | 18,151,335 | 26,845,357 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|------------------|------------------|------------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS XIII.—RUBBER AND LEATHER AND MANUFACTURES THEREOF AND SUBSTITUTES THEREFOR— | £ | £ | £ | £ |
| <i>Rubber and Rubber Manufactures.</i> | | | | |
| Rubber, Crude, Powdered or Reclaimed | 572,466 | 942,420 | 1,133,915 | 1,051,012 |
| Rubber Manufactures .. | 185,043 | 271,823 | 198,008 | 290,733 |
| <i>(b) Leather and Manufactures of Leather and Substitutes therefor.</i> | | | | |
| Glace Kid | 3,183 | 3,115 | 1,500 | 1,709 |
| Patent and Enamelled .. | 30 | 87 | 5 | 7 |
| All other | 64,766 | 41,818 | 34,271 | 61,616 |
| Total, Class XIII. .. | 825,488 | 1,259,263 | 1,367,699 | 1,405,077 |
| CLASS XIV.—WOOD AND WICKER, RAW AND MANUFACTURED— | | | | |
| <i>Timber—</i> | | | | |
| Dressed | 115,994 | 91,409 | 47,845 | 35,080 |
| Undressed | 395,540 | 378,450 | 172,777 | 122,492 |
| Wood and Wicker Manufactures, including Furniture | 103,910 | 82,057 | 78,200 | 60,823 |
| Total, Class XIV. .. | 615,444 | 551,916 | 298,822 | 218,395 |
| CLASS XV. — EARTHENWARE, CEMENTS, CHINA, GLASS, AND STONWARE— | | | | |
| Cement (Portland) .. | 5,666 | 3,755 | 1,677 | 15,066 |
| Earthenware, China, &c. .. | 211,486 | 218,626 | 235,784 | 290,184 |
| Glass and Glassware .. | 275,734 | 277,808 | 224,738 | 297,940 |
| All other Earthenware, Cements, China, Glass, and Stoneware .. | 73,605 | 111,510 | 102,414 | 125,134 |
| Total, Class XV. .. | 566,491 | 611,699 | 564,613 | 728,324 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|-----------|-----------|-----------|
| | 1939. | 1940. | 1941. | 1942. |
| | £ | £ | £ | £ |
| CLASS XVI.—PAPER AND STATIONERY— | | | | |
| <i>(a) Paper.</i> | | | | |
| Cardboard and other Paper | | | | |
| Boards | 112,947 | 131,120 | 120,035 | 67,296 |
| Printing | 1,021,400 | 882,783 | 722,813 | 370,473 |
| Wrapping of all Colours .. | 102,563 | 153,462 | 164,869 | 76,297 |
| Writing and Typewriting .. | 186,195 | 247,421 | 343,277 | 77,446 |
| All other | 190,603 | 293,366 | 275,967 | 205,635 |
| <i>(b) Stationery and Paper Manufactures.</i> | | | | |
| Books (Printed), Directories, &c. | 346,250 | 340,042 | 282,488 | 292,838 |
| Price Lists, Catalogues, &c. | 28,510 | 14,570 | 7,332 | 4,920 |
| Pens and Pencils | 51,839 | 62,697 | 60,886 | 61,235 |
| All other | 206,775 | 186,892 | 124,100 | 152,964 |
| Total, Class XVI. .. | 2,247,082 | 2,312,353 | 2,101,767 | 1,309,104 |
| CLASS XVII.—JEWELLERY, TIME-PIECES AND FANCY GOODS— | | | | |
| Fancy Goods | 217,768 | 206,594 | 117,436 | 105,552 |
| Jewellery, including Cameos, &c. | 140,362 | 132,973 | 73,219 | 122,138 |
| Watches, Clocks, Chrono- meters, &c. | 187,716 | 181,541 | 134,359 | 115,044 |
| Total, Class XVII. .. | 545,846 | 521,108 | 325,014 | 342,734 |
| CLASS XVIII.—OPTICAL, SURGICAL AND SCIENTIFIC INSTRUMENTS | | | | |
| Surgical and Dental Instru- ments, &c. | 136,954 | 188,446 | 241,167 | 324,263 |
| Talking Machines—Phono- graphs, &c. | 14,248 | 13,106 | 6,877 | 5,338 |
| All other Optical and Scien- tific Instruments | 183,699 | 258,563 | 153,662 | 218,636 |
| Total, Class XVIII. .. | 331,901 | 460,115 | 401,706 | 548,237 |
| CLASS XIX.—DRUGS, CHEMICALS AND FERTILIZERS— | | | | |
| Acids | 53,043 | 65,079 | 77,953 | 50,095 |
| Cream of Tartar | 209 | 38 | 2,634 | .. |
| Dyes | 224,211 | 288,078 | 430,007 | 424,241 |
| Fertilizers | 398,396 | 367,695 | 336,066 | 208,992 |
| Oils, Essential (Non-spiritu- ous) | 50,803 | 64,019 | 68,123 | 50,253 |

VALUES OF PRINCIPAL ARTICLES IMPORTED FROM OVERSEA COUNTRIES
INTO VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|-------------------|-------------------|-------------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS XIX.—DRUGS, CHEMICALS AND FERTILIZERS—<i>continued.</i> | | | | |
| | £ | £ | £ | £ |
| Perfumery and Toilet Preparations | 71,303 | 75,114 | 54,812 | 63,759 |
| Proprietary Medicines | 74,463 | 64,930 | 89,954 | 102,300 |
| Sodium Salts | 258,434 | 242,051 | 178,684 | 397,261 |
| Spirits and Spirituous Preparations | 28,243 | 32,897 | 17,167 | 16,592 |
| Sulphur (Brimstone) | 177,184 | 193,575 | 130,060 | 113,967 |
| All other Drugs and Chemi- cals | 592,984 | 721,262 | 917,405 | 1,278,283 |
| Total, Class XIX. .. | 1,929,273 | 2,114,738 | 2,302,865 | 2,705,743 |
| CLASS XX.—MISCELLANEOUS— | | | | |
| Arms, Ammunition and Explosives | 307,430 | 184,147 | 293,646 | 1,557,376 |
| Bags, Baskets, Trunks, &c. .. | 86,540 | 70,219 | 43,105 | 46,488 |
| Brushware | 158,174 | 211,489 | 43,099 | 41,233 |
| Matches and Vestas | 1,001 | 584 | 3 | 32 |
| Musical Instruments, &c.— Pianos and Parts | 9,676 | 7,065 | 11,218 | 6,328 |
| Other and Parts | 32,932 | 16,293 | 10,845 | 5,143 |
| Soap and Soap Substitutes .. | 19,221 | 17,110 | 18,240 | 15,042 |
| All other Articles* | 1,498,643 | 1,554,370 | 1,429,178 | 1,733,701 |
| Total, Class XX. .. | 2,113,617 | 2,061,277 | 1,849,334 | 3,405,343 |
| CLASS XXI.—GOLD AND SILVER ; AND BRONZE SPECIE— | | | | |
| Gold | 425,124 | 667,973 | 689,844 | 726,732 |
| Silver | 14,628 | 7,360 | 11,470 | 269 |
| Bronze—Specie | 165 | .. | 68 | .. |
| Total, Class XXI. .. | 439,917 | 675,333 | 701,382 | 727,001 |
| Grand Total .. | 35,455,336 | 42,583,675 | 46,231,215 | 59,781,018 |

* Includes "Outside Packages" 1938-39, £745,077; 1939-40, £880,016; 1940-41, £847,811; 1941-42, £972,048.

Manufactured articles comprise the major portion of imports into Victoria from countries beyond Australia.

The percentage which the value of each of the more important classes bore to the total value of merchandise imported during 1941-42, was as follows:—Apparel, textiles, and manufactured fibres 21·4 per cent.; machinery and metal manufactures 45·5 per cent.; oils, &c., 6·7 per cent.; and drugs, chemicals, and fertilizers 4·6 per cent. Excluding bullion and specie, the imports for 1941-42 increased by £13,524,184 as compared with those of the previous year.

**Recorded
Values of
Principal
Exports.**

The recorded values of the principal articles exported to oversea countries from Victorian ports during each of the four years 1939-42 are shown in 21 divisions, in accordance with the statistical classification.

VALUES OF PRINCIPAL ARTICLES EXPORTED TO OVERSEA COUNTRIES FROM VICTORIAN PORTS DURING EACH OF THE FINANCIAL YEARS 1938-39 TO 1941-42.

(Australian Currency Values.)

| Article. | Year ended 30th June— | | | |
|---|-----------------------|-------------------|-------------------|-------------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS I.—FOODSTUFFS OF ANIMAL ORIGIN, EXCLUDING LIVING ANIMALS— | £ | £ | £ | £ |
| Butter | 3,245,806 | 6,539,659 | 5,503,189 | 4,354,788 |
| Cheese | 450,012 | 703,639 | 810,805 | 593,174 |
| Eggs | 214,580 | 181,996 | 263,627 | 142,537 |
| Meats— | | | | |
| Bacon and Hams Preserved by Cold Process— | 3,647 | 22,366 | 87,643 | 82,911 |
| Beef | 156,125 | 158,067 | 23,985 | 29,955 |
| Lamb | 2,356,159 | 2,843,853 | 2,686,397 | 2,505,211 |
| Mutton | 201,586 | 121,656 | 76,224 | 80,470 |
| Pork | 283,685 | 340,325 | 473,980 | 218,642 |
| Rabbits and Hares | 127,591 | 135,397 | 45,327 | 4,334 |
| Other | 124,329 | 138,236 | 121,161 | 60,595 |
| Preserved in Tins | 96,774 | 175,366 | 412,858 | 1,452,192 |
| Sausage Casings | 297,311 | 310,960 | 306,797 | 347,609 |
| Other | 1,338 | 3,770 | 17,350 | 13,154 |
| Milk and Cream | 516,173 | 777,711 | 983,349 | 1,556,845 |
| All other Animal Foodstuffs | 3,272 | 46,879 | 62,674 | 118,138 |
| Total, Class I. | 8,078,388 | 12,499,880 | 11,875,366 | 11,560,555 |
| CLASS II.—FOODSTUFFS OF VEGETABLE ORIGIN; NON-ALCOHOLIC BEVERAGES AND SUBSTANCES USED IN MAKING— | | | | |
| Biscuits | 16,940 | 27,176 | 76,663 | 196,943 |
| Fruits, Dried | 1,763,153 | 1,243,709 | 1,487,415 | 1,670,001 |
| Fruits, Fresh | 359,096 | 259,924 | 144,400 | 115,781 |
| Fruits, Preserved in liquid | 890,882 | 927,254 | 527,997 | 634,254 |
| Grain and Pulse— | | | | |
| Unprepared— | | | | |
| Wheat | 932,388 | 954,061 | 777,066 | 684,014 |
| Other | 9,638 | 175,514 | 125,869 | 39,741 |
| Prepared— | | | | |
| Flour (Wheaten) | 1,607,110 | 1,513,480 | 2,683,545 | 1,440,342 |
| Other | 144,878 | 244,606 | 368,906 | 350,255 |
| Jams and Fruit Jellies | 98,880 | 212,495 | 491,579 | 475,935 |
| Tea | 4,306 | 9,112 | 9,163 | 17,503 |
| All other Vegetable Foodstuffs | 132,390 | 151,903 | 423,066 | 631,821 |
| Total, Class II. | 5,959,661 | 5,719,234 | 7,115,669 | 6,256,590 |

VALUES OF PRINCIPAL ARTICLES EXPORTED TO OVERSEA COUNTRIES
FROM VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|------------|------------|------------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS III.—SPIRITUOUS AND ALCOHOLIC LIQUORS .. | £ 97,464 | £ 128,869 | £ 722,712 | £ 852,543 |
| CLASS IV.—TOBACCO AND PREPARATIONS THEREOF .. | 165,064 | 68,514 | 167,264 | 245,060 |
| CLASS V.—LIVE ANIMALS .. | 58,460 | 40,483 | 45,345 | 23,793 |
| CLASS VI.—ANIMAL SUBSTANCES (MAINLY UNMANUFACTURED), NOT FOODSTUFFS— | | | | |
| Hides and Skins— | | | | |
| Hides (Calf, Cattle, Horse) | 185,455 | 81,099 | 65,778 | 11,338 |
| Opossum | 5,936 | 7,422 | 53,496 | 24,103 |
| Rabbit and Hare | 221,538 | 405,646 | 1,106,954 | 1,648,356 |
| Sheep | 1,121,709 | 1,118,002 | 490,455 | 1,127,095 |
| Other | 13,971 | 37,454 | 38,935 | 80,347 |
| Wool— | | | | |
| Greasy | 8,213,023 | 10,074,188 | 7,132,648 | 11,358,307 |
| Scoured and washed | 1,266,733 | 1,652,969 | 1,446,157 | 2,693,940 |
| Tops, Noils and Waste | 65,246 | 307,573 | 841,742 | 917,045 |
| All other Animal substances | 34,036 | 61,214 | 34,985 | 51,487 |
| Total, Class VI. .. | 11,127,647 | 13,745,567 | 11,211,150 | 17,912,018 |
| CLASS VII.—VEGETABLE SUBSTANCES AND FIBRES .. | 73,437 | 111,441 | 125,428 | 187,113 |
| CLASS VIII.—(a) APPAREL; (b) TEXTILES; AND (c) MANUFACTURED FIBRES— | | | | |
| Boots and Shoes | 10,897 | 17,643 | 11,007 | 8,415 |
| All other Apparel | 47,312 | 43,820 | 334,935 | 534,309 |
| Textiles | 118,583 | 131,348 | 262,639 | 166,133 |
| Manufactured Fibres | 167,025 | 300,874 | 351,928 | 381,811 |
| Total, Class VIII. .. | 343,817 | 493,685 | 960,509 | 1,090,668 |
| CLASS IX.—OILS, FATS, AND WAXES— | | | | |
| Tallow—Unrefined | 146,513 | 308,109 | 194,243 | 376,225 |
| All other Oils, Fats, and Waxes | 53,281 | 105,268 | 118,306 | 112,261 |
| Total, Class IX. .. | 199,794 | 413,377 | 312,549 | 488,486 |
| CLASS X.—PAINTS AND VARNISHES | 17,219 | 9,565 | 26,648 | 22,701 |
| CLASS XI.—STONES AND MINERALS, INCLUDING ORES AND CONCENTRATES | 168,101 | 265,241 | 49,566 | 47,338 |

VALUES OF PRINCIPAL ARTICLES EXPORTED TO OVERSEA COUNTRIES
FROM VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|---|-----------------------|-----------|-----------|-----------|
| | 1939. | 1940. | 1941. | 1942. |
| CLASS XII.—METALS, METAL MANUFACTURES AND MACHINERY— | | | | |
| (a) <i>Machines and Machinery.</i> | | | | |
| Machines and Machinery .. | 324,721 | 534,628 | 797,882 | 1,092,910 |
| (b) <i>Metals and Metal Manufactures other than Machinery.</i> | | | | |
| Iron and Steel .. | 142,395 | 199,905 | 123,785 | 72,153 |
| Cadmium—Blocks, Bars, &c. | 30,818 | 69,741 | 38,500 | 1,004 |
| Metals, Scrap (except Iron and Steel) .. | 21,081 | 10,026 | 2,700 | .. |
| Motor Cars, Lorries, &c., and Parts .. | 39,399 | 32,494 | 31,245 | 29,454 |
| Zinc—Bars, Blocks, &c. .. | 2,683 | 40,424 | 103,636 | 254,918 |
| All other Metals and Manufactures thereof .. | 215,075 | 301,463 | 363,586 | 534,406 |
| Total, Class XII. .. | 776,172 | 1,188,681 | 1,461,334 | 1,984,845 |
| CLASS XIII.—RUBBER AND LEATHER AND MANUFACTURES THEREOF AND SUBSTITUTES THEREOF— | | | | |
| Rubber and Manufactures .. | 27,794 | 49,840 | 153,213 | 146,080 |
| Leather and Manufactures .. | 285,557 | 565,221 | 418,559 | 391,826 |
| Total, Class XIII. .. | 313,351 | 615,061 | 571,772 | 537,906 |
| CLASS XIV.—WOOD AND WICKER, RAW AND MANUFACTURED .. | 28,772 | 31,761 | 74,277 | 26,174 |
| CLASS XV.—EARTHENWARE, CEMENTS, CHINA, GLASS, AND STONWARE .. | 69,116 | 30,984 | 38,882 | 27,660 |
| CLASS XVI.—PAPER AND STATIONERY— | | | | |
| Paper | 13,088 | 7,779 | 19,792 | 18,090 |
| Stationery | 189,496 | 106,245 | 51,160 | 86,224 |
| Total, Class XVI. .. | 202,584 | 114,024 | 70,952 | 104,314 |
| CLASS XVII.—JEWELLERY, TIME-PIECES, AND FANCY GOODS— | | | | |
| Precious Stones, Unset ; Pearls, Cameos, &c. .. | 28,914 | 10,703 | 10,437 | 6,489 |
| All other Jewellery, Time-pieces, and Fancy Goods | 49,607 | 42,907 | 35,918 | 36,675 |
| Total, Class XVII. .. | 78,521 | 53,610 | 46,355 | 43,164 |

VALUES OF PRINCIPAL ARTICLES EXPORTED TO OVERSEA COUNTRIES
FROM VICTORIAN PORTS, 1938-39 TO 1941-42—*continued.*

| Article. | Year ended 30th June— | | | |
|--|-----------------------|-------------------|-------------------|-------------------|
| | 1939. | 1940. | 1941. | 1942. |
| | £ | £ | £ | £ |
| CLASS XVIII.—OPTICAL, SURGICAL AND SCIENTIFIC INSTRUMENTS | 88,039 | 100,980 | 96,318 | 83,041 |
| CLASS XIX.—DRUGS, CHEMICALS AND FERTILIZERS— | | | | |
| Casein | 6,201 | 59,943 | 22,664 | 8,167 |
| Fertilizers | 13,041 | 19,888 | 5,677 | 2,968 |
| Medicines | 25,289 | 42,104 | 84,761 | 57,825 |
| Oil—Eucalyptus | 67,998 | 98,132 | 149,768 | 156,957 |
| All other Drugs and Chemicals | 65,252 | 76,190 | 184,674 | 230,401 |
| Total, Class XIX. .. | 177,781 | 296,257 | 447,544 | 456,318 |
| CLASS XX.—MISCELLANEOUS— | | | | |
| Soap | 39,413 | 58,108 | 36,148 | 18,509 |
| All other articles | 324,810 | 446,653 | 1,196,945 | 653,422 |
| Total, Class XX. .. | 364,223 | 504,761 | 1,233,093 | 671,931 |
| CLASS XXI.—GOLD AND SILVER; AND BRONZE SPECIE— | | | | |
| Gold | 2,428,743 | 3,383,509 | 8,340,369 | .. |
| Silver | 2,478 | 3,571 | 264,339 | 135 |
| Bronze | 180 | 136 | .. | .. |
| Total, Class XXI. .. | 2,431,401 | 3,387,216 | 8,604,708 | 135 |
| Australian produce | 30,364,388 | 39,465,177 | 44,946,548 | 42,340,346 |
| Other produce | 454,624 | 354,014 | 310,893 | 282,007 |
| Grand Total .. | 30,819,012 | 39,819,191 | 45,257,441 | 42,622,353 |

The export trade consists largely of agricultural and pastoral products. The value of wool, wheat, flour, butter, fruits (all kinds), meats, hides and skins, and milk and cream exported during 1941-42, amounted to slightly over 78 per cent. of the total Australian merchandise exported—wool alone represented 34 per cent. Exclusive of bullion and specie, total exports showed an increase during 1941-42 of £5,969,485 as compared with the previous year.

Trade with Countries. The value of the trade with various countries of the world in each of the five years 1938-42 was as specified in the following table:—

IMPORTS (ACCORDING TO COUNTRY OF ORIGIN) INTO VICTORIAN PORTS FROM PRINCIPAL COUNTRIES, AND EXPORTS DIRECT THERETO FROM VICTORIAN PORTS, 1938—39 TO 1941—42,

| Imports of Products or Manufactures of— | Value in Year ended 30th June— | | | | |
|---|--------------------------------|------------|------------|------------|------------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| | British Currency Values— | | | | |
| | £ | £ | £ | £ | £ |
| United Kingdom | 16,281,394 | 14,540,751 | 16,977,691 | 22,648,019 | 27,250,688 |
| Canada | 2,590,750 | 2,665,240 | 2,912,324 | 3,238,898 | 4,477,977 |
| Hong Kong | 7,820 | 7,251 | 10,882 | 13,534 | 9,854 |
| India and Ceylon | 1,059,210 | 1,006,808 | 1,893,464 | 2,547,693 | 4,068,550 |
| Malaya (British) | 551,273 | 485,251 | 825,203 | 1,015,901 | 772,924 |
| New Zealand | 1,118,998 | 991,983 | 809,220 | 953,312 | 996,636 |
| Pacific Islands (British) | 651,718 | 671,247 | 740,823 | 512,846 | 777,942 |
| South African Union | 77,936 | 84,676 | 113,944 | 99,744 | 552,858 |
| Other British Possessions | 294,488 | 487,416 | 879,359 | 1,048,076 | 824,117 |
| Belgium | 390,043 | 353,216 | 401,421 | 21,033 | 2,320 |
| China | 192,467 | 140,900 | 205,032 | 199,109 | 89,957 |
| Czecho-Slovakia | 294,640 | 196,669 | 20,648 | 2,713 | 13 |
| Egypt | 11,040 | 70,436 | 44,900 | 64,891 | 260,237 |
| France | 389,054 | 394,105 | 409,929 | 37,547 | 843 |
| Germany | 1,593,185 | 1,537,847 | 438,711 | 62,305 | 15,552 |
| Italy | 331,305 | 257,160 | 289,900 | 36,528 | 631 |
| Japan | 2,221,183 | 1,716,486 | 2,632,698 | 1,772,745 | 220,278 |
| Netherlands | 230,692 | 209,945 | 274,976 | 82,278 | 1,602 |
| Netherlands East Indies | 1,928,647 | 2,044,057 | 2,864,574 | 2,212,788 | 3,022,914 |
| Norway | 198,642 | 143,595 | 169,006 | 18,925 | 4 |
| Persia (Iran) | 533,637 | 382,568 | 406,838 | 230,782 | 682,020 |
| Peru | 1,110 | 1,271 | 622 | 3,920 | 1,655 |
| Philippine Islands | 56,753 | 41,002 | 52,196 | 45,876 | 13,339 |
| Spain | 32,555 | 23,520 | 29,508 | 10,485 | 4,865 |
| Sweden | 763,847 | 459,959 | 437,448 | 56,029 | 43,807 |
| Switzerland | 349,866 | 406,975 | 333,593 | 192,749 | 147,655 |
| U.S.S.R. (Russia) | 73,630 | 74,261 | 48,962 | 9,847 | 2,471 |
| United States of America | 5,558,811 | 4,792,784 | 7,055,715 | 7,924,046 | 14,155,700 |
| Other Foreign Countries | 613,612 | 522,880 | 1,424,092 | 320,780 | 411,561 |
| Total (excluding Outside Packages*) | 38,398,286 | 34,710,259 | 41,703,659 | 45,383,404 | 58,808,970 |
| Export to— | Australian Currency Values— | | | | |
| | £ | £ | £ | £ | £ |
| United Kingdom | 21,410,481 | 15,266,925 | 22,778,935 | 16,805,803 | 15,861,368 |
| Canada | 531,553 | 492,839 | 871,997 | 999,978 | 1,215,074 |
| Hong Kong | 548,485 | 164,238 | 196,049 | 375,951 | 223,150 |
| India and Ceylon | 543,723 | 487,700 | 890,559 | 1,419,979 | 3,449,496 |
| Malaya (British) | 837,589 | 618,214 | 954,457 | 1,164,856 | 1,267,580 |
| New Zealand | 2,733,964 | 1,906,752 | 1,700,735 | 1,958,097 | 1,983,670 |
| Pacific Islands (British) | 278,502 | 255,695 | 253,851 | 298,361 | 167,436 |
| South African Union | 345,538 | 500,433 | 403,484 | 356,700 | 497,029 |
| Other British Possessions | 643,274 | 311,479 | 354,541 | 620,783 | 603,597 |
| Belgium | 705,623 | 654,276 | 27,787 | .. | .. |
| China | 263,305 | 576,750 | 271,256 | 1,194,347 | 140,167 |
| Czecho-Slovakia | 151,782 | 23,763 | 1,617 | .. | .. |
| Egypt | 136,152 | 73,572 | 148,669 | 1,226,720 | 1,522,531 |
| France | 2,521,677 | 2,167,616 | 2,945,233 | 12,311 | .. |
| Germany | 766,314 | 450,788 | 28,319 | .. | .. |
| Italy | 768,057 | 272,391 | 6,930 | .. | .. |
| Japan | 2,999,369 | 1,690,971 | 1,317,082 | 701,200 | 116,683 |
| Netherlands | 144,830 | 149,453 | 16,001 | 315 | .. |
| Netherlands East Indies | 742,288 | 613,570 | 807,283 | 1,297,133 | 1,041,859 |
| Norway | 4,646 | 17,963 | 896 | .. | .. |
| Persia (Iran) | .. | 26 | 89 | .. | 4,000 |
| Peru | 60,958 | 1,674 | 10 | 120 | .. |
| Philippine Islands | 144,859 | 96,968 | 141,584 | 98,192 | 44,310 |
| Spain | 63,904 | 35 | .. | .. | .. |
| Sweden | 200,520 | 171,354 | 32,073 | .. | .. |
| Switzerland | 10,078 | 4,002 | 37,095 | .. | .. |
| U.S.S.R. (Russia) | 187,449 | .. | 8 | 16 | 218 |
| United States of America | 2,714,274 | 3,378,036 | 5,132,752 | 14,460,565 | 11,246,077 |
| Other Foreign Countries | 784,473 | 471,529 | 414,933 | 638,244 | 531,070 |
| Country not stated | .. | .. | 84,966 | 1,627,770 | 2,707,038 |
| Total | 41,243,667 | 30,819,012 | 39,819,191 | 45,257,441 | 42,622,353 |

* "Outside Packages," 1937-38, £824,712; 1938-39, £745,077; 1939-40, £880,016; 1940-41, £847,811; 1941-42, £972,048.

Trade with United Kingdom. Imports from and exports to the United Kingdom during 1941-42 represented nearly 46 per cent. and 37 per cent. respectively of the total value of imports into and exports from Victorian ports during that year. Details of the principal articles interchanged are given hereunder for each of the five years, 1938-1942.

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH THE UNITED KINGDOM, 1938-39 TO 1941-42.

| Articles. | Values in Year ended 30th June— | | | | |
|---|---------------------------------|------------|------------|------------|------------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| | £ | £ | £ | £ | £ |
| <i>Imports (British Currency Values).</i> | | | | | |
| <i>Articles of United Kingdom origin imported into Victorian ports.</i> | | | | | |
| Whisky | 74,648 | 80,458 | 111,977 | 82,401 | 65,947 |
| Cigarettes | 8,372 | 8,923 | 7,915 | 5,362 | 9,585 |
| Apparel | 358,241 | 368,512 | 335,378 | 461,148 | 696,767 |
| Piece Goods— | | | | | |
| Canvas and Duck | 247,409 | 183,615 | 235,090 | 231,082 | 211,017 |
| Cotton and Linen | 1,786,573 | 1,446,871 | 2,000,855 | 2,449,802 | 2,098,936 |
| Silk | 553,230 | 426,957 | 726,613 | 875,412 | 1,875,962 |
| Woolen | 105,551 | 91,997 | 85,486 | 94,848 | 416,502 |
| Velvets, and Lace for Attire | 101,014 | 74,602 | 126,648 | 173,816 | 377,446 |
| Other | 291,332 | 221,881 | 298,750 | 383,864 | 379,709 |
| Floor Coverings | 785,851 | 650,258 | 824,891 | 688,032 | 708,760 |
| Sewing and Embroidery Silks, &c. | 195,907 | 203,221 | 218,811 | 324,550 | 296,798 |
| Yarns | 694,347 | 345,889 | 689,302 | 1,108,394 | 1,387,940 |
| Machines and Machinery | 2,403,906 | 2,330,690 | 2,355,752 | 2,114,565 | 2,543,478 |
| Metals and Metal Manufactures— | | | | | |
| Iron and Steel | 1,628,669 | 990,969 | 1,401,725 | 2,077,958 | 599,271 |
| Motor Cars (bodies, chassis, and parts) | 1,165,125 | 1,097,082 | 941,893 | 345,038 | 101,911 |
| Pipes and Tubes | 143,614 | 89,222 | 90,365 | 47,973 | 30,726 |
| Platedware and Cutlery | 149,489 | 137,986 | 146,409 | 201,242 | 208,130 |
| Other Vehicles and parts, n.e.i. | 645,828 | 874,332 | 1,054,283 | 5,042,060 | 7,983,014 |
| Other Metals and Manufactures | 928,434 | 805,204 | 880,424 | 1,047,401 | 983,844 |
| Rubber and Rubber Goods | 87,770 | 78,444 | 112,810 | 91,108 | 137,947 |
| Crockery and Household Ware | 130,813 | 135,254 | 148,529 | 206,540 | 274,826 |
| Glass and Glassware | 80,209 | 77,229 | 103,203 | 186,183 | 367,397 |
| Paper | 678,403 | 575,950 | 679,366 | 847,675 | 388,374 |
| Books | 283,016 | 285,120 | 278,717 | 241,820 | 271,594 |
| Fancy Goods | 80,589 | 78,763 | 75,256 | 91,302 | 109,971 |
| Drugs and Medicinal Preparations | 86,396 | 105,691 | 97,362 | 117,675 | 195,191 |
| Sodium Salts | 145,015 | 176,385 | 197,438 | 148,111 | 172,055 |
| Dyes | 149,271 | 168,598 | 236,556 | 350,818 | 348,549 |
| Arms, Ammunition, and Explosives | 177,789 | 249,659 | 151,377 | 262,043 | 1,227,846 |
| All other Articles | 2,114,583 | 2,180,989 | 2,364,510 | 2,349,796 | 2,781,195 |
| Total (excluding Outside Packages) | 16,281,394 | 14,540,751 | 16,977,691 | 22,648,019 | 27,250,688 |
| <i>Exports (Australian Currency Values) from Victorian parts to United Kingdom.</i> | | | | | |
| Butter | 3,220,153 | 2,909,980 | 6,099,670 | 4,871,267 | 3,596,867 |
| Cheese | 319,581 | 416,659 | 634,289 | 562,972 | 257,242 |
| Eggs | 236,979 | 219,813 | 181,112 | 262,596 | 141,552 |
| Meats— | | | | | |
| Beef, Mutton and Lamb | 3,302,275 | 2,671,678 | 3,062,011 | 2,717,116 | 2,495,667 |
| Pork | 390,795 | 278,376 | 334,977 | 452,014 | 192,756 |
| Rabbits and Hares | 104,571 | 113,439 | 127,867 | 36,149 | .. |
| Other | 371,344 | 329,600 | 371,548 | 378,151 | 496,221 |
| Milk and Cream | 63,186 | 78,495 | 74,468 | 108,566 | 85,616 |
| Fruits—all kinds | 2,465,936 | 2,324,943 | 1,699,273 | 1,046,855 | 934,004 |
| Wheat and Flour | 3,822,150 | 451,740 | 628,533 | 609,727 | 450,024 |
| Wine, fermented | 31,938 | 22,194 | 19,924 | 4,653 | 626 |
| Hides and Skins | 618,657 | 288,236 | 287,587 | 314,603 | 111,309 |
| Wool | 5,243,139 | 4,321,778 | 7,648,112 | 3,229,560 | 5,427,387 |
| Tallow, unrefined | 28,337 | 10,695 | 33,987 | 103,493 | 56,899 |
| Leather, &c. | 183,018 | 197,884 | 433,768 | 144,785 | 169,985 |
| Soap | 26,578 | 21,845 | 30,032 | 12,008 | .. |
| Bullion and Specie | 352,979 | 76,906 | 13,304 | 264,100 | .. |
| All other Articles | 628,865 | 539,164 | 1,108,473 | 1,687,188 | 1,439,213 |
| Total | 21,410,481 | 15,266,925 | 22,778,935 | 16,805,803 | 15,861,368 |

Trade with
India and
Ceylon.

During 1941-42, the value of imports into Victorian ports from India and Ceylon increased by £1,520,852 as compared with the previous year, while the value of exports from Victorian ports to those countries increased by £2,029,517. The principal articles interchanged in each of the five years 1938-1942 were as follows:—

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH
INDIA AND CEYLON, 1938-39 TO 1941-42.

| Articles. | Values in Year ended 30th June— | | | | |
|--|---------------------------------|-----------|-----------|-----------|-----------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| <i>Imports (British Currency Values). Articles of Indian and Cingalese origin imported into Victorian ports.</i> | | | | | |
| | £ | £ | £ | £ | £ |
| Cocoa Beans | 1,862 | 239 | 573 | 576 | 19,703 |
| Coffee | 4,589 | 4,368 | 8,493 | 507 | 3,892 |
| Rice | 27 | 24 | .. | 105 | 1 |
| Nuts | 4,884 | 4,831 | 20,869 | 31,225 | 31,516 |
| Spices | 5,691 | 6,567 | 10,701 | 10,245 | 18,463 |
| Tea | 90,022 | 235,890 | 295,216 | 194,421 | 446,642 |
| Hides and Skins | 53,940 | 23,702 | 24,415 | 13,188 | 9,741 |
| Fibres | 99,442 | 93,250 | 178,201 | 427,726 | 403,370 |
| Gums and Resins | 9,414 | 6,740 | 18,223 | 25,403 | 46,504 |
| Seeds | 47,729 | 30,219 | 94,827 | 110,417 | 103,240 |
| Heesians | 129,876 | 117,832 | 271,774 | 217,577 | 376,731 |
| Floor Coverings | 7,746 | 5,609 | 14,161 | 31,319 | 104,695 |
| Bags and Sacks | 541,413 | 385,036 | 770,372 | 799,180 | 909,568 |
| Yarns—Coir | 15,732 | 12,173 | 11,453 | 16,137 | 13,758 |
| Oils in Bulk | 273 | 283 | 3,809 | 12,204 | 4,167 |
| Waxes | 711 | .. | 158 | 43,211 | 22,110 |
| Rubber, &c. | 1,706 | 4 | 2,805 | 1,327 | 162,797 |
| All other Articles | 44,153 | 80,041 | 167,414 | 612,930 | 1,391,652 |
| Total (excluding Outside Packages) | 1,059,210 | 1,006,808 | 1,893,464 | 2,547,698 | 4,068,550 |
| <i>Exports (Australian Currency Values) from Victorian ports to India and Ceylon.</i> | | | | | |
| Butter | 9,968 | 10,352 | 16,022 | 23,353 | 25,000 |
| Meats | 31,752 | 17,085 | 42,818 | 123,908 | 308,435 |
| Milk and Cream | 61,522 | 34,153 | 71,736 | 111,768 | 781,362 |
| Biscuits | 2,285 | 1,544 | 2,577 | 1,649 | 3,595 |
| Hay and Chaff | 1,269 | 1,519 | 1,110 | 981 | 291 |
| Fruits (all kinds) | 16,015 | 14,464 | 21,558 | 49,180 | 55,342 |
| Wheat | 25,429 | 117,163 | 170 | 456 | 3,538 |
| Flour | 104,831 | 84,499 | 100,520 | 138,925 | 127,521 |
| Horses | 37,983 | 28,804 | 14,850 | 22,126 | 7,308 |
| Wool | 155,864 | 103,016 | 425,137 | 450,302 | 887,860 |
| Tallow (unrefined) | 41,374 | 29,192 | 29,515 | 21,708 | 60,951 |
| Soap | 498 | 801 | 791 | 791 | 741 |
| All other Articles | 54,933 | 45,103 | 163,804 | 474,852 | 1,187,552 |
| Total | 543,723 | 487,700 | 890,559 | 1,419,979 | 3,449,496 |

Trade with New Zealand. The value of imports into Victorian ports from New Zealand during 1941-42 increased by £43,324 as compared with that of the previous year, whilst the value of exports from Victorian ports thereto increased by £25,573. The principal articles of trade during each of the five years 1938-1942 were as follows:—

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH NEW ZEALAND, 1938-39 TO 1941-42.

| Articles. | Value in Year ended 30th June— | | | | |
|---|--------------------------------|-----------|-----------|-----------|-----------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| <i>Imports (British Currency Values). Articles of New Zealand Origin imported into Victorian ports.</i> | £ | £ | £ | £ | £ |
| Fish | 63,335 | 52,830 | 58,628 | 69,875 | 78,619 |
| Milk and Cream | 7 | 200 | 51 | 2 | 896 |
| Meats | 3,439 | 3,616 | 8,061 | 6,879 | 11,732 |
| Grain and Pulse | 13,441 | 12,413 | 22,282 | 19,748 | 22,551 |
| Hops | .. | 1,009 | 630 | .. | .. |
| Animals (horses, cattle, sheep, and pigs) | 29,481 | 33,676 | 24,421 | 5,257 | 5,158 |
| Hides and Skins | 212,770 | 109,485 | 44,736 | 30,196 | 61,400 |
| Wool | 402,794 | 432,707 | 68,479 | 180,700 | 46,984 |
| Flax and Hemp | 22,391 | 6,317 | 618 | .. | 1,685 |
| Oakum and Tow | 1,068 | 331 | 129 | .. | 1,354 |
| Seeds | 28,883 | 45,030 | 24,886 | 63,320 | 31,909 |
| Timber | 78,061 | 54,059 | 33,882 | 43,738 | 34,436 |
| Gold and Silver | 181,181 | 175,600 | 449,134 | 450,047 | 591,073 |
| All other Articles | 82,147 | 64,710 | 73,283 | 83,550 | 108,830 |
| Total (excluding Outside Packages) | 1,118,998 | 991,983 | 809,220 | 953,312 | 996,636 |
| <i>Exports (Australian Currency Values) from Victorian ports to New Zealand.</i> | | | | | |
| Fruits, all kinds | 328,354 | 321,752 | 263,540 | 331,206 | 361,567 |
| Grain and Pulse— Wheat | 883,463 | 85,298 | 26,798 | 64,954 | 159,772 |
| Flour | 1,385 | 575 | .. | 1,182 | 1,635 |
| Oats | 3,963 | 2,415 | 12,580 | 6,421 | .. |
| Rice and Rice Meal | 4,440 | 4,824 | 8,455 | 4,810 | 16,587 |
| Tea | 1,784 | 876 | 210 | 1,070 | .. |
| Spirituous and Alcoholic Liquors | 19,841 | 13,497 | 9,598 | 10,259 | 8,340 |
| Tobacco manufactured | 90,800 | 133,148 | .. | 16 | .. |
| Apparel | 108,417 | 45,782 | 27,265 | 21,589 | 74,197 |
| Textiles | 82,432 | 65,854 | 62,912 | 138,022 | 76,654 |
| Manufactured Fibres | 133,156 | 134,001 | 225,725 | 279,115 | 99,832 |
| Oils | 14,009 | 16,866 | 22,553 | 26,223 | 241,235 |
| Machines and Machinery | 160,770 | 168,848 | 200,439 | 178,882 | 132,303 |
| Metal manufactures | 200,259 | 168,296 | 167,788 | 164,090 | 169,726 |
| Rubber manufactures | 30,151 | 16,206 | 17,814 | 29,573 | 52,869 |
| Leather, &c. | 24,731 | 37,134 | 45,188 | 45,089 | 59,456 |
| Books | 16,784 | 20,076 | 21,451 | 17,107 | 27,398 |
| Photographic goods and materials | 72,468 | 66,276 | 62,781 | 149,960 | 44,311 |
| Drugs and Chemicals | 46,384 | 50,241 | 47,879 | 77,041 | 101,514 |
| Arms Ammunition and Explosives | 75,560 | 121,205 | 134,051 | 214,339 | 111,613 |
| All other Articles | 434,813 | 433,782 | 343,690 | 34,936 | 123,800 |
| Australian produce | 2,611,057 | 1,780,490 | 1,553,230 | 1,795,890 | 1,862,809 |
| Other produce | 122,907 | 126,262 | 147,505 | 162,207 | 120,861 |
| Total | 2,733,964 | 1,906,752 | 1,700,735 | 1,958,097 | 1,983,670 |

Trade with
Germany,
France, and
Belgium.

Trade with Germany ceased after the outbreak of war in 1939, and virtually ceased with France and Belgium after their occupation in 1940.

Trade with
Japan.

A state of war with Japan was proclaimed in December, 1941, since when trade with that country has ceased. The principal articles interchanged during each of the five years 1938-1942 were as follows:—

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH JAPAN, 1938-39 TO 1941-42.

| Articles. | Value in Year ended 30th June— | | | | |
|--|--------------------------------|-----------|-----------|-----------|---------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| <i>Imports (British Currency Values). Articles of Japanese origin imported into Victorian ports.</i> | £ | £ | £ | £ | £ |
| Fish | 10,468 | 5,424 | 8,738 | 306 | .. |
| Silk, Raw | 498,890 | 353,236 | 729,057 | 475,213 | 74,569 |
| Fibres | 1,560 | 21 | 845 | 215 | .. |
| Grass or Straw, &c. | 7,128 | 5,576 | 4,475 | 8,270 | 1,148 |
| Apparel— | | | | | |
| Buttons | 22,485 | 16,290 | 26,594 | 12,270 | .. |
| Hats and Caps | 7,017 | 3,827 | 4,123 | 2,701 | 501 |
| Other | 71,020 | 69,427 | 70,513 | 38,737 | 3,486 |
| Piece Goods— | | | | | |
| Silk | 563,828 | 409,373 | 686,005 | 452,684 | 48,244 |
| Cotton and Linen | 297,393 | 246,694 | 327,493 | 333,861 | 15,602 |
| Other | 99,115 | 87,191 | 136,781 | 108,408 | 11,294 |
| Other Textiles | 78,613 | 72,585 | 74,662 | 14,205 | 138 |
| Yarns | 52,297 | 47,867 | 89,003 | 29,856 | 562 |
| Oils | 10,684 | 2,447 | 4,955 | .. | .. |
| Timber | 12,748 | 12,811 | 7,007 | 2,147 | .. |
| Chinaware | 47,865 | 49,790 | 53,592 | 18,251 | 991 |
| Glass and Glassware | 25,001 | 19,558 | 14,936 | 2,515 | 180 |
| Fancy Goods | 62,067 | 59,809 | 68,406 | 16,684 | 112 |
| Jewellery and Precious Stones | 2,781 | 3,669 | 3,936 | 423 | .. |
| Camphor | 4,085 | 2,873 | 3,478 | 5,346 | 4,297 |
| Sulphur (Brimstone) | 80,046 | .. | .. | .. | .. |
| All other Articles | 266,092 | 248,018 | 318,099 | 250,653 | 59,154 |
| Total (excluding Outside Packages) | 2,221,183 | 1,716,486 | 2,632,698 | 1,772,745 | 220,278 |
| <i>Exports (Australian Currency Values) from Victorian ports to Japan.</i> | | | | | |
| Butter | 83 | .. | .. | .. | 470 |
| Hides and Skins | 97,423 | 25,387 | 27,255 | .. | .. |
| Milk and Cream | 15 | .. | .. | .. | .. |
| Wheat | 690,960 | 15,749 | 415,045 | 39,536 | .. |
| Flour | 408 | .. | .. | 151,636 | 5,394 |
| Wool | 2,025,311 | 1,527,034 | 609,672 | 424,203 | 108,992 |
| Tallow (unrefined) | 12,491 | 1,061 | 506 | 341 | 1,250 |
| Scrap Iron | 112,102 | 109,455 | 132,572 | 73,956 | .. |
| Casein | 31,948 | 1,795 | 36,235 | 2,240 | .. |
| Fertilizers | .. | .. | .. | .. | .. |
| All other Articles | 28,628 | 10,490 | 95,797 | 9,288 | 577 |
| Total | 2,999,369 | 1,690,971 | 1,317,082 | 701,200 | 116,683 |

Trade with
Netherlands
East Indies.

The Netherlands East Indies were occupied by Japan early in 1942, and since then trade between Victoria and that country has been suspended. The chief articles interchanged with Netherlands East Indies during each of the five years 1938-1942 were as follows:—

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH
NETHERLANDS EAST INDIES, 1938-39 TO 1941-42.

| Articles. | Value in Year ended 30th June— | | | | |
|---|--------------------------------|------------------|------------------|------------------|------------------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| <i>Imports (British Currency Values). Articles of Netherlands East Indies origin imported into Victorian ports.</i> | £ | £ | £ | £ | £ |
| Coffee and Chicory | 5,877 | 8,322 | 10,791 | 1,373 | 13,810 |
| Sago and Tapioca | 1,350 | 1,065 | 1,674 | 3,294 | 2,737 |
| Spices | 310 | 735 | 404 | 1,158 | 2,357 |
| Tea | 333,536 | 508,540 | 658,684 | 659,105 | 803,571 |
| Tobacco—unmanufactured | 16,877 | 9,637 | 26,381 | 14,850 | 2,964 |
| Hides and Skins | 1,473 | 2,512 | 1,001 | 3,355 | 10,935 |
| Fibres | 141,130 | 122,101 | 147,503 | 114,997 | 193,522 |
| Seeds | 7,967 | 9,371 | 7,744 | 2,862 | 8,640 |
| Oils | 1,265,044 | 1,259,440 | 1,809,060 | 1,195,053 | 1,659,347 |
| Rubber, crude | 121,942 | 81,345 | 127,556 | 135,551 | 187,076 |
| All other Articles | 33,141 | 40,989 | 73,776 | 81,190 | 137,955 |
| Total (excluding Outside Packages) | 1,928,647 | 2,044,057 | 2,864,574 | 2,212,788 | 3,022,914 |
| <i>Exports (Australian Currency Values) from Victorian ports to the Netherlands East Indies.</i> | | | | | |
| Butter | 245,980 | 230,902 | 251,271 | 341,520 | 257,777 |
| Meats | 1,050 | 1,271 | 937 | 5,979 | 6,725 |
| Milk and Cream | 1,587 | 2,411 | 2,985 | 31,227 | 33,808 |
| Biscuits | 9,801 | 8,061 | 11,580 | 21,617 | 8,152 |
| Fruits and fruit juices | 26,765 | 28,472 | 32,235 | 38,349 | 28,392 |
| Flour | 362,211 | 259,321 | 339,721 | 463,718 | 324,635 |
| Machines and Machinery | 532 | 3,797 | 2,913 | 22,719 | 23,261 |
| Leather, &c. | 8,089 | 9,808 | 14,263 | 28,357 | 24,798 |
| Soap | 29 | 286 | 99 | 2,507 | 4 |
| All other Articles | 86,244 | 69,241 | 151,279 | 341,140 | 334,307 |
| Total | 742,288 | 613,570 | 807,283 | 1,297,133 | 1,041,859 |

Trade with
United States
of America.

The value of imports into Victorian ports from the United States of America increased by £6,231,654 during 1941-42 as compared with 1940-41, whilst the value of exports from Victorian ports to that country decreased during the same period by £3,214,488. The principal articles included in the trade with the United States of America in each of the five years 1938-1942 were as follows:—

VALUE OF PRINCIPAL ARTICLES INTERCHANGED WITH
THE UNITED STATES OF AMERICA, 1937-38 TO 1941-42.

| Articles. | Value in Year ended 30th June— | | | | |
|--|--------------------------------|------------------|------------------|-------------------|-------------------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| <i>Imports (British Currency Values).</i> | | | | | |
| <i>Articles of United States origin imported into Victorian ports.</i> | | | | | |
| Fish, preserved in tins | 3,782 | 14,684 | 3,470 | 681 | .. |
| Sausage Casings | 45,989 | 55,646 | 76,239 | 49,858 | 118,048 |
| Tobacco, &c. | 513,072 | 536,781 | 534,142 | 237,697 | 16,203 |
| Gums and Resins | 46,453 | 29,584 | 67,379 | 46,843 | 42,228 |
| Apparel— | | | | | |
| Socks and Stockings | 800 | 842 | 531 | 704 | 12 |
| Other | 29,504 | 36,315 | 38,019 | 27,317 | 4,632 |
| Textiles— | | | | | |
| Piece Goods | 17,529 | 43,989 | 51,230 | 132,660 | 143,736 |
| Other | 16,733 | 22,539 | 27,680 | 8,218 | 3,521 |
| Manufactured Fibres and Yarns | 4,556 | 439 | 8,067 | 2,602 | 142,243 |
| Oils | 760,215 | 578,678 | 848,463 | 548,913 | 569,697 |
| Paints and Varnishes | 54,689 | 45,225 | 92,397 | 70,015 | 65,118 |
| Asphalt, Bitumen, and Natural Pitch | 8,779 | 20,034 | 35,919 | 27,834 | 29,381 |
| Machines and Machinery | 1,226,886 | 953,321 | 1,068,556 | 2,525,242 | 2,772,610 |
| Metals and Metal Manufactures— | | | | | |
| Iron and Steel | 235,946 | 144,800 | 174,823 | 192,063 | 978,513 |
| Tools of Trade | 73,260 | 52,453 | 69,800 | 103,915 | 155,439 |
| Vehicles and Parts— | | | | | |
| Motor Bodies, Chassis, &c. | 991,146 | 679,131 | 534,199 | 277,002 | 732,240 |
| Other | 400,384 | 349,014 | 1,504,076 | 1,550,119 | 1,572,950 |
| Other Metals, &c. | 112,122 | 114,290 | 160,646 | 330,475 | 361,385 |
| Rubber, &c. | 40,517 | 37,548 | 46,988 | 25,547 | 20,913 |
| Leather, &c. | 5,811 | 7,695 | 6,453 | 2,420 | 1,208 |
| Timber | 104,932 | 76,776 | 105,727 | 41,804 | 8,780 |
| Glass and Glassware | 16,494 | 22,867 | 38,124 | 18,988 | 25,999 |
| Paper | 48,450 | 54,343 | 73,030 | 100,603 | 65,525 |
| Stationery | 55,334 | 65,202 | 68,311 | 44,249 | 24,168 |
| Jewellery, Timepieces, and Fancy Goods | 40,414 | 39,456 | 45,550 | 13,182 | 7,513 |
| Optical, Surgical, and Scientific Instruments | 76,643 | 77,469 | 110,638 | 120,340 | 203,319 |
| Sulphur (Brimstone) | 93,018 | 176,040 | 192,651 | 130,008 | 86,863 |
| Arms, Ammunition and Explosives | 5,969 | 8,988 | 8,029 | 4,896 | 143,997 |
| Instruments—Musical | 6,354 | 6,718 | 6,484 | 3,082 | 145 |
| All other Articles | 523,080 | 541,917 | 1,058,085 | 1,286,769 | 5,859,319† |
| Total (excluding Outside Packages) | 5,558,811 | 4,792,784 | 7,055,715 | 7,924,046 | 14,155,700 |
| <i>Exports (Australian Currency Values) from Victorian ports to the United States.</i> | | | | | |
| Sausage Casings | 151,557 | 147,241 | 215,590 | 194,287 | 217,971 |
| Hides and Skins | 590,499 | 312,338 | 785,736 | 1,385,000 | 2,675,335 |
| Wool | 112,176 | 403,105 | 467,834 | 4,402,630 | 7,769,609 |
| Tallow (unrefined) | 15,357 | 4,697 | 27,743 | 10,950 | 102,339 |
| Machines and Machinery | 9,421 | 12,013 | 6,519 | 12,836 | 4,115 |
| Metals and Metal Manufactures | 9,057 | 6,674 | 8,457 | 7,917 | 216,031 |
| Leather, &c. | 229 | 75 | 384 | 139 | 1,247 |
| Eucalyptus Oil | 9,442 | 21,202 | 41,571 | 52,239 | 76,198 |
| All other Articles | 1,816,536* | 2,470,691* | 3,578,918 | 8,394,517 | 183,232 |
| Total | 2,714,274 | 3,378,036 | 5,132,752 | 14,460,565 | 11,246,077 |

* Including Gold Bullion, 1937-38, £1,729,095; 1938-39, £2,347,314; 1939-40, £3,302,483; 1940-41, £8,285,338.

† Includes estimated value of unrecorded imports.

Principal
Exports—
Quantities
and Values.

Particulars relating to quantities and values of the principal commodities exported from Victorian ports are given in the following table:—

QUANTITIES AND VALUES OF THE PRINCIPAL COMMODITIES EXPORTED FROM VICTORIAN PORTS DURING EACH OF THE YEARS 1938-39 TO 1941-42.
(AUSTRALIAN CURRENCY VALUES.)

| Commodity. | | 1938-39. | 1939-40. | 1940-41. | 1941-42. |
|---------------------------------|------------|-------------|-------------|-------------|-------------|
| Wool | .. lb. | 185,808,043 | 171,440,901 | 122,268,889 | 207,169,638 |
| | .. £ | 9,545,002 | 12,034,730 | 9,465,370 | 14,969,292 |
| Butter | .. lb. | 65,462,195 | 109,307,561 | 89,536,377 | 70,309,411 |
| | .. £ | 3,245,806 | 6,539,659 | 5,503,189 | 4,354,788 |
| Wheat | .. centals | 3,139,662 | 3,248,912 | 2,384,194 | 1,944,263 |
| | .. £ | 932,388 | 954,061 | 777,066 | 684,014 |
| Flour (wheaten) .. | .. centals | 5,124,617 | 3,816,882 | 5,496,471 | 2,794,264 |
| | .. £ | 1,607,110 | 1,513,480 | 2,683,545 | 1,440,342 |
| Fruits— Dried | .. lb. | 108,400,466 | 75,381,800 | 91,575,307 | 98,434,654 |
| | .. £ | 1,763,153 | 1,243,709 | 1,487,415 | 1,670,001 |
| Fresh | .. lb. | 39,717,300 | 26,260,100 | 13,929,800 | 11,692,300 |
| | .. £ | 359,096 | 259,924 | 144,400 | 115,781 |
| Preserved in Liquid | .. lb. | 60,916,530 | 58,218,153 | 31,649,375 | 36,432,256 |
| | .. £ | 890,882 | 927,254 | 527,997 | 634,254 |
| Meats— Beef (frozen) .. | .. lb. | 9,158,102 | 8,729,327 | 1,316,287 | 965,229 |
| | .. £ | 156,125 | 158,067 | 23,985 | 29,955 |
| Lamb (frozen) .. | .. lb. | 86,736,377 | 109,279,488 | 101,758,592 | 89,837,415 |
| | .. £ | 2,356,159 | 2,843,853 | 2,686,397 | 2,505,211 |
| Mutton (frozen) | .. lb. | 14,690,484 | 8,531,069 | 4,921,199 | 5,006,645 |
| | .. £ | 201,586 | 121,656 | 76,224 | 80,470 |
| Pork (frozen) .. | .. lb. | 9,530,942 | 11,102,953 | 16,103,886 | 7,190,130 |
| | .. £ | 283,685 | 340,325 | 473,980 | 218,642 |
| Rabbits and Hares (frozen) | .. pairs | 2,062,183 | 2,284,537 | 714,459 | 58,144 |
| | .. £ | 127,591 | 135,397 | 45,327 | 4,354 |
| Sausage Casings | .. cwt. | 14,228 | 15,253 | 20,129 | 19,668 |
| | .. £ | 297,311 | 310,960 | 306,797 | 347,609 |
| All other | .. £ | 226,088 | 339,738 | 638,012 | 1,608,852 |
| | .. £ | 516,173 | 777,711 | 983,349 | 1,556,845 |
| Milk and Cream .. | .. lb. | 14,950,203 | 23,756,601 | 38,090,686 | 60,416,326 |
| | .. £ | 516,173 | 777,711 | 983,349 | 1,556,845 |
| Hides and Skins— Sheep | .. lb. | 37,381,798 | 30,923,207 | 13,615,957 | 30,500,134 |
| | .. £ | 1,121,709 | 1,118,002 | 496,137 | 1,127,095 |
| Calf, Cattle, Horse | .. No. | 465,400 | 129,411 | 88,280 | 16,567 |
| | .. £ | 185,455 | 81,099 | 65,733 | 11,338 |
| Rabbits and Hares | .. lb. | 2,608,931 | 3,591,899 | 5,347,928 | 4,274,365 |
| | .. £ | 221,538 | 405,646 | 1,109,491 | 1,648,356 |
| Other Skins | .. £ | 19,907 | 44,876 | 92,431 | 104,450 |
| | .. £ | 173,263 | 286,985 | 197,970 | 299,854 |
| Tallow (unrefined) | .. cwt. | 173,263 | 286,985 | 197,970 | 299,854 |
| | .. £ | 146,513 | 308,109 | 194,243 | 376,225 |
| Eggs in shell | .. dozen | 3,175,761 | 2,646,570 | 3,951,966 | 10,980 |
| | .. £ | 214,580 | 181,996 | 263,627 | 966 |
| Cheese | .. lb. | 13,328,117 | 18,468,679 | 14,739,826 | 13,873,255 |
| | .. £ | 450,012 | 703,639 | 810,805 | 593,174 |

**Customs
and Excise
Revenue.**

The oversea trade and the gross revenue collected at Victorian ports, during the year 1941-42, are shown in the following statement:—

**OVERSEA TRADE AND GROSS REVENUE COLLECTED AT
VICTORIAN PORTS, 1941-42.**

| Heading. | Melbourne. | Geelong. | Portland. | Warrnam- bool. | Total. |
|---|------------|-----------|-----------|-------------------|-------------|
| | £ | £ | £ | £ | £ |
| Oversea Trade— | | | | | |
| Imports (British Currency) .. | 57,798,588 | 1,910,608 | 71,822 | .. | 59,781,018 |
| Exports (Australian Currency) | 41,261,771 | 923,482 | 437,100 | .. | 42,622,353 |
| Total (British Currency) | 90,742,132 | 2,647,919 | 420,804 | .. | 93,810,855 |
| Gross Revenue (Australian Currency)— | | | | | |
| Import Duties | 7,144,571 | 229,964 | 136,156 | .. | 7,510,691 |
| Excise Duties | 10,366,925 | 45,288 | 2,763 | .. | 10,414,976 |
| Primage | 1,258,163 | 15,528 | 6,167 | .. | 1,279,858 |
| Other Sources | 26,034 | 305 | 149 | .. | 26,488 |
| Total | 18,795,693 | 291,085 | 145,235 | .. | 19,232,013* |

* After deducting £785,564 for Refunds and Drawbacks, &c., the net revenue was £18,446,449.

**Interstate
Trade.**

On the 13th September, 1910, the Commonwealth Government abandoned the collecting and recording of information relating to Interstate imports and exports, but, at the Statisticians' Conference held in 1926 at Perth, it was resolved that action should be taken by the Statistician of each State (with the exception of Western Australia and Tasmania where schemes for collecting interstate trade statistics were in force) with a view to obtaining a record of the principal items of interstate trade. It has not been possible to obtain complete information regarding the interstate trade of Victoria. However, returns relating to the interchange of certain goods between Victoria and the other States were received from the Harbor Trusts, the Ports and Harbors Branch of the Public Works Department, and the Railways Department (until February, 1942), but staff difficulties due to war conditions have necessitated discontinuance of their publication.

SHIPPING.

Vessels entered and cleared. Victorian shipping, as dealt with in the succeeding tables, refers to vessels trading with other States and Oversea Countries; the tonnage quoted is net. Vessels trading on the Victorian coast and on the River Murray have not been taken into consideration. Coastal shipping is included in the particulars of the shipping at Victorian ports (page 350).

The number of vessels entered and cleared, and their total tonnage in each of the five years 1938-1942, were as follows:—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING,
1938-39 TO 1941-42.

| Heading. | Year ended 30th June— | | | | |
|-------------------------|-----------------------|-----------|-----------|-----------|-----------|
| | 1938. | 1939. | 1940. | 1941. | 1942. |
| Vessels Entered— | | | | | |
| Number .. | 3,019 | 2,979 | 2,658 | 2,465 | 2,154 |
| Tons | 8,537,857 | 8,537,085 | 7,024,938 | 5,590,010 | 4,451,343 |
| Average tonnage | 2,828 | 2,866 | 2,643 | 2,268 | 2,067 |
| Vessels Cleared— | | | | | |
| Number .. | 2,991 | 2,989 | 2,672 | 2,473 | 2,139 |
| Tons | 8,520,864 | 8,479,995 | 7,092,540 | 5,568,256 | 4,459,084 |
| Average tonnage | 2,849 | 2,837 | 2,654 | 2,252 | 2,085 |

For the twelve months ended 30th June, 1942, steamers numbered 1,989 of the vessels entered and 1,968 of the vessels cleared, their tonnage aggregating 4,430,045 and 4,435,607 respectively. The inward shipping included 44 vessels in ballast, of an aggregate tonnage of 195,148, whilst the outward shipping included 477 vessels in ballast, having an aggregate tonnage of 1,012,873.

Note.—Oil burning vessels are included with steamers, which prior to 1936-37 also included "Sailing Vessels with auxiliary engines."

Shipping with
principal
countries.

The countries having shipping communication with Victoria in 1941-42 are set out in the following statement:—

VICTORIA—SHIPPING WITH PRINCIPAL COUNTRIES, 1941-42.

| Countries. | Vessels Entered. | | | | Vessels Cleared. | | | |
|-----------------------------------|------------------|------------------|------------------|---------------|------------------|------------------|------------------|---------------|
| | Steamers.* | | Sailing Vessels. | | Steamers.* | | Sailing Vessels. | |
| | Number. | Net Tonnage. | Number. | Net Tonnage. | Number. | Net Tonnage. | Number. | Net Tonnage. |
| Australian States | 1,593 | 2,682,886 | 158 | 20,180 | 1,615 | 2,880,817 | 164 | 22 359 |
| United Kingdom | 68 | 406,581 | .. | .. | 55 | 279,205 | .. | .. |
| New Zealand | 35 | 61,972 | 7 | 1,118 | 38 | 103,259 | 7 | 1,118 |
| India | 39 | 182,843 | .. | .. | 29 | 121,656 | .. | .. |
| Straits Settlements | 23 | 141,493 | .. | .. | 22 | 117,581 | .. | .. |
| Other British | 58 | 213,379 | .. | .. | 52 | 212,369 | .. | .. |
| Total British Countries .. | 1,816 | 3,689,154 | 165 | 21,298 | 1,811 | 3,714,887 | 171 | 23,477 |
| Japan | 3 | 12,086 | .. | .. | 3 | 12,086 | .. | .. |
| Dutch East Indies | 51 | 231,777 | .. | .. | 41 | 190,284 | .. | .. |
| United States of America | 72 | 299,276 | .. | .. | 63 | 319,786 | .. | .. |
| Other Foreign | 47 | 197,752 | .. | .. | 50 | 198,564 | .. | .. |
| Total Foreign Countries | 173 | 740,891 | .. | .. | 157 | 720,720 | .. | .. |
| Grand Total | 1,989 | 4,430,045 | 165 | 21,298 | 1,968 | 4,435,607 | 171 | 23,477 |

* See footnote on page 348.

Nationality
of vessels.

The nationality of vessels entered and cleared at Victorian ports for the year 1941-42 was as follows:—

VICTORIA—NATIONALITY OF SHIPPING, 1941-42.

| Nationality. | Vessels Entered. | | Vessels Cleared. | |
|----------------------------|------------------|------------------|------------------|------------------|
| | Number. | Net Tonnage. | Number. | Net Tonnage. |
| British— | | | | |
| Australian | 1,542 | 1,887,933 | 1,538 | 1,869,330 |
| United Kingdom | 248 | 1,262,245 | 242 | 1,230,353 |
| Canadian | 1 | 5,771 | .. | .. |
| Hong Kong | 5 | 14,035 | 6 | 17,977 |
| New Zealand | 57 | 55,921 | 53 | 54,832 |
| South African | .. | .. | .. | .. |
| Other British | 15 | 38,943 | 13 | 35,151 |
| Total British | 1,868 | 3,264,848 | 1,852 | 3,207,643 |

VICTORIA—NATIONALITY OF SHIPPING, 1941-42—continued.

| Nationality. | Vessels Entered. | | Vessels Cleared. | |
|----------------------------------|------------------|--------------|------------------|--------------|
| | Number. | Net Tonnage. | Number. | Net Tonnage. |
| Foreign— | | | | |
| Danish | .. | .. | .. | .. |
| French | .. | .. | .. | .. |
| German | .. | .. | .. | .. |
| Dutch | 74 | 340,421 | 69 | 334,688 |
| Italian | .. | .. | .. | .. |
| Japanese | 3 | 12,086 | 3 | 12,086 |
| Norwegian | 95 | 404,405 | 93 | 393,349 |
| Swedish | 25 | 75,314 | 25 | 75,314 |
| United States of America | 70 | 296,882 | 79 | 381,342 |
| Other Foreign | 19 | 57,387 | 18 | 54,662 |
| Total, Foreign | 286 | 1,186,495 | 287 | 1,251,441 |
| Grand Total | 2,154 | 4,451,343 | 2,139 | 4,459,084 |

Shipping
entered at
Victorian
Ports.

Particulars of shipping—Oversea, Interstate, and Coastal—which entered at each port of Victoria are given in the following statement for the year ended 30th June, 1942.

VICTORIA—VESSELS ENTERED AT EACH PORT, 1941-42.

| Direction. | Melbourne. | | Geelong. | | Portland. | | Warrnam- bool. | |
|------------------------------|------------|-----------|----------|----------|-----------|----------|-------------------|----------|
| | Number. | Tonnage. | Number. | Tonnage. | Number. | Tonnage. | Number. | Tonnage. |
| Oversea— | | | | | | | | |
| Steam* | 219 | 977,997 | 5 | 16,408 | .. | .. | .. | .. |
| Sailing | 7 | 1,118 | .. | .. | .. | .. | .. | .. |
| Interstate†— | | | | | | | | |
| Steam* | 1,644 | 3,221,163 | 108 | 192,599 | 3 | 16,204 | 10 | 5,674 |
| Sailing | 138 | 18,499 | 20 | 1,681 | .. | .. | .. | .. |
| Oversea <i>via</i> Ports— | | | | | | | | |
| Steam* and Sailing | 10 | 34,798 | 5 | 20,873 | 2 | 11,831 | .. | .. |
| Interstate <i>via</i> Ports— | | | | | | | | |
| Steam* and Sailing | 42 | 67,640 | 9 | 8,714 | .. | .. | .. | .. |
| Local (within the State)— | | | | | | | | |
| Steam* and Sailing | 333 | 139,365 | 92 | 86,192 | 1 | 4,888 | .. | .. |
| Total— | | | | | | | | |
| Steam* and Sailing | 2,393 | 4,460,580 | 239 | 326,467 | 6 | 32,923 | 10 | 5,674 |

NOTE.—“Ports” means Victorian ports.

* See footnote on page 348.

† Including “Oversea *via* States”.

Cargo discharged and shipped. Statistics relating to the tonnage of cargo discharged and shipped in Victoria during the year ended 30th June, 1942, are shown in the following tables. The former shows the tonnage of interstate and oversea cargo handled at each port in the State, and the latter the tonnage of oversea cargo discharged and shipped in Victoria according to the nationality of the vessels in which the cargo was carried.

VICTORIA—TONNAGE OF INTERSTATE AND OVERSEA CARGO DISCHARGED AND SHIPPED AT EACH PORT DURING THE YEAR 1941-42.

| Port. | Discharged. | | Shipped. | |
|---------------------|-------------|-----------|-------------|----------|
| | Interstate. | Oversea. | Interstate. | Oversea. |
| | tons. | tons. | tons. | tons. |
| Melbourne | 2,834,467 | 1,749,108 | 1,024,312 | 883,070 |
| Geelong | 228,371 | 78,596 | 60,855 | 57,282 |
| Portland | .. | 15,574 | .. | 5,973 |
| Warrnambool | 7,619 | .. | 345 | .. |
| Total | 3,070,457 | 1,843,278 | 1,085,512 | 946,325 |

VICTORIA—TONNAGE OF OVERSEA CARGO DISCHARGED AND SHIPPED DURING THE YEAR 1941-42 ACCORDING TO THE NATIONALITY OF VESSELS.

| Nationality of Vessels Carrying Cargo. | Tonnage. | |
|--|-------------|----------|
| | Discharged. | Shipped. |
| Australian | 28,317 | 27,519 |
| Great Britain | 646,441 | 385,785 |
| Canadian | .. | .. |
| Hong Kong | 2,897 | 8,325 |
| New Zealand | 97,587 | 51,282 |
| South African | .. | .. |
| Other British | 23,858 | 20,992 |
| Total British | 799,100 | 493,903 |
| Danish | .. | .. |
| French | .. | .. |
| German | .. | .. |
| Dutch | 174,768 | 110,024 |
| Italian | .. | .. |
| Japanese | 1,135 | 4,232 |
| Norwegian | 523,667 | 162,251 |
| Swedish | 94,579 | 31,042 |
| United States of America | 193,683 | 116,136 |
| Other Foreign | 56,346 | 28,737 |
| Total Foreign | 1,044,178 | 452,422 |
| Grand Total | 1,843,278 | 946,325 |

PRINCIPAL PORTS OF VICTORIA.

Port of Melbourne. The Port of Melbourne is under the control of the Melbourne Harbor Trust, which had 11.69 miles of wharfs, piers, and jetties in the River Yarra, Victoria Dock, Maribyrnong River, and Hobson's Bay at 31st December, 1943. The area of these wharfs, &c., is 58 acres, and there are 29½ acres of sheds. Reference to the constitution of the Trust and the revenue and expenditure thereof are shown in part "Local Government", page 195.

Trade of the Port of Melbourne. During the year 1943, vessels to the number of 1,714 (1,623 steamers and 91 sailing vessels) with registered gross tonnage aggregating 6,125,888 berthed within the Port. Total imports in 1943 amounted to 3,809,329 tons of which 1,817,909 tons were interstate and coastal cargo. Exports totalled 1,961,039 tons including interstate and coastal tonnage amounting to 834,022. Coal formed a great part of the interstate imports and, excluding 75,041 tons transhipped to vessels and 19,603 tons kept on board and landed at Geelong, Adelaide, or Warrnambool, or used for bunkers, the quantity imported during 1943 amounted to 1,009,333 tons.

Port of Geelong. The Port of Geelong is controlled by the Geelong Harbor Trust. The number of berthings of vessels visiting the port during 1943 was 189 and represented 487,724 gross tonnage. Imports and exports for that period aggregated 261,854 and 165,943 tons respectively.

POSTS, TELEGRAPHS, TELEPHONES, AND WIRELESS.

The Commonwealth of Australia Constitution Act (63 and 64 Vict., Chapter 12) provided, in section 51, power to make laws with respect to *inter alia*, "postal, telegraphic, telephonic, and other like services."

These services are under the control of the Postmaster-General of the Commonwealth of Australia. Information given in the following tables refers only to the Victorian activities of the department.

Post Offices, Mails, &c. The number of post offices and the number of mails despatched and received in each of the five years 1939-1943 are given hereunder.

VICTORIA—NUMBER OF POST OFFICES AND MAILS, 1938-39 TO 1942-43.

| Year ended 30th June— | Number of Post Offices.* | Number of Mails— | |
|-----------------------|--------------------------|------------------|-----------|
| | | Despatched. | Received. |
| 1939 | 2,572 | 2,281,908 | 2,140,462 |
| 1940 | 2,583 | 2,272,963 | 2,126,363 |
| 1941 | 2,579 | 2,320,389 | 2,123,445 |
| 1942 | 2,560 | 2,263,630 | 2,107,101 |
| 1943 | 2,546 | 2,303,387 | 2,093,297 |

* Excluding "Telephone" offices at which telegraph and telephone business only is transacted, viz., 1938-39, 251; 1939-40, 252; 1940-41, 248; 1941-42, 243; 1942-43, 243.

Postal
Returns—
Victoria.

Particulars relating to the number of letters, packets, and newspapers dealt with during 1941-42 and 1942-43 are given hereunder.

VICTORIA—NUMBER OF LETTERS, PACKETS, AND NEWSPAPERS DEALT WITH, 1941-42 AND 1942-43.

| Particulars. | Year Ended 30th June, 1942. | | | Year Ended 30th June, 1943. | | |
|-----------------------------------|--|-------------|-------------|--|-------------|-------------|
| | Letters, Post-cards, Letter-cards and Packets. | Newspapers. | Total. | Letters, Post-cards, Letter-cards and Packets. | Newspapers. | Total. |
| <i>Posted for delivery—</i> | No. | No. | No. | No. | No. | No. |
| <i>Within the Commonwealth ..</i> | 253,378,400 | 35,348,000 | 288,726,400 | 255,086,500 | 38,654,000 | 293,740,500 |
| <i>Beyond the Commonwealth—</i> | | | | | | |
| <i>Despatched</i> | 8,258,200 | 2,468,000 | 10,726,200 | 4,104,700 | 1,615,000 | 5,719,700 |
| <i>Received ..</i> | 4,668,200 | 2,091,900 | 6,760,100 | 2,795,400 | 2,150,600 | 4,946,000 |
| <i>Total ..</i> | 266,304,800 | 39,907,900 | 306,212,700 | 261,986,600 | 42,419,600 | 304,406,200 |

The number of registered articles posted and received and particulars concerning parcels post, are shown below.

VICTORIA—REGISTERED ARTICLES AND PARCELS POST, 1938-39 TO 1942-43.

| Year ended 30th June— | Registered Articles (other than Parcels). | | | | Parcels Post.* | | | |
|-----------------------|--|--|-------------------------------|--|--|--|-------------------------------|--|
| | Posted for delivery within the Commonwealth. | Posted for delivery beyond the Commonwealth. | Total posted in Commonwealth. | Received from beyond the Commonwealth. | Posted for delivery within the Commonwealth. | Posted for delivery beyond the Commonwealth. | Total posted in Commonwealth. | Received from beyond the Commonwealth. |
| | No. | No. | No. | No. | No. | No. | No. | No. |
| 1939 .. | 2,067,878 | 103,513 | 2,171,391 | 132,428 | 1,759,400 | 53,100 | 1,812,500 | 88,510 |
| 1940 .. | 2,219,252 | 85,269 | 2,304,521 | 99,298 | 1,843,400 | 52,000 | 1,895,400 | 66,600 |
| 1941 .. | 2,645,246 | 72,183 | 2,717,429 | 80,757 | 2,013,500 | 252,500 | 2,266,000 | 72,200 |
| 1942 .. | 3,130,340 | 55,483 | 3,185,823 | 80,321 | 2,421,400 | 478,700 | 2,900,100 | 134,400 |
| 1943 .. | 3,774,300 | 37,500 | 3,811,800 | 74,400 | 4,241,900 | 119,400 | 4,361,300 | 114,500 |

* Including Registered Value payable and Duty Parcels.

Dead
Letters—
Victoria.

During 1942-43 there were 534,163 letters, &c., and 67,357 packets, &c., returned direct to writers or delivered; 102,744 letters, &c., and 35,511 packets, &c., were destroyed in accordance with the Post and Telegraph Act; and 25,168 letters, &c., and 1,319 packets, &c., were returned, as unclaimed, to other countries. Money and valuables to the amount of £42,041 were found in postal articles sent to the Dead Letter Office as undeliverable. Postal articles numbering 5,293 were irregularly addressed, and contained money and valuables to the extent of £1,587.

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1938-39 to 1942-43:—

VICTORIA—MONEY ORDERS AND POSTAL NOTES, 1938-39 TO 1942-43.

| Heading. | Year Ended 30th June— | | | | |
|--|---|---|---|---|---|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Number of Money Order Offices open | 796 | 817 | 832 | 844 | 849 |
| Money Orders Issued— | | | | | |
| Inland | { Number .. 507,606 Amount £ 2,973,063 | { Number .. 524,544 Amount £ 3,120,385 | { Number .. 548,822 Amount £ 3,488,210 | { Number .. 582,021 Amount £ 4,307,799 | { Number .. 586,233 Amount £ 4,991,706 |
| Interstate | { Number .. 79,404 Amount £ 413,911 | { Number .. 98,778 Amount £ 488,618 | { Number .. 115,910 Amount £ 494,595 | { Number .. 137,795 Amount £ 582,702 | { Number .. 153,250 Amount £ 752,490 |
| Beyond the Com- monwealth | { Number .. 42,950 Amount £ 109,162 | { Number .. 39,724 Amount £ 77,025 | { Number .. 24,050 Amount £ 45,464 | { Number .. 16,121 Amount £ 32,403 | { Number .. 15,029 Amount £ 32,512 |
| Total | { Number .. 629,960 Amount £ 3,496,136 | { Number .. 663,046 Amount £ 3,636,028 | { Number .. 688,782 Amount £ 4,028,269 | { Number .. 735,937 Amount £ 4,922,904 | { Number .. 754,512 Amount £ 5,776,708 |
| Money Orders Paid— | | | | | |
| Inland | { Number .. 500,928 Amount £ 2,975,157 | { Number .. 524,000 Amount £ 3,140,381 | { Number .. 542,091 Amount £ 3,491,207 | { Number .. 584,242 Amount £ 4,307,701 | { Number .. 586,192 Amount £ 4,991,724 |
| Interstate | { Number .. 148,588 Amount £ 694,418 | { Number .. 150,266 Amount £ 676,588 | { Number .. 169,144 Amount £ 755,304 | { Number .. 186,229 Amount £ 871,694 | { Number .. 223,698 Amount £ 1,226,676 |
| Beyond the Com- monwealth | { Number .. 42,343 Amount £ 147,907 | { Number .. 25,043 Amount £ 75,877 | { Number .. 17,153 Amount £ 52,970 | { Number .. 15,199 Amount £ 49,033 | { Number .. 13,074 Amount £ 43,202 |
| Total | { Number .. 691,859 Amount £ 3,817,482 | { Number .. 699,309 Amount £ 3,892,846 | { Number .. 728,388 Amount £ 4,299,481 | { Number .. 785,670 Amount £ 5,228,428 | { Number .. 822,964 Amount £ 6,261,602 |
| Postal Notes— | | | | | |
| Issued | { Number .. 6,544,497 Amount £ 2,241,741 | { Number .. 6,476,137 Amount £ 2,232,187 | { Number .. 6,408,665 Amount £ 2,269,268 | { Number .. 6,437,509 Amount £ 2,370,790 | { Number .. 6,235,422 Amount £ 2,344,942 |
| Paid—Issued with- in the State | { Number .. 3,854,165 Amount £ 1,439,992 | { Number .. 3,898,827 Amount £ 1,480,670 | { Number .. 4,022,446 Amount £ 1,556,511 | { Number .. 4,100,012 Amount £ 1,638,223 | { Number .. 3,919,877 Amount £ 1,594,967 |
| Paid—Issued in other States | { Number .. 563,208 Amount £ 228,306 | { Number .. 621,326 Amount £ 242,581 | { Number .. 634,679 Amount £ 271,938 | { Number .. 628,905 Amount £ 275,181 | { Number .. 839,210 Amount £ 447,230 |

Of the money orders issued in 1942-43, 739,483 for £5,744,196 were payable in the Commonwealth of Australia, 3,400 for £7,104 in New Zealand, 8,960 for £18,626 in the United Kingdom, and 2,669 for £6,782 in other countries. The orders paid included 809,890 for £6,218,400 issued in the Commonwealth, 5,868 for £11,246 in New Zealand, 4,525 for £23,132 in the United Kingdom, and 2,681 for £8,824 in other countries.

Telegraphs and Telegrams. The following table gives particulars relating to the telegraph business during each of the five years 1938-39 to 1942-43 :—

VICTORIA—TELEGRAPH BUSINESS, 1938-39 TO 1942-43.

| Heading. | Year Ended 30th June— | | | | |
|---|-----------------------|-----------|-----------|-----------|-----------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| | No. | No. | No. | No. | No. |
| Number of Telegraph Offices (including Railway Telegraph Offices) | 2,453 | 2,474 | 2,471 | 2,464 | 2,465 |
| Telegrams— | | | | | |
| Within the Commonwealth— | | | | | |
| Paid and Collect Telegrams | | | | | |
| Despatched— | | | | | |
| Ordinary, Urgent and Press | 3,583,095 | 3,736,055 | 4,338,022 | 5,327,044 | 6,426,727 |
| Lettergrams | 33,796 | 37,688 | 30,827 | 33,577 | 25,197 |
| Radiograms | 3,055 | 1,921 | 2,215 | 735 | 1,521 |
| Unpaid Telegrams Transmitted— | | | | | |
| Service, Shipping, Meteorological | 299,395 | 306,876 | 301,144 | 442,610 | 487,266 |
| Total | 3,919,341 | 4,082,540 | 4,672,208 | 5,803,966 | 6,940,711 |
| Beyond the Commonwealth— | | | | | |
| Despatched | 245,479 | 238,334 | 289,375 | 439,983 | 445,946 |
| Received | 220,538 | 223,992 | 276,033 | 361,429 | 365,528 |
| Total Number of Telegrams dealt with | 4,385,358 | 4,544,866 | 5,237,616 | 6,605,378 | 7,752,185 |
| | £ | £ | £ | £ | £ |
| Revenue— | | | | | |
| Telegrams within the Commonwealth | 244,317 | 246,760 | 274,564 | 376,009 | 432,797 |
| Telegrams beyond the Commonwealth | 37,120 | 51,062 | 55,999 | 95,342 | 89,189 |
| Total Revenue received in State | 281,437 | 297,822 | 330,563 | 471,351 | 521,986 |

Information relating to the telephone service is given below for the years 1938-39 to 1942-43.

VICTORIA—TELEPHONES, 1938-39 TO 1942-43.

| Heading. | Year Ended 30th June— | | | | |
|--|-----------------------|-------------|-------------|-------------|-------------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| | No. | No. | No. | No. | No. |
| Telephone Exchanges | 1,680 | 1,685 | 1,686 | 1,676 | 1,672 |
| Public Telephones .. | 2,573 | 2,620 | 2,775 | 2,928 | 3,059 |
| Lines connected .. | 150,570 | 157,081 | 164,051 | 167,909 | 170,780 |
| Instruments connected | 208,230 | 218,128 | 228,936 | 237,484 | 246,507 |
| Instruments per 1,000 of Population .. | 110·7 | 114·6 | 118·1 | 121·5 | 124·4 |
| Effective Paid Local Calls— | | | | | |
| (a) Subscribers .. | 166,528,717 | 173,986,478 | 180,849,691 | 186,734,556 | 181,036,915 |
| (b) Public Telephones | 10,856,620 | 11,549,253 | 13,561,093 | 15,749,645 | 17,402,442 |
| Trunk Line Calls .. | 11,197,897 | 11,853,346 | 12,223,393 | 12,940,573 | 13,643,346 |

Details of wireless licences issued in Victoria during each of the years 1938-39 to 1942-43 are shown hereunder.

Consequent on the passing of the Australian Broadcasting Act in July, 1942, broadcast listeners' licences for 1942-43 were issued in two categories, viz. :—(a) licences for one receiver, (b) licences for receivers in excess of one. The number of licences (for one receiver) issued in Victoria, at 30th June, 1943, represented 27 per cent. of the total for Australia (1,370,000).

VICTORIA—WIRELESS LICENCES ISSUED. 1938-39 TO 1942-43.

| Class of Licence. | Number of Licences Issued During Year Ended 30th June— | | | | |
|-------------------------|--|---------|---------|---------|----------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| | | | | | |
| Coast | 1 | 1 | 1 | 1 | 1 |
| Ship | 96 | 94 | 86 | 82 | 79 |
| Aircraft | 13 | 10 | 11 | 9 | 9 |
| Land | 3 | 4 | 4 | 3 | 3 |
| Broadcasting* | 18 | 19 | 19 | 19 | 19 |
| Broadcast Listeners' .. | 327,579 | 348,158 | 362,790 | 371,502 | 375,933† |
| Experimental | 580 | 106 | ‡ | ‡ | ‡ |
| Portable | 4 | 2 | 2 | .. | .. |
| Special | 24 | 28 | 26 | 65 | 131 |
| Total | 328,318 | 348,422 | 362,939 | 371,681 | 376,175 |

* Exclusive of five stations operated by the National Broadcasting Service (P.M.G.'s Department).

† Excluding 15,017 licences issued in excess of one.

‡ Operation of Experimental Stations suspended for duration of war.

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for the years 1938-39 to 1942-43 are contained in the following table:—

REVENUE AND EXPENDITURE OF POSTMASTER-GENERAL'S DEPARTMENT IN VICTORIA, 1938-39 TO 1942-43.

| Particulars. | Year Ended 30th June— | | | | |
|--|-----------------------|-----------|-----------|-----------|-----------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| <i>Revenue.</i> | | | | | |
| | £ | £ | £ | £ | £ |
| Postage* | 1,820,005 | 1,856,018 | 1,966,168 | 2,449,926 | 2,389,994 |
| Money Order Commission | } 75,096 | } 74,608 | } 74,699 | } 74,649 | } 80,369 |
| Poundage on Postal Notes | | | | | |
| Private Boxes and Bags | 14,512 | 14,465 | 14,544 | 14,829 | 15,429 |
| Miscellaneous* | 132,632 | 136,454 | 218,862 | 213,820 | 274,715 |
| Total Postal | 2,042,245 | 2,081,545 | 2,274,273 | 2,753,224 | 2,760,507 |
| Telegraph | 341,182 | 366,780 | 408,517 | 491,785 | 959,100 |
| Radio* | 152,629 | 161,422 | 198,657 | 156,514 | 187,417 |
| Telephones | 2,351,611 | 2,487,315 | 2,648,137 | 2,919,470 | 3,242,806 |
| Grand Total† | 4,887,667 | 5,097,062 | 5,529,584 | 6,320,993 | 7,149,830 |
| <i>Expenditure.</i> | | | | | |
| Salaries and Contingencies— | | | | | |
| Salaries and Payments in the | | | | | |
| Nature of Salary | 1,535,967 | 1,594,464 | 1,656,788 | 1,837,095 | 2,257,362 |
| General Expenses | 128,875 | 133,476 | 143,530 | 151,212 | 146,114 |
| Stores and Material | 124,363 | 51,942 | 45,104 | 69,542 | 152,295 |
| Mail Services | 287,392 | 269,599 | 283,993 | 296,677 | 300,404 |
| Engineering Services (other than new works) | 885,459 | 949,018 | 976,889 | 1,115,140 | 1,320,346 |
| Pensions and Retiring Allowances | 26,127 | 23,168 | 20,402 | 18,917 | 16,290 |
| Rents, Repairs, Maintenance, Fittings, &c. | 35,204 | 32,902 | 32,515 | 43,660 | 41,205 |
| Proportion of Audit Expenses | 3,150 | 3,240 | 3,304 | 3,577 | 3,550 |
| New Works— | | | | | |
| Telegraph, Telephones, and Wireless | 1,011,128 | 885,694 | 814,060 | 765,800 | 653,700 |
| New Buildings, &c. | 108,579 | 16,592 | 61,191 | 75,897 | 72,247 |
| Total Expenditure‡ | 4,146,244 | 3,960,095 | 4,037,776 | 4,377,517 | 4,963,513 |

* Including "Central Office" collections. † Actual collections. ‡ Actual payments.

TRANSPORT.

Under the provisions of the *Transport Regulation Act* 1932, the Transport Regulation Board was appointed by the Governor in Council on 16th February, 1933, for the purposes of securing the improvement and co-ordination of means and facilities for locomotion and transport and of carrying into effect the objects and purposes of the Act.

Brief reference to certain provisions of the Transport Regulation Acts of 1933, 1935, and 1940 respectively and the system evolved to implement them is made in previous issues of the *Year-Book*.

Transport
Regulation
Board.

The number of transport licences in force at 30th June, 1943, classified according to the various types of licence issued, are shown hereunder.

VICTORIA—TRANSPORT LICENCES IN FORCE AS AT 30TH JUNE, 1943.

| Discretionary Licences. | | | Licences "As of Right." | | |
|-------------------------|---|---------------------|-------------------------|---|---------------------|
| Type of Licence. | Permanent Licences relating to Commercial Passenger Vehicles operated as— | Number of Licences. | Type of Licence. | To operate for Hire or Reward— | Number of Licences. |
| A | Stage Omnibuses .. | 767 | EA | Within 25 miles of Melbourne | 5,673 |
| B | Touring Omnibuses .. | 6 | EB { | Within 25 miles of Ballarat | 179 |
| C | Special Service Omnibuses .. | 54 | | Within 25 miles of Bendigo | 197 |
| | | | | Within 25 miles of Geelong | 243 |
| D | Permanent licences relating to commercial goods vehicles .. | 863 | EC | Within 20 miles of the places of business of the owners outside the radius of Melbourne, Ballarat, Bendigo, and Geelong | 4,739 |
| | | | ED | Primary Producers, the vehicles being operated in connexion with their business as such and in some cases for the carriage for hire or reward of their neighbours' produce .. | 1,117 |
| | | | EF | Commercial goods vehicles owned by butter or cheese factories and operated for the carriage of milk or cream and goods necessary for such factory | 309 |
| | | | EG | Private Carriers, the vehicles being used to carry the goods of the owners in the course of trade in connexion with their own business .. | 18,163 |
| | | | EH | (i) Carrying only 3rd Schedule goods .. | 696 |
| | | | | (ii) Racehorse floats .. | 11 |
| | | | | (iii) Tank wagons carrying only petroleum products | 109 |
| | | | | (iv) Commercial travellers' vehicles registered at the commercial rate of motor registration | 144 |
| | | | All other | 489 | |
| | Total (Discretionary) .. | 1,690 | | Total (As of Right) .. | 32,069 |

In addition to those shown above, sundry additional and temporary licences numbering 582 were issued. This made the grand total of licences issued at the 30th June, 1943, 34,341, while the fees collected amounted to £15,717.

**Directorate of
Emergency
Road
Transport.**

Reference was made in the *Year-Book* for 1941-42 to the appointment of the Board as a Directorate of Emergency Road Transport under National Security (Land Transport) Regulations. Owing to the shortage of motor spirit and rubber, very considerable economies in all forms of road use have been obtained in order to ensure the maintenance of essential road transport.

**Liquid Fuel
Control Board.**

The scheme for rationing motor spirit continues in force and there has been no significant change since the last issue of the *Year-Book*.

RAILWAYS.

All railways in Victoria available for general traffic, with the two exceptions referred to on page 365, are the property of the State, and are under the management of three Commissioners appointed by the Government.

Certain border railways in New South Wales are also under the control of the Victorian Railways Commissioners by virtue of an agreement ratified between the Victorian and New South Wales Governments under Act No. 3194 of 1922.

All lines controlled by the Railways Commissioners are shown on the map opposite page 309.

The succeeding tables relate to the State Railways, the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways and the Road Motor Services, all of which are under the control of the Railways Commissioners. The operations of these tramways and the Road Motor Services are also shown separately on pages 363 and 364. Steam or motor power provides the traction for country passenger and goods traffic, while electricity is used mainly for passenger traffic on suburban lines.

**Reduction of
loan liability.**

Important legislation bearing on railway finances was contained in the *Railways (Finances Adjustment) Act* 1936, No. 4429. A brief outline of the principal provisions of this Act was published in the *Victorian Year-Book* for 1939-1940, page 361.

Total capital cost of railways and equipment.

The total capital cost of all lines constructed and in course of construction, and of all works, rolling stock and equipment of the Railways Department as at the end of each of the five years 1939-1943, is shown in the following table:—

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC., EQUIPMENT AND ROLLING STOCK, 1938-39 TO 1942-43.

| At 30th June— | Railways. | | Electric Tramways. | Road Motor Services. | Total Capital Cost.* |
|---------------|---------------|------------------------------------|--------------------|----------------------|----------------------|
| | Lines Opened. | Lines in Progress of Construction. | Lines Opened. | | |
| | £ | £ | £ | £ | £ |
| 1939 | 51,085,894 | 256,854 | 152,412 | 23,352 | 51,518,542 |
| 1940 | 50,720,098 | 257,339 | 139,835 | 18,144 | 51,135,416 |
| 1941 | 50,723,116 | 258,886 | 135,636 | 7,620 | 51,125,258 |
| 1942 | 51,090,964 | 255,551 | 140,191 | 10,082 | 51,496,788 |
| 1943 | 51,000,215 | 164,372 | 158,162 | 8,327 | 51,331,076 |

* Written down in accordance with Railways (Finances Adjustment) Act No. 4429 of 1936.

The face value of stock and bonds allocated to the **Loan liability.** Railways Department, as reduced in accordance with Act No. 4429, amounted to £49,798,204 at 30th June, 1943. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£3,804,121), the total liability in respect of current loans outstanding at that date was £45,994,083. The annual interest payable on this amount, calculated at the average rate of 3·75 per cent., was £1,724,778.

In addition to the proceeds from loans, funds amounting to £6,168,921 at 30th June, 1943, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue and the National Recovery Loan and other Funds. No interest is charged on this amount.

**Railways
traffic.**

The mileage and the traffic of the railways for each of the years 1938-39 to 1942-43 are given in the following table:—

VICTORIA—RAILWAYS MILEAGE AND TRAFFIC, 1938-39 TO 1942-43.

| Heading. | Year ended 30th June— | | | | |
|---|-----------------------|-------------|-------------|-------------|-------------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Miles Constructed .. | 4,815·67 | 4,815·59 | 4,815·59 | 4,845·32 | 4,851·45 |
| " Dismantled .. | 37·63 | 37·63 | 37·63 | 46·38 | 46·38 |
| " Closed to Traffic .. | 11·47 | 11·47 | 11·47 | 25·47 | 39·97 |
| " Open for Traffic .. | 4,766·57 | 4,766·49 | 4,766·49 | 4,773·47 | 4,765·10 |
| Vehicle Mileage .. | 18,875,525 | 18,032,670 | 18,837,283 | 19,170,009 | 19,240,323 |
| Passenger Journeys .. | 148,543,244 | 151,279,927 | 166,650,465 | 189,775,439 | 205,533,158 |
| Goods and Live Stock Carried (Tons)* .. | 5,989,557 | 6,202,458 | 6,641,249 | 7,526,012 | 8,777,932† |

* Figures relating to Road Motor Services are included as follows:—13,704 tons in 1938-39, 15,469 tons in 1939-40, 18,464 tons in 1940-41, 23,372 tons in 1941-42, and 18,819 tons in 1942-43.

† Tonnage of live stock estimated.

The tonnage (8,777,932) of goods and live stock carried during 1942-43, represented an increase of 1,251,920 tons as compared with the previous year.

**Railways
revenue and
expenditure.**

The revenue and expenditure of the Railways Department during each of the five financial years 1939-1943, were as follows:—

**VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
1938-39 TO 1942-43.**

| Heading. | Year ended 30th June— | | | | |
|--|-----------------------|------------------|-------------------|-------------------|-------------------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Revenue— | | | | | |
| | £ | £ | £ | £ | £ |
| Passenger, &c., Business— | | | | | |
| Passenger Fares .. | 3,918,072 | 4,097,300 | 5,077,746 | 6,382,477 | 7,152,733 |
| Parcels, &c. .. | 331,221 | 319,381 | 328,328 | 407,486 | 460,137 |
| Other .. | 100,672 | 99,361 | 104,469 | 114,860 | 121,758 |
| Goods, &c., Business— | | | | | |
| Goods .. | 3,621,893 | 3,986,847 | 4,097,048 | 5,857,774} | 8,006,897 |
| Live Stock .. | 606,299 | 539,551 | 619,185 | 617,940} | |
| Minerals .. | 60,703 | 61,422 | 93,609 | | 136,720 |
| Other .. | .. | 63,997 | 66,206 | | |
| Miscellaneous— | | | | | |
| Dining Car and Refreshment Services .. | 370,984 | 408,381 | 519,248 | 674,432 | 766,167 |
| Sale of Electrical Power .. | 41,030 | 44,323 | 48,536 | 57,939 | 59,820 |
| Rentals .. | 140,052 | 144,900 | 160,005 | 171,861 | 186,914 |
| Book Stalls .. | 72,594 | 77,478 | 93,127 | 108,580 | 113,588 |
| Advertising .. | 38,045 | 35,475 | 37,007 | 35,842 | 34,568 |
| Other* .. | 58,764 | 64,032 | 85,706 | 77,597 | 80,921 |
| Total .. | 9,360,329 | 9,942,448 | 11,330,220 | 14,614,837 | 17,120,223 |

* Including recoup on account of reduction in outer suburban fares, £33,750 in 1938-39, £42,000 in 1939-40, £39,000 in 1940-41, £36,000 in 1941-42, and £33,000 in 1942-43.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE, 1938-39
TO 1942-43—continued.

| Heading. | Year ended 30th June— | | | | |
|--|-----------------------|-----------|-----------|------------|------------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Expenditure— | £ | £ | £ | £ | £ |
| Working Expenses— | | | | | |
| Way and Works | 1,523,840 | 1,728,950 | 1,799,549 | 2,001,561 | 2,462,845 |
| Rolling Stock | 2,584,629 | 2,686,950 | 2,837,571 | 3,177,420 | 3,763,564 |
| Transportation | 2,742,199 | 2,714,934 | 2,920,766 | 3,271,649 | 3,725,552 |
| Electrical Engineering Branch | 280,262 | 330,263 | 331,799 | 501,217 | 482,702 |
| Stores Branch | 126,564 | 125,837 | 127,034 | 136,196 | 156,346 |
| Pensions and Gratuities .. | 113,921 | 103,649 | 92,109 | 84,349 | 74,499 |
| Payment to the Superannuation Fund | 370,363 | 379,885 | 383,274 | 387,758 | 388,816 |
| Contribution to Railway Renewals and Replacements Fund | 225,000 | 200,000 | 525,000 | 1,500,000 | 1,800,000 |
| Long Service and Accrued Leave | .. | .. | .. | .. | 297,970 |
| Repayment to Public Account (Act No. 4499) | 50,000 | 50,000 | 100,000 | 100,000 | .. |
| Provision Way and Works Maintenance | .. | .. | .. | .. | 400,000 |
| Other | 260,146 | 249,112 | 236,406 | 574,714* | 597,928* |
| Total Working Expenses .. | 8,276,924 | 8,569,580 | 9,353,508 | 11,734,864 | 14,150,222 |
| Less Expenditure charged to special Funds | 139,302 | 436,406 | 299,580 | 51,548 | 31,281 |
| Working Expenses charged to Railway Revenue | 8,137,622 | 8,133,174 | 9,053,928 | 11,683,316 | 14,118,941 |
| Net Revenue | 1,222,707 | 1,809,274 | 2,276,292 | 2,931,521 | 3,001,282 |
| Debt Charges— | | | | | |
| Interest Charges and Expenses† .. | 1,866,062 | 1,886,413 | 1,920,732 | 1,948,428 | 1,889,545 |
| Exchange on Interest Payments and Redemption | 188,693 | 197,438 | 206,521 | 209,476 | 197,674 |
| Contribution to National Debt Sinking Fund | 120,018 | 121,624 | 122,445 | 124,250 | 126,361 |
| Net Result for Year .. | - 952,066 | - 396,201 | + 26,594 | + 649,347 | + 787,702 |
| Proportion of Working Expenses to Revenue | % | % | % | % | % |
| | 86·94 | 81·80 | 79·91 | 79·94 | 82·47 |

* Includes Pay-roll Tax and War Damage Insurance, &c.

† Including Loan Conversion Expenses.

The revenue for 1942-43 increased by £2,505,386 as compared with that for 1941-42. Passenger business increased by £829,805, and goods, &c., business increased by £1,559,854. Total working expenses increased by £2,415,358, as compared with those of the previous year

Railways earnings and expenses per mile open.

The earnings, expenses charged to railway revenue, and net revenue per average mile of railway worked for each of the five years 1938-39 to 1942-43 were as follows:—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE MILE OPEN, 1938-39 TO 1942-43.

| Heading. | Year Ended 30th June— | | | | |
|--|-----------------------|---------|---------|---------|---------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Average Number of Miles open for Traffic | 4,762 | 4,766 | 4,766 | 4,753 | 4,765 |
| Gross Earnings per Mile .. | £ 1,966 | £ 2,086 | £ 2,377 | £ 3,074 | £ 3,593 |
| Working Expenses per Mile .. | 1,709 | 1,706 | 1,900 | 2,458 | 2,963 |
| Net Revenue per Mile .. | 257 | 380 | 478 | 617 | 630 |

This table does not take account of the interest paid on railway loans and expenses of paying same, which are given in the table on the previous page.

Capital cost of Railways Rolling stock. At 30th June, 1942, the capital cost of the broad-gauge rolling stock after being written down in accordance with Act No. 4429 of 1936 was £6,529,797, of the narrow-gauge £21,935, of the electric street tramway £39,472, and of the road motor coaches and trucks £1,338.

Railways staff. The number of officers and employees in the railways service and the amount of salaries and wages (excluding travelling and incidental expenses) paid in each of the five financial years 1939-1943, were as set forth below.

VICTORIA—RAILWAYS STAFF—NUMBERS, SALARIES, ETC., 1938-39 TO 1942-43.

| Year ended 30th June— | Number of Employees at end of Year. | | | Amount of Salaries and Wages Paid during Year. |
|-----------------------|-------------------------------------|----------------|--------|--|
| | Permanent. | Supernumerary. | Total. | |
| 1939 .. | 15,515 | 8,345 | 23,860 | £ 6,064,800 |
| 1940 .. | 17,506 | 6,488 | 23,994 | 6,177,177 |
| 1941 .. | 16,690 | 7,170 | 23,860 | 6,661,937 |
| 1942 .. | 15,745 | 9,100 | 24,845 | 7,786,251 |
| 1943 .. | 15,241 | 10,316 | 25,557 | 8,670,724 |

Note.—Particulars relating to the Construction Branch employees are not included above.

The results of operating the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways for 1942-43 are detailed in the following statement. As these tramways are controlled and operated by the Railways Commissioners, particulars relating to them have been included in all the preceding railway tables.

St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways.

ELECTRIC STREET TRAMWAYS, 1942-43.
(Under the control of the Railways Commissioners.)

| Heading. | St. Kilda- Brighton Electric Tramway. | Sandringham- Besamaris Electric Tramway. | Total. |
|---|--|---|-----------|
| Average Mileage of Tramway | No. | No. | No. |
| Worked | 5·18 | 2·42 | 7·60 |
| Car Mileage | 527,693 | 124,361 | 652,054 |
| Passengers Carried | 6,720,346 | 2,095,896 | 8,816,242 |
| | £ | £ | £ |
| Gross Revenue | 65,218 | 18,878 | 84,096 |
| Working Expenses | 47,417 | 10,986 | 58,403 |
| Interest Charges, &c. | 4,217* | 1,889† | 6,106 |
| Net Profit | 13,584 | 6,003 | 19,587 |
| Capital Expenditure at 30th June, 1943, as written down under Act 4429 of 1936— | | | |
| Construction of Lines | 82,081 | 36,609 | 118,690 |
| Rolling Stock | 36,319 | 3,153 | 39,472 |
| Total | 118,400 | 39,762 | 158,162 |

* Including exchange on interest payments and redemptions, £366.

† Including exchange on interest payments and redemptions, £183.

The following table gives particulars for each of the three years 1940-41 to 1942-43 of the operations of the Road Motor Services under the control of the Railways Commissioners.

VICTORIA—ROAD MOTOR SERVICES, 1940-41 TO 1942-43.
(Under the control of the Railways Commissioners.)

| Heading. | 1940-41. | 1941-42. | 1942-43. |
|---|-----------|-----------|----------|
| | No. | No. | No. |
| Car Mileage | 428,816 | 275,842 | 151,741 |
| Passenger Journeys | 1,333,602 | 1,180,941 | 886,559 |
| Gross Revenue— | £ | £ | £ |
| Passenger Service | 14,386 | 9,446 | } 6,467 |
| Goods Service | 16,418 | 10,611 | |
| Working Expenses | 41,892 | 26,836 | 20,500 |
| Interest Charges* | 883 | 555 | 461 |
| Net Loss | 11,971 | 7,334 | 14,494 |
| Capital Expenditure at end of Year (less depreciation written off) | 7,620 | 10,082 | 8,327 |

* Including exchange on interest payments and redemptions, £79 in 1940-41, £52 in 1941-42, and £43 in 1942-43.

Municipal railway A railway between Kerang and Koondrook, owned and worked by the council of the Shire of Kerang, is open for general traffic. This railway, which has a 5 ft. 3 in. gauge, is 13 miles 75 chains in length and, up to 30th September, 1943, cost £42,555 for construction and equipment. During the year ended 30th September, 1943, the gross receipts were £8,154 and the working expenses, excluding interest, £6,806. The train mileage for the same year was 8,424, the number of passenger journeys 9,000, and the tonnage of goods and live stock carried 19,692.

Under Act No. 4861 of 1941 the Shire Council was relieved from all its liability (£8,037 2s. 5d.) to the Government of Victoria in respect of this railway.

Private railway. Another railway in Victoria, which does not belong to the State system, is that between Yarra Junction and Powelltown. It is 11 miles in length and has a gauge of 3 feet. During 1942-43 the traffic on this line was confined to the transport of goods. A steel tramway continuation of the line—used only for the haulage of logs and sawn timbers—extends about 8 miles beyond Powelltown. The total cost of construction up to 30th June, 1943, was £80,354 and, for the year ended on the same date, the receipts and working expenses in connexion therewith (exclusive of depreciation and interest on capital) were £139 and £3,617 respectively. The train mileage for the year between Powelltown and Yarra Junction was 5,808 and goods carried amounted to 6,700 tons.

TRAMWAYS.

Victorian Tramways. The various tramway systems in the State at 30th June, 1943 (excluding those under the control of the Railways Commissioners) comprised 163·741 miles of electric lines, of which 132·738 miles were double, and 31·003 miles single track. Cable tramways ceased operations and were replaced by motor omnibuses on 26th October, 1940. The succeeding tables contain particulars of cable tramways up to that date.

The electric street tramways, St. Kilda to Brighton and Sandringham to Beaumaris, under the management of the Victorian Railways Commissioners, are not referred to in this connexion, but are included under the heading "Railways," page 364, and "All Victorian Tramways," page 369.

The subjoined table contains particulars relating to all tramways in Victoria (with the foregoing exceptions) for each of the five years 1938-39 to 1942-43.

VICTORIAN TRAMWAYS, 1938-39 TO 1942-43.

(Exclusive of St. Kilda-Brighton and Sandringham-Beaumaris Electric Street Tramways.)

| Year ended 30th June. | Track Open. | | Tram Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons Employed. |
|-----------------------|-------------|---------|---------------|---------------------|-------------------|-------------------|----------------|-------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | | | | | | |
| 1939 | 136·864 | 29·865 | 24,616,995 | 190,614,457 | 2,254,865 | 1,544,236 | 932 | 4,734 |
| 1940 | 136·080 | 30·668 | 24,390,712 | 193,927,290 | 2,308,189 | 1,585,631 | 928 | 4,740 |
| 1941 | 136·610 | 32·052 | 23,199,505 | 203,265,413 | 2,425,445 | 1,548,298 | 902 | 4,920 |
| 1942 | 131·094 | 31·124 | 23,705,403 | 245,375,185 | 2,861,528 | 1,665,026 | 776 | 4,450 |
| 1943 | 132·738 | 31·003 | 24,670,703 | 282,405,272 | 3,161,425 | 1,900,813 | 783 | 4,480 |

Melbourne and Metropolitan Tramways Act.

The Melbourne and Metropolitan Tramways Act became operative on 7th January, 1919. The Act provided for a Board consisting of seven members appointed by the Governor in Council to control all tramways in the metropolitan area, with the exception of the St. Kilda-Brighton and Sandringham-Beaumaris electric systems.

The Board is empowered to borrow up to £5,500,000 by the issue of stock or debentures secured upon its revenues and undertakings, this being in addition to the transferred liabilities attaching to the tramways vested in it. Power is given to have an overdraft not exceeding £400,000. At 30th June, 1943, the Board had exercised its borrowing power to the extent of £5,100,000.

Melbourne and Metropolitan Tramways Board—Combined Traffic.

Particulars in relation to the combined traffic of the cable system (up to 26th October, 1940, when it ceased to operate) and the electric system under the control of the Melbourne and Metropolitan Tramways Board for each of the five years 1938-39 to 1942-43, are given hereunder.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1938-39 TO 1942-43.

| Year ended 30th June. | Track Open. | | Tram Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons Employed. |
|-----------------------|-------------|---------|---------------|---------------------|-------------------|-------------------|----------------|-------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | Miles. | No. | £ | £ | No. | No. |
| 1939 .. | 127·344 | 5·915 | 22,980,520 | 182,094,402 | 2,176,908 | 1,418,454 | 861 | 4,483 |
| 1940 .. | 126·640 | 6·598 | 22,761,438 | 185,282,354 | 2,230,455 | 1,458,652 | 857 | 4,486 |
| 1941 .. | 127·170 | 7·982 | 21,575,130 | 193,386,248 | 2,336,336 | 1,424,138 | 831 | 4,669 |
| 1942 .. | 121·654 | 7·054 | 22,063,659 | 233,136,284 | 2,751,997 | 1,539,595 | 705 | 4,196 |
| 1943 .. | 123·268 | 6·923 | 22,925,648 | 265,927,574 | 3,025,921 | 1,761,498 | 712 | 4,197 |

Melbourne and Metropolitan Tramways Board—Separate Systems.

In the next statement the operations of the electric tramways and the motor omnibus systems under the control of the Melbourne and Metropolitan Tramways Board are shown separately for the years 1941-42 and

1942-43.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1941-42 AND 1942-43.

| System. | Track Open. | | Tram/Bus Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons Employed. |
|---------------|-------------|---------|-------------------|---------------------|-------------------|-------------------|----------------|-------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | Miles. | No. | £ | £ | No. | No. |
| 1941-42. | | | | | | | | |
| Electric .. | 121·654 | 7·054 | 22,063,659 | 233,136,284 | 2,751,997 | 1,539,595 | 705 | 4,196 |
| Motor Omnibus | 66·825 | .. | 7,624,706 | 61,893,220 | 672,469 | 462,161 | 281 | 1,203 |
| 1942-43. | | | | | | | | |
| Electric .. | 123·268 | 6·923 | 22,925,648 | 265,927,574 | 3,025,921 | 1,761,498 | 712 | 4,197 |
| Motor Omnibus | 66·718 | .. | 8,613,380 | 70,877,048 | 772,347 | 614,751 | 294 | 1,258 |

The total traffic receipts of the Tramways Board during 1942-43 amounted to £3,798,268. There was additional revenue from advertising, rents, &c., viz. :—£8,028 (including Municipal Guarantee £1,390), from electric tramways, £823 from motor omnibuses, and £6,885 from other sources, making a gross revenue for the year of £3,814,004.

There was a gross surplus of £1,423,745 for the year. From this sum interest on loans, rates, &c., amounting to £381,725 were paid, leaving an amount of £1,042,020, from which appropriations were made as follows :—Victorian Consolidated Revenue, £119,443 ; Renewals, &c., Reserve Accounts, £765,509 ; Loan Redemption and Sinking Fund Accounts, £106,117. There was a net surplus of £50,951.

Pursuant to section 77 of the Melbourne and Metropolitan Tramways Act No. 3732, the Board is required to make certain annual payments to the Consolidated Revenue of the State. The total of such payments up to 30th June, 1943, amounted to £2,549,823. This amount was allocated as follows :—Fire Brigades Board, £1,294,266 ; Licensing Fund, £435,251 ; and Infectious Diseases Hospital, £820,306. Under the provisions of Act No. 4598 the Board was relieved of the Licensing Fund payment as from 1st July, 1938.

Up to 30th June, 1943, the capital cost of the tramways vested in the Tramways Board, after writing off the value of obsolete assets, amounted to £9,218,272, of which £149,806 was expended on cable tramways, £8,117,479 on electric tramways, £763,784 on motor omnibuses, and £187,203 on general properties.

In the next statement comparisons are made between the electric and bus systems operated by the Tramways Board, the receipts per mile, the cost of working, &c., being shown for the year 1942-43.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD
TRAFFIC RECEIPTS, WORKING EXPENSES, ETC. PER
MILE, ETC., 1942-43.

| System. | Traffic Receipts. | | | Working Expenses to Total Revenue. | Working Expenses per Vehicle Mile, including Power Cost. | Average Distance per Penny. |
|-------------|-------------------|---------------------------|----------------|------------------------------------|--|-----------------------------|
| | Per Vehicle Mile. | Per Mile of Single Track. | Per Passenger. | | | |
| | <i>d.</i> | £ | <i>d.</i> | % | <i>d.</i> | Miles. |
| Electric .. | 31·677 | 11,939 | 2·731 | 58·086 | 15·766 | ·913 |
| Bus .. | 21·520 | 5,788 | 2·615 | 79·510 | 14·901 | ·934 |

**Tramways
in Extra-
Metropolitan
Cities.**

The cities, other than the metropolis, having electric tramway systems are :—Ballarat, with 13·84 miles of lines (2·33 double and 11·51 single track) ; Bendigo, with 8·64 miles of lines (2·43 double and 6·21 single track) ; and Geelong, with 11·80 miles of lines (4·71 double and 7·09 single track).

The traffic particulars of these lines for each of the five years 1938–39 to 1942–43 are summarized below.

TRAMWAYS IN EXTRA-METROPOLITAN CITIES, 1938–39 TO 1942–43.

| Year ended 30th June. | Track Open. | | Tram Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons employed. |
|-----------------------|-------------|---------|---------------|---------------------|-------------------|-------------------|----------------|-------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | Miles. | No. | £ | £ | No. | No. |
| 1939 | 9·52 | 23·95 | 1,636,475 | 8,520,055 | 77,957 | 125,782 | 71 | 251 |
| 1940 | 9·44 | 24·07 | 1,629,274 | 8,644,936 | 77,734 | 126,979 | 71 | 254 |
| 1941 | 9·44 | 24·07 | 1,624,375 | 9,879,165 | 89,109 | 124,160 | 71 | 251 |
| 1942 | 9·44 | 24·07 | 1,641,744 | 12,238,901 | 109,531 | 125,431 | 71 | 254 |
| 1943 | 9·47 | 24·81 | 1,745,055 | 16,477,698 | 135,504 | 139,315 | 71 | 283 |

**Summary of
All Victorian
Tramways.**

A summary of the operations for the two years 1941–42 and 1942–43 of the foregoing tramway systems and of the electric tramways under the control of the Railways Commissioners is given in the following table :—

ALL VICTORIAN TRAMWAYS, 1941–42 AND 1942–43.

| Heading. | | 1940–41. | 1942–43. |
|------------------------------------|-------|-----------|-----------|
| Route Mileage Open—Double .. | miles | 138·694 | 140·338 |
| Single .. | miles | 31·124 | 31·733 |
| Total .. | miles | 169·818 | 172·071 |
| Cost of Construction and Equipment | £ | 8,324,404 | 8,481,113 |
| Gross Revenue— | | | |
| Traffic Receipts | £ | 2,936,063 | 3,245,521 |
| Other | £ | 8,591 | 8,424 |
| Total Revenue | £ | 2,944,654 | 3,253,945 |

ALL VICTORIAN TRAMWAYS, 1941-42 AND 1942-43—continued.

| Heading. | 1941-42. | 1942-43. |
|--|-------------|-------------|
| Working Expenses £ | 1,721,926 | 1,789,877 |
| Net Earnings £ | 1,222,728 | 1,464,068 |
| Interest, &c. £ | 243,433 | 186,038 |
| Statutory Charges, Rates, &c. .. £ | 929,341 | 1,139,941 |
| Net Profit after Paying Working Expenses, Interest, &c., Statutory Charges, Rates, &c. £ | 49,954 | 138,089 |
| Tram Miles Run miles | 24,352,857 | 25,322,757 |
| Passenger Journeys No. | 253,367,783 | 291,221,514 |
| Staff Employed— | | |
| Salaried No. | 656 | 662 |
| Wages No. | 3,890 | 3,913 |
| Total Staff No. | 4,546 | 4,575 |
| Rolling Stock No. | 804 | 814 |

LICENSED VEHICLES.

Licensed vehicles in Melbourne.

The licensing and regulating of vehicles used as hackney carriages, plying for hire within the City of Melbourne and within the distance of eight miles from the corporate limits of the City of Melbourne, are controlled by the Melbourne City Council.

Particulars regarding licences issued during 1942-43 were as follows:—

| Description. | Number Licensed. | Revenue Received. |
|--|------------------|-------------------|
| Horse-drawn Vehicles— | | £ |
| Wagonettes (21), Owners (16) | 37 | } 28 |
| Hackney Carriage Drivers | 24 | |
| Carters (for conveyance of goods) | 713 | 36 |
| Motor Vehicles— | | |
| Motor Omnibuses | 343 | } 965 |
| Taxi-cabs | 550 | |
| Private Hire Cars | 450 | } 2,078 |
| Motor Cabs | 53 | |
| Chars-a-banc | 8 | |
| Hire and Drive Yourself Cars | 32 | |
| Hackney Carriage Motor Car Owners | 695 | } 2,584 |
| Hackney Carriage Motor Car Drivers | 2,584 | |
| Total Revenue | .. | 3,107 |

Motor vehicles, etc., registrations. A detailed statement of the rates chargeable for the annual registration of motor vehicles, &c., is given in the *Year-Book* for 1928-29, page 500. Subsequent amendments to the Motor Car Acts have provided *inter alia* for a reduction in the rate chargeable for registration or renewal of registration of motor vehicles owned by primary producers.

The *Motor Car (Amendment) Act 1942* (No. 4925) provided *inter alia* for a reduction of 25% in the fee otherwise payable under the Motor Car Act for registration or renewal of registration of a motor car unless such vehicle is fitted with a gas producer or receives a monthly allowance of more than 25 gallons of liquid fuel. The reduced fee shall continue in operation for the duration of the present war.

The total registrations of motor vehicles, &c., the number of drivers' licences, &c., issued, and the revenue received therefrom by the Motor Registration Branch of the Police Department during each of the five years, 1938-39 to 1942-43, are shown in the following table:—

VICTORIA—REGISTRATIONS OF MOTOR VEHICLES, ETC.,
DRIVERS' LICENCES, ETC., ISSUED, 1938-39 TO 1942-43.

| Heading. | Year ended 30th June— | | | | |
|-----------------------------|-----------------------|-------------|-------------|-------------|-------------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| | No. | No. | No. | No. | No. |
| Motor Vehicles— | | | | | |
| Private Cars | 151,130 | 153,979 | 145,907 | 121,129 | 128,667 |
| Commercial Vehicles | 33,901 | 34,591 | 34,801 | 34,046 | 32,807 |
| Hire Cars | 2,261 | 2,358 | 2,530 | 2,465 | 2,553 |
| Primary Producers | 47,427 | 49,549 | 49,295 | 49,521 | 51,358 |
| Omnibuses | 438 | 435 | 629 | 636 | 666 |
| Traction Engines | 339 | 220 | 289 | 209 | 79 |
| Trailers | 4,668 | 5,132 | 5,620 | 6,086 | 6,757 |
| Motor Cycles | 26,698 | 25,765 | 23,572 | 16,688 | 16,267 |
| Drivers' Licences | 358,417 | 370,838 | 365,205 | 339,334 | 329,595 |
| Dealers' Licences | 486 | 438 | 313 | 204 | 176 |
| Transfers | 123,392 | 110,074 | 90,209 | 43,180 | 44,408 |
| Total Revenue Received* | £ 1,886,794 | £ 1,939,735 | £ 1,892,590 | £ 1,652,271 | £ 1,456,097 |

* These amounts (less cost of collection, refunds, transfer fees, and the amount received on account of drivers' licences) are included in the Country Roads Board Fund.

The principal items of revenue received during 1942-43 were in respect of motor cars, £1,337,235; motor cycles, £13,676; and drivers' licences, £82,402.

In the next statement, details relating to new registrations and renewals of registration of motor cars and motor cycles are shown for the years 1941-42 and 1942-43 respectively.

VICTORIA—NEW REGISTRATIONS AND RENEWALS OF REGISTRATION OF MOTOR CARS AND MOTOR CYCLES.

| Vehicles. | 1941-42. | | | 1942-43. | | |
|-----------------------------|--------------------|----------------|---------------------------|--------------------|----------------|---------------------------|
| | New Registrations. | | Renewals of Registration. | New Registrations. | | Renewals of Registration. |
| | New Vehicles. | Used Vehicles. | | New Vehicles. | Used Vehicles. | |
| | No. | No. | No. | No. | No. | No. |
| Motor Cars— | | | | | | |
| Private | 1,242 | 13,216 | 106,671 | 833 | 17,990 | 109,911 |
| Commercial and Hire .. | 1,190 | 2,836 | 32,484 | 785 | 2,701 | 31,890 |
| Primary Producers' .. | 381 | 3,079 | 46,061 | 252 | 3,643 | 47,471 |
| Motor Cycles | 270 | 3,530 | 12,908 | 83 | 4,299 | 11,885 |

TRAFFIC ACCIDENTS.

Summary of all Traffic Accidents.

The following statements contain particulars of traffic accidents which occurred only in the public thoroughfares of Victoria. Figures regarding accidents on private property or on railway lines (except at level crossings) are not included. The total number of deaths shown in these statements is not comparable therefore, with those shown in Part "Vital Statistics" of this *Year-Book*, page 127.

VICTORIA—NUMBER OF TRAFFIC ACCIDENTS: NUMBER OF PERSONS AFFECTED, 1943.

| Place of Occurrence. | Accidents in which Persons were Killed or Injured. | Persons Killed. | Persons Injured. | Accidents in which no Person was Killed or Injured. | Total Accidents. |
|---|--|-----------------|------------------|---|------------------|
| | No. | No. | No. | No. | No. |
| City of Melbourne | 1,073 (1,406) | 45 (72) | 1,166 (1,461) | 1,152 (1,502) | 2,225 (2,908) |
| Metropolitan Area (excluding City of Melbourne) | 1,853 (2,417) | 110 (189) | 2,035 (2,625) | 1,658 (2,301) | 3,511 (4,718) |
| Total—Metropolitan Area .. | 2,926 (3,823) | 155 (261) | 3,201 (4,086) | 2,810 (3,803) | 5,736 (7,626) |
| Remainder of State | 902 (1,115) | 154 (160) | 1,158 (1,405) | 839 (1,129) | 1,741 (2,244) |
| Grand Total | 3,828 (4,938) | 309 (421) | 4,359 (5,491) | 3,649 (4,932) | 7,477 (9,870) |

Note.—Figures in parentheses relate to the year 1942.

In the table which follows traffic accidents during 1943 have been recorded according to the classification of male and female victims.

VICTORIA—TRAFFIC ACCIDENTS—PARTICULARS OF
PERSONS KILLED OR INJURED, 1943.

| Description. | Males. | | Females. | | Total. | |
|---|---------|----------|----------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. | No. | No. |
| Pedestrian | 85 | 1,080 | 23 | 555 | 108 | 1,635 |
| Driver of motor vehicle other than motor cycle | 26 | 371 | 3 | 30 | 29 | 401 |
| Driver of motor cycle | 18 | 289 | .. | 1 | 18 | 290 |
| Passenger—motor car, truck, bus, &c. | 70 | 548 | 7 | 334 | 77 | 882 |
| Passenger—motor cycle, side car .. | 2 | 11 | .. | 6 | 2 | 17 |
| Pillion rider | 3 | 41 | .. | 11 | 3 | 52 |
| Pedal cyclist | 36 | 575 | 4 | 131 | 40 | 706 |
| Riding tandem or on handle or bar of bicycle | 1 | 8 | 1 | 5 | 2 | 13 |
| Tram passenger | 6 | 111 | 3 | 88 | 9 | 199 |
| Driver or passenger of horse-drawn vehicle | 15 | 96 | 2 | 17 | 17 | 113 |
| Equestrian | 2 | 18 | .. | 8 | 2 | 26 |
| Other | 2 | 24 | .. | 1 | 2 | 25 |
| Total | 266 | 3,172 | 43 | 1,187 | 309 | 4,359 |

Particulars of victims of traffic accidents during 1943 are shown according to age and sex in the following statement:—

VICTORIA—TRAFFIC ACCIDENTS—SEX AND AGE OF
PERSONS KILLED OR INJURED, 1943.

| Age Group. | Males. | | Females. | | Total. | |
|---------------------|---------|----------|----------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. | No. | No. |
| 0-4 | 6 | 74 | .. | 41 | 6 | 115 |
| 5-9 | 10 | 196 | 2 | 86 | 12 | 282 |
| 10-14 | 11 | 185 | 2 | 71 | 13 | 256 |
| 15-19 | 21 | 341 | 2 | 119 | 23 | 460 |
| 20-29 | 62 | 614 | 4 | 257 | 66 | 871 |
| 30-39 | 41 | 473 | 4 | 163 | 45 | 636 |
| 40-49 | 30 | 415 | 5 | 128 | 35 | 543 |
| 50-59 | 30 | 379 | 6 | 127 | 36 | 506 |
| 60 and over | 53 | 369 | 18 | 159 | 71 | 528 |
| Not stated | 2 | 126 | .. | 36 | 2 | 162 |
| Total | 266 | 3,172 | 43 | 1,187 | 309 | 4,359 |

Numerous reasons are given to the Police as the causes of accidents. A summary of the principal reasons given is published hereafter. It must be remembered that, in some cases, only one party has been able to give evidence.

VICTORIA—CAUSES OF TRAFFIC ACCIDENTS, 1943.

| Stated Cause. | Number of Accidents. | | |
|---|----------------------|-------------------------------|--------------|
| | Fatal. | Non-fatal with Injured. | Total. |
| Driver or Rider— | | | |
| Skidding on roadway | 13 | 88 | 101 |
| Failure to exercise care at intersection .. | 7 | 313 | 320 |
| Excessive speed | 8 | 52 | 60 |
| Not keeping to left | 10 | 71 | 81 |
| Swerving to avoid vehicle or other object | 6 | 67 | 73 |
| Stopping or turning in front of other vehicle or leaving kerb without warning | .. | 73 | 73 |
| Level Crossing | 4 | 7 | 11 |
| Rounding corner carelessly or on wrong side | 4 | 42 | 46 |
| Obscured vision | 4 | 45 | 49 |
| Failing to give right of way | 5 | 24 | 29 |
| Dazzled by sun or light | 2 | 41 | 43 |
| Breaking traffic regulations or failing to obey traffic officer's signal | 4 | 46 | 50 |
| Careless, negligent, or inefficient driving.. | 30 | 368 | 398 |
| Hit and run motorist | 12 | 87 | 99 |
| Error of judgment | 11 | 211 | 222 |
| All other | 12 | 113 | 125 |
| Total | 132 | 1,648 | 1,780 |
| Vehicle— | | | |
| Defective mechanism and/or tyres | 6 | 85 | 91 |
| No lights | 5 | 26 | 31 |
| Other | 3 | 12 | 15 |
| Total | 14 | 123 | 137 |
| Passenger— | | | |
| Alighting from moving vehicle | 7 | 105 | 112 |
| Falling from moving vehicle | 6 | 94 | 100 |
| Total | 13 | 199 | 212 |
| Pedestrian— | | | |
| Walking or running on roadway or crossing without care | 49 | 796 | 845 |
| Boarding vehicle in motion | 3 | 59 | 62 |
| Stepping on to road without care | 1 | 36 | 37 |
| Other | 13 | 258 | 271 |
| Total | 66 | 1,149 | 1,215 |
| Other— | | | |
| Horses shying, bolting, or stumbling | 11 | 67 | 78 |
| Other (including not known) | 36 | 370 | 406 |
| Total | 47 | 437 | 484 |
| Grand Total | 272 | 3,556 | 3,828 |

A comparative statement of the number of persons killed or injured in traffic accidents during each of the five years 1939-1943 is given below. Accidents involving one vehicle with another vehicle or object are classified according to one type of vehicle only.

**VICTORIA—NUMBER OF PERSONS KILLED OR INJURED
IN TRAFFIC ACCIDENTS, 1939 TO 1943.**

| Vehicle, &c. | 1939. | | 1940. | | 1941. | | 1942. | | 1943. | |
|-------------------------------|---------|----------|---------|----------|---------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. |
| Pedal Cycle .. | 12 | 310 | 14 | 331 | 22 | 336 | 12 | 307 | 18 | 225 |
| Motor Bus .. | 4 | 60 | 6 | 85 | 10 | 137 | 30 | 225 | 45 | 255 |
| Motor Car, Truck, &c. | 400 | 6,826 | 377 | 6,915 | 271 | 5,254 | 295 | 4,025 | 185 | 3,049 |
| Motor Cycle .. | 40 | 606 | 41 | 707 | 33 | 524 | 19 | 313 | 13 | 211 |
| Tram—Electric and Steam .. | 3 | 2 | 3 | 1 | 5 | 2 | 7 | 1 | 1 | 3 |
| Tram—Electric and Cable .. | 14 | 155 | 8 | 155 | 13 | 173 | 28 | 353 | 22 | 370 |
| Other Vehicle .. | 2 | 29 | 7 | 33 | 5 | 46 | 15 | 72 | 16 | 60 |
| Pedestrian .. | 3 | 77 | 2 | 96 | 2 | 91 | 9 | 179 | 8 | 169 |
| Horse .. | 2 | 9 | 2 | 8 | 3 | 10 | 6 | 16 | 1 | 17 |
| Total .. | 480 | 8,074 | 460 | 8,331 | 364 | 6,573 | 421 | 5,491 | 309 | 4,359 |

In the next table accidents in which persons were killed or injured have been classified according to type of vehicle, &c., involved, e.g., where a collision has occurred between a motor car and a pedal cyclist, particulars of such accident are included under each heading. Correct totals cannot be arrived at by the addition of the items shown in the table.

**VICTORIA—PERSONS KILLED OR INJURED, TYPES OF
VEHICLES, ETC., INVOLVED, 1942 AND 1943.**

| Type of Vehicle, &c., Involved. | 1942. | | | 1943. | | |
|---------------------------------|--------------------------|-------------------|--------------------|--------------------------|-------------------|--------------------|
| | Number of Accidents.* | Number Killed. | Number Injured. | Number of Accidents.* | Number Killed. | Number Injured. |
| Motor Car .. | 2,657 | 205 | 3,086 | 1,874 | 111 | 2,192 |
| Motor Van .. | 143 | 10 | 178 | 101 | 9 | 103 |
| Motor Truck, Lorry .. | 848 | 94 | 1,032 | 724 | 71 | 925 |
| Motor Bus .. | 274 | 33 | 285 | 246 | 46 | 332 |
| Motor Cycle .. | 593 | 44 | 668 | 419 | 27 | 466 |
| Pedal Cycle .. | 1,112 | 60 | 1,117 | 799 | 43 | 792 |
| Tram—Electric .. | 406 | 34 | 427 | 400 | 29 | 455 |
| Tram—Electric and Steam .. | 19 | 12 | 17 | 14 | 30 | 24 |
| Horse-drawn Vehicle .. | 213 | 16 | 235 | 166 | 25 | 161 |
| Horse .. | 32 | 6 | 27 | 33 | 2 | 34 |
| Pedestrian .. | 2,083 | 191 | 2,054 | 1,620 | 110 | 1,624 |
| Other .. | 8 | 3 | 10 | 4 | 1 | 7 |

* Number of accidents refers only to these in which persons were killed or injured.

Details of breaches of the Motor Car Act and Traffic Regulations will be found on page 140 of this *Year-Book*.

AIRCRAFT.

The collection and the compilation of aircraft statistics were undertaken by the Commonwealth Bureau of Census and Statistics as from 1st July, 1922.

The following particulars relating to civil aircraft registered in Victoria for the years specified below have been received from that source.

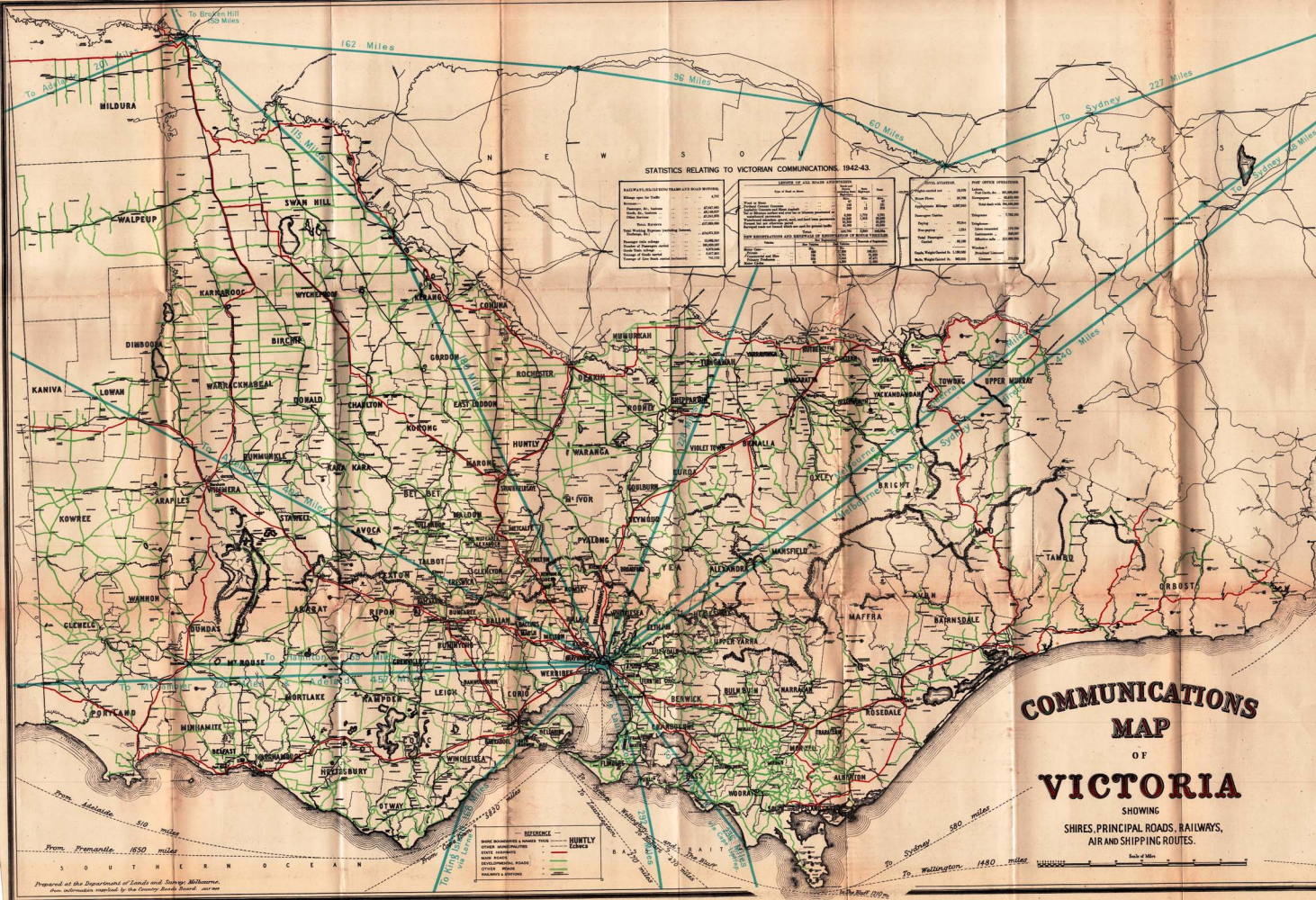
The main air lines of Victoria are shown on the map opposite page 309 of this *Year-Book*.

VICTORIA—CIVIL AIRCRAFT, 1938-39 TO 1942-43.

| Particulars. | At 30th June— | | | | |
|---|------------------------------|-----------|-----------|-----------|-----------|
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Registered Owners | 38 | 28 | 25 | 26 | (b) 34 |
| Registered Aircraft | 70 | 58 | 38 | 36 | (b) 27 |
| Licensed Pilots— | | | | | |
| Private | 268 | (a) | 165 | 47 | 29 |
| Commercial | 107 | (a) | 56 | 55 | 60 |
| Licensed Ground Engineers | 164 | (a) | 185 | 218 | 277 |
| Licensed Navigators | 16 | (a) | 26 | 16 | 18 |
| Licensed Aircraft Radio Telegraph Operators | 33 | 36 | 17 | 11 | 14 |
| Licensed Aircraft Radio Telephone Operators | .. | .. | 10 | 17 | 18 |
| Aerodromes— | | | | | |
| Government | 4 | 5 | 6 | 2 | 2 |
| Public | 18 | 19 | 15 | 13 | 13 |
| Government Emergency Ground | 10 | 8 | 7 | 6 | 5 |
| | During Year ended 30th June— | | | | |
| | 1939. | 1940. | 1941. | 1942. | 1943. |
| Flights carried out | 39,736 | 34,270 | 16,723 | 14,296 | 12,675 |
| Hours flown | 41,268 | 33,169 | 25,142 | 23,549 | 25,766 |
| Approximate mileage | 5,089,412 | 3,770,979 | 3,199,286 | 3,103,116 | 3,567,910 |
| Passengers carried— | | | | | |
| Paying | 70,887 | 64,613 | 81,112 | 83,716 | 83,954 |
| Non-paying | 8,074 | 6,297 | 2,768 | 1,988 | 1,214 |
| Total Passengers carried | 78,961 | 70,910 | 83,880 | 85,704 | 85,168 |
| Goods, Weight Carried lb. | 850,286 | 863,567 | 936,018 | 1,067,018 | 1,130,562 |
| Mails, Weight Carried " | 65,270 | 63,285 | 93,386 | 180,658 | 963,555 |
| Accidents— | | | | | |
| Persons Killed | 21 | 3 | .. | 3 | 2 |
| Persons Injured | 10 | 1 | .. | .. | 3 |

(a) Not available.

(b) At 31st December, 1943.



STATISTICS RELATING TO VICTORIAN COMMUNICATIONS, 1942-43

| ROADS | | RAILWAYS | | AIR SERVICES | |
|-----------------------------------|---------|----------|---------|--------------|---------|
| 1942-43 | 1941-42 | 1942-43 | 1941-42 | 1942-43 | 1941-42 |
| Length of roads (miles) | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Length of railways (miles) | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Number of air services | 10 | 10 | 10 | 10 | 10 |
| Number of aircraft | 100 | 100 | 100 | 100 | 100 |
| Number of passengers | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of goods | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegrams | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone calls | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph messages | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of radio messages | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of wireless messages | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph lines | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone lines | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone exchanges | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of radio stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of wireless stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of radio offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of wireless offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph lines (miles) | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Number of telephone lines (miles) | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Number of telegraph stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone exchanges | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of radio stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of wireless stations | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telegraph offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of telephone offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of radio offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Number of wireless offices | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |

COMMUNICATIONS MAP OF VICTORIA

SHOWING SHIRES, PRINCIPAL ROADS, RAILWAYS, AIR AND SHIPPING ROUTES.

REFERENCE
 SHIRES
 PRINCIPAL ROADS
 RAILWAYS
 AIR ROUTES
 SHIPPING ROUTES

Prepared at the Department of Lands and Survey, Melbourne, from information supplied by the Shire Surveyors' Board, 1943.