

Part 10

TRADE, TRANSPORT, AND COMMUNICATIONS

Retail Trade

Census of Retail Establishments

General

Statistics of retail sales have been compiled for the years 1947-48, 1948-49, 1952-53, and 1956-57 from returns supplied by all retail establishments in Australia.

In general terms, these Censuses have covered the trading activities of establishments which normally sell goods at retail to the general public from shops, rooms, kiosks, and yards. They have been designed principally to cover sales which are for household or personal use. For this reason, sales of farm and industrial machinery and equipment, &c., have been excluded. However, sales of motor vehicles, both new and used, are included.

The latest Census of Retail Establishments referred to the year ended 30th June, 1957. Its scope and coverage were practically identical with those of the previous Census for the year ended 30th June, 1953. For this reason, it is possible to make a comparison of the results obtained from these Censuses. The tables below show this information.

The first table shows the number of establishments selling goods in each of 34 broad commodity groups, the total value of these sales, and the value of sales per head of population. The commodity groups shown are comparable between the two years with two exceptions. These are :—

- (1) The value of sales of all electrical goods was collected as one item in 1952-53, but in 1956-57 particulars were obtained for five separate items. Thus a comparison of the sales figures can be made only by an amalgamation of these items in 1956-57. However, no direct comparison can be made of the number of establishments selling these items.
- (2) In 1956-57, special queries were sent to all establishments which would normally be expected to sell tobacco, cigars, and cigarettes, but which did not report any sales of these items in their returns. As a result of these queries, 652 additional establishments reported sales of these items amounting to £860,000, or 2·9 per cent. of the total sales of tobacco. Most of these sales had originally been reported as sales of groceries or other foodstuff items. As no special queries were made in 1952-53, it is likely that a similar proportion of sales

of tobacco, cigars, and cigarettes was incorrectly reported in that year and consequently would be included in sales of groceries or other items instead of in sales of tobacco, cigars, and cigarettes.

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

Commodity Group†	Number of Establishments‡		Value of Retail Sales			
	1952-53	1956-57	Total		Per Head of Population	
			1952-53	1956-57	1952-53	1956-57
			£'000	£'000	£	£
FOODSTUFFS—						
Groceries	7,181	8,133	64,727	90,019	27.3	34.1
Butchers' Meat .. .	2,120	2,590	36,663	50,446	15.5	19.1
Fresh Fruit and Vegetables .. .	3,113	3,683	15,854	22,863	6.7	8.7
Bread, Cakes, and Pastry .. .	4,665	6,127	16,940	21,826	7.1	8.3
Confectionery and Ice Cream .. .	7,246	8,634	20,289	27,903	8.5	10.6
Other Types of Food .. .	2,689	3,952	8,912	13,425	3.8	5.1
BEER, TOBACCO—						
Beer, Wine, and Spirits .. .	2,191	2,119	45,612	63,496	19.2	24.0
Tobacco and Cigarettes .. .	10,080	13,449	19,967	29,229	8.4	11.1
CLOTHING, DRAPERY, FOOTWEAR—						
Clothing—Men's and Boys' .. .	2,188	2,301	25,964	33,415	10.9	12.7
Clothing—Women's, Girls', and Infants' .. .	3,484	3,572	41,914	54,402	17.7	20.6
Drapery, Piece Goods .. .	1,699	1,809	18,501	21,855	7.8	8.3
Footwear—Men's and Boys' .. .	1,399	1,509	4,779	6,259	2.0	2.4
Footwear—Women's, Girls', and Infants' .. .	1,258	1,306	9,058	11,176	3.8	4.2
HARDWARE, ELECTRICAL GOODS, FURNITURE—						
Builders' Hardware and Supplies§	1,472	1,654	16,154	22,116	6.8	8.4
Domestic Hardware and Kitchenware	2,428	2,712	14,172	18,215	6.0	6.9
Musical Instruments and Records		539		2,768		1.0
Radios and Radiograms		1,262		5,023		1.9
Television Receivers, &c.	1,929	777	20,837	9,848	8.8	3.7
Domestic Refrigerators .. .		1,161		7,166		2.7
Other Electrical Goods		2,141		10,493		4.0
Furniture (Incl. Mattresses) .. .	962	1,000	15,078	18,884	6.4	7.1
Floor Coverings	666	737	7,734	9,452	3.3	3.6
Business Machines and Equipment	80	92	3,751	5,988	1.6	2.3
OTHER GOODS—						
Newspapers, Books, and Stationery	2,667	3,025	16,497	21,500	6.9	8.1
Chemists' Goods (Incl. Cosmetics)	2,394	2,871	14,374	21,281	6.1	8.1
Sporting Requisites and Travel Goods .. .	1,062	1,197	3,049	4,292	1.3	1.6
Jewellery, Clocks, &c. .. .	1,130	1,254	6,292	7,943	2.6	3.0
Grain, Feed, and Fertilizers .. .	1,066	1,196	11,413	13,767	4.8	5.2
Other Goods .. .	2,876	2,998	17,579	19,338	7.4	7.3
TOTAL (EXCLUDING MOTOR VEHICLES) .. .	||	||	476,110¶	644,388¶	200.7	244.1
MOTOR VEHICLES—**						
Tractors .. .	389	395	6,340	7,268	2.7	2.8
Motor Vehicles (Incl. Motor Cycles):						
New .. .	848	847	44,635	68,282	18.8	25.9
Used .. .	824	1,068	18,112	36,779	7.6	13.9
Motor Parts and Accessories .. .	2,252	2,763	15,731	19,704	6.6	7.4
Petrol and Oils .. .	2,891	3,525	23,920	35,133	10.1	13.3
TOTAL MOTOR VEHICLES .. .	||	||	108,738	167,166	45.8	63.3
GRAND TOTAL .. .	||	||	584,848	811,554	246.5	307.4

* Table refers to retail establishments with total retail sales of £500 or more.

† Only main commodities descriptive of the particular groupings are shown. For further details see Retail Census Bulletins.

‡ Number of establishments selling goods in each commodity group.

§ Excludes Basic Building Materials, e.g. Timber, Tiles, Joinery, Cement.

¶ Establishments showing sales in more than one commodity group have been included more than once. The totals of these columns cannot therefore be taken as the number of retail establishments in Victoria. (See table on page 663.)

¶ See footnote || to table on page 663.

** Excludes Farm Machinery and Implements, Earthmoving Equipment, &c.

The next table shows the number of establishments, the value of retail sales and the value of stocks on hand at 30th June each year. In classifying establishments to type of business, the description given by the proprietor was used as a guide, but the classification was based mainly on the commodity group for which the largest item of turnover was recorded on the Census form.

VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
ESTABLISHMENTS, SALES, AND STOCKS ACCORDING TO
TYPE OF BUSINESS*

Main Type of Business	Number of Establishments		Value of Retail Sales†		Value of Retail Stocks at 30th June—‡		
	1952-53	1956-57	1952-53	1956-57	1953	1957	
			£'000	£'000	£'000	£'000	
FOOD STORES—							
Grocers	5,284	5,202	79,717	109,264	9,863	12,463	
Butchers	1,938	2,243	36,728	50,308	201	523	
Fruiterers	1,845	2,036	16,266	23,203	161	446	
Bakers	1,503	1,371	14,444	17,029	210	384	
Confectioners and Milk Bars	2,802	3,128	20,065	31,768	962	1,712	
Cafes	345	693	1,222	3,542	67	211	
Fishmongers and Poulterers	421	504	2,537	3,998	13	36	
Other Food Stores	521	467	5,023	6,104	148	273	
HOTELS, TOBACCONISTS—							
Hotels and Wine Saloons	1,855	1,844	46,050	65,878	1,560	2,042	
Tobacconists	490	373	4,490	3,738	390	360	
Tobacconists and Hairdressers	1,126	1,133	5,368	5,244	255	509	
CLOTHIERS, DRAPERS—							
Clothiers	3,502	3,662	103,876	130,362	21,588	29,472	
Drapers, Haberdashers	465	524	10,340	16,284	2,960	3,933	
Footwear Stores	621	710	9,679	12,302	2,636	4,272	
HARDWARE, ELECTRICAL GOODS,							
FURNITURE STORES—							
Domestic and Builders' Hardware	1,209	1,447	24,758	32,922	5,925	8,130	
Electrical Goods, &c.	854	1,000	16,273	27,379	3,149	4,822	
Furniture and Floor Coverings	681	691	19,625	25,147	4,344	6,206	
Business Machines	47	47	3,646	5,731	923	1,168	
OTHER GOODS STORES—							
Newsagents and Booksellers	877	925	14,421	19,196	1,846	2,277	
Chemists	1,025	1,174	11,911	17,790	2,291	3,343	
Sports Goods	140	178	1,883	3,012	673	754	
Watchmakers and Jewellers	509	560	5,130	6,538	2,392	3,548	
Grain and Produce Merchants	267	251	11,693	14,358	1,172	1,408	
Cycle Stores	232	208	946	1,319	209	282	
Florists and Nurserymen	371	384	1,979	2,295	110	153	
Other Types of Business	1,218	1,146	8,763	10,673	1,470	2,348	
TOTAL (EXCLUDING MOTOR VEHICLE DEALERS)	30,148§	31,901§	476,833||	645,384||	65,518	91,075	
MOTOR VEHICLE DEALERS—							
Tractor Dealers	57	39	3,397	3,081	915	1,038	
New Motor and Motor Cycle Dealers	} 2,268	2,826	88,025	136,313	10,137	14,198	
Garages and Service Stations		219	245	5,675	7,319	1,138	1,693
Motor Parts and Tyre Dealers		172	257	10,918	19,457	787	2,104
Used Motor Vehicle Dealers							
GRAND TOTAL	32,864§	35,268§	584,848	811,554	78,495	110,108	

* Table refers to establishments with total retail sales of £500 or more.

† Total value of all commodities sold by retail.

‡ Total value of all goods held for retail sale (including stocks of materials for use in repairs to customers' goods and foodstuffs for the provision of meals and refreshments).

§ Figures represent total number of retail establishments (as defined) in Victoria. See also footnote || on page 662.

|| Figures differ from those contained in the table on page 662 in that they include retail sales of motor vehicles, etc., made by establishments whose main type of business is other than motor vehicles, and exclude retail sales of goods, other than motor vehicle, made by establishments whose main type of business is motor vehicles.

The next table shows a comparison of the number of retail establishments and the value of retail sales in Statistical Divisions in Victoria for the years 1952-53 and 1956-57 :—

VICTORIA—CENSUSES OF RETAIL ESTABLISHMENTS :
RETAIL SALES IN STATISTICAL DIVISIONS

Statistical Division	No. of Establishments		Value of Retail Sales	
	1952-53	1956-57	1952-53	1956-57
			£'000	£'000
Metropolitan	20,620	22,189	383,391	541,145
Central	2,572	2,854	38,796	55,024
North-Central	984	1,021	12,013	15,166
Western	2,528	2,599	43,764	58,561
Wimmera	942	962	14,883	17,599
Mallee	810	852	15,947	19,528
Northern	2,093	2,204	32,779	43,817
North-Eastern	945	994	14,785	20,346
Gippsland	1,370	1,593	28,490	40,368
Total	32,864	35,268	584,848	811,554

NOTE.—For boundaries of Statistical Divisions, see map opposite page 100.

Survey of Retail Establishments

During the period between Censuses, estimates of the value of retail sales are made on the basis of returns received from a representative sample of retail establishments. Sample returns are supplied by retail businesses which account for approximately 40 per cent. of all retail sales in Australia. Estimated totals are calculated by methods appropriate to a stratified sample.

The following table shows the value of retail sales of goods in Victoria in each of the commodity groups specified for the years 1952-53 to 1958-59 :—

VICTORIA—VALUE OF RETAIL SALES
(£ million)

Commodity Group	Year Ended 30th June—						
	1953	1954	1955	1956	1957	1958*	1959*
Groceries	64·7	67·0	79·4	86·3	90·0	92·2	101·8
Butchers' Meat	36·7	39·1	43·4	46·1	50·5	49·5	52·6
Other Food†	62·0	67·2	73·0	79·8	86·0	89·4	92·5
Total Food and Groceries ..	163·4	173·3	195·8	212·2	226·5	231·1	246·9
Beer, Wine, and Spirits	45·6	50·1	53·8	59·0	63·5	65·7	68·2
Clothing, Drapery, and Footwear	100·2	112·5	116·5	121·8	127·1	133·8	139·8
Hardware, China, and Glassware‡	30·3	33·1	37·0	39·1	40·3	41·4	45·6
Electrical Goods and Radios ..	20·9	23·9	26·8	30·0	35·3	43·1	50·5
Furniture and Floor Coverings ..	22·8	25·0	25·8	28·2	28·3	30·8	30·3
Other Goods§	92·9	96·6	104·7	116·7	123·4	124·0	131·5
Total (Excl. Motor Vehicles, &c.)	476·1	514·5	560·4	607·0	644·4	669·9	712·8
Motor Vehicles, Parts, Petrol, &c.||	108·7	124·5	146·0	164·3	167·2	187·9	197·4
Total	584·8	639·0	706·4	771·3	811·6	857·8	910·2

* Preliminary figures.

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

‡ Excludes basic building materials (e.g., timber, building sheets, tiles, joinery, cement).

§ Includes tobacco, cigarettes, newspapers, books and stationery, chemists' goods, grain and produce, jewellery, &c.

|| Excludes farm machinery and implements, earth-moving equipment, &c.

Although the total value of retail sales has increased by 56 per cent. since 1952-53, a considerable part of this increase would be due to the rise in prices which has taken place since then.

The total value of retail sales in the Commonwealth in 1958-59 was £3,200 million. Sales in Victoria represented 28 per cent. of this figure.

Oversea Trade

Legislation and Agreements

General

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

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

The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the uniform duties came into effect throughout Australia. The Tariff Act received assent on the 16th September, 1902. The tariff has been extensively altered since that date, and that at present in operation is the Customs Tariff 1933-59.

The Australian Customs Tariff has been developed in conformity with the policy of protecting economic and efficient Australian industries and of granting preferential treatment to imports from certain countries of the British Commonwealth. Some goods, generally those of a luxury nature, are subject to duty for revenue purposes. Customs collections are a major source of revenue, and the protective character of the tariff has an important influence on the Australian economy.

Australia has three classes of tariff: the British Preferential Tariff, the Intermediate Tariff, and the General Tariff.

British Preferential Tariff

British Preferential Rates of duty apply to goods, the produce or manufacture of the United Kingdom, which comply with the conditions affecting the grant of preference, provided that the intended destination of the goods, when originally shipped from the United Kingdom, was Australia. The British Preferential Tariff has been extended by trade agreements and by tariff legislation to cover all except a small number of commodities imported from Canada, New Zealand, the Territory of Papua, and the Trust Territory of New Guinea. In relation to specified goods, the British Preferential Tariff applies also to Ceylon, Ghana, the Federation of Malaya, Singapore, the Federation of the West Indies, and to most of the British non-self-governing colonies, protectorates, and trust territories.

Intermediate Tariff

The effective application of the Intermediate Tariff dates from the 1st January, 1937, and results from the conclusion of trade agreements with Belgium, Czechoslovakia, and France. Benefits from this tariff apply to countries with which Australia has trade agreements and to countries which accord Australia reciprocal most-favoured-nation tariff treatment as a result of agreements between those countries and the United Kingdom. The tariff has also been extended to countries to which Australia has no formal obligation to accord most-favoured-nation treatment.

The countries and the particular tariff items to which the tariff applies are specified by Customs Proclamation.

General Tariff

The General Tariff applies to all goods other than those to which the British Preferential Tariff, the Intermediate Tariff, or special rates under trade agreements apply.

Primage Duty

In addition to duties imposed by the Customs Tariff 1933-59, *ad valorem* duties at various rates are charged on some goods according to the type of goods and the origin thereof. Goods, the produce or manufacture of New Zealand, Norfolk Island, Fiji, Cocos Islands, Christmas Island (Indian Ocean), the Territory of Papua, and the Trust Territory of New Guinea, are exempt from primage duty.

Tariff Board

The Tariff Board is set up under the provisions of the Tariff Board Act to advise the Commonwealth Parliament on the formulation and implementation of tariff policy.

Trade Agreements

Australia has numerous trade agreements with oversea countries, the principal agreements being outlined below :—

Country	Main Features of Agreement
United Kingdom..	Dated 1957. Preservation of security for Australian exports in United Kingdom markets. Lowering of obligatory margins of preference which Australia extends to the United Kingdom.
Canada	Dated 1931. Mutual accord of British Preferential Tariff treatment with certain specified exceptions.
New Zealand . .	Dated 1933. Mutual accord of British Preferential Tariff treatment with certain specified exceptions.
Federation of Rhodesia and Nyasaland	Dated 1955. Preference for Australian exports (mainly primary produce). British Preferential Tariff treatment on exports to Australia with exclusive special tariff on unmanufactured tobacco.
Federation of Malaya	Dated 1958. Exchange of British Preferential treatment with special protection for Australia's wheat and flour markets in Malaya, and for Malaya's rubber market in Australia.
Japan	Dated 1957. Mutual exchange of most-favoured-nation treatment. Japan to accord Australian wool, wheat, barley, and other primary exports a highly preferential treatment.

In addition to the above trade agreements, Australia has entered into bilateral trade agreements with the Union of South Africa, Brazil, Czechoslovakia, France, Greece, and Switzerland. Summaries of the texts of these agreements have been given in previous issues of the Victorian Year Book. Simple reciprocal most-favoured-nation trade agreements were concluded with Israel in 1951 and Iceland in 1952.

General Agreement on Tariffs and Trade (G.A.T.T.)

The General Agreement on Tariffs and Trade, to which Australia was one of the original contracting parties, is an international trade agreement which has been in operation since 1st January, 1948. There are now 37 contracting parties to the agreement. They comprise most of the world's larger trading nations.

Four series of tariff negotiations have been conducted, as a result of which Australia has obtained tariff concessions on almost all the principal products of which Australia is an actual or potential exporter to the individual countries concerned.

Excise Tariff

The Excise Tariff applies to certain articles which can only be manufactured under licence and subject to certain conditions. The tariff relates to beer, spirits, amylic alcohol and fusel oil, saccharin, liqueurs, flavoured spirituous liquors, tobacco, cigars, cigarettes, snuff, coal, certain petroleum, shale or coal tar distillates, playing cards, cigarette papers, matches, wine (certain types), wireless valves, and cathode ray tubes (picture tubes) as used in television receiving sets.

Customs (Import Licensing) Regulations

Import licensing, introduced at the beginning of the Second World War, was relaxed progressively after the war so that by March, 1952, goods from the non-dollar area (except Japan, to which special conditions applied until 1957) were virtually free from import licensing controls. A fall in the price of wool and a large increase in imports in the year 1951-52 so endangered Australia's external financial position that in March, 1952, the import restrictions were again intensified. The war time regulations were subsequently replaced by regulations made under the *Customs Act* 1901-54.

Since March, 1952, import restrictions have been varied broadly in line with Australia's balance of trade position, and as from February, 1960, only about 10 per cent. of imports are subject to control.

Export Controls

The Customs Act makes provision for the prohibition, either absolutely, or to a certain place, or unless specified conditions obtain, of the exportation from Australia of certain goods. The *Banking Act* 1945-53 makes provision to ensure that the full proceeds of exports are received, in a manner prescribed, into the Australian banking system.

Recorded Value of Imports and Exports

The recorded value of goods imported is the actual money price paid plus any special deduction or the current domestic value of the goods, plus all charges ordinarily payable for placing the goods free on board (f.o.b.) at the port of export. When the invoiced value of

the imported goods is in a currency other than Australian, the equivalent value in Australian currency is recorded. The telegraphic transfer selling rate for £100, Australia on London, was stabilized at £125 10s. in 1931 and since then it has remained unchanged. The recorded value of exports, if sold before export, is equivalent to the f.o.b. value of the goods. If shipped on consignment, the value recorded is the Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are consigned for sale. With regard to wool shipped on consignment, the f.o.b. equivalent of the current price ruling in Australia approximates sufficiently to the f.o.b. equivalent of the price ultimately received.

Overseas Trade of Victoria

General

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

The total values of the overseas trade of Victoria for each of the five years 1954-55 to 1958-59 are set out below. Exports do not include the value of stores shipped at Victorian ports on board overseas ships.

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

Year Ended 30th June—	Imports	Exports			Excess of Imports
		Australian Produce	Re-exports	Total	
1955 ..	297,494	214,750	1,822	216,572	80,922
1956 ..	299,340	207,258	2,138	209,396	89,944
1957 ..	254,946	253,151	2,601	255,752	806*
1958 ..	282,713	216,311	3,267	219,578	63,135
1959 ..	291,297	216,224	3,327	219,551	71,746

* Denotes excess of exports.

That portion of the value of Australian trade handled at Victorian ports for each of the five years 1954-55 to 1958-59 is shown in the following table :—

VALUE OF AUSTRALIAN TRADE, AND PORTION HANDLED AT VICTORIAN PORTS

Year Ended 30th June—	Australian Trade			Proportion of Australian Trade Handled at Victorian Ports		
	Imports	Exports	Total	Imports	Exports	Total
	£'000 f.o.b.			%		
1955 ..	843,742	774,164	1,617,906	35·3	28·0	31·8
1956 ..	821,088	781,864	1,602,952	36·5	26·8	31·7
1957 ..	718,991	992,906	1,711,897	35·5	25·8	29·8
1958 ..	791,940	817,946	1,609,886	35·7	26·8	31·2
1959 ..	796,599	811,463	1,608,062	36·6	27·1	31·8

Classification of Oversea Imports and Exports

The following table shows value of imports and exports, grouped in 21 statistical classes :—

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

Classification	Imports			Exports		
	1956-57	1957-58	1958-59	1956-57	1957-58	1958-59
I. Foodstuffs of Animal Origin	1,829	2,483	2,465	42,180	39,008	52,018
II. Foodstuffs of Vegetable Origin	9,452	9,483	9,965	37,972	33,917	39,972
III. Spirituous and Alcoholic Liquors	341	445	420	614	645	656
IV. Tobacco and Preparations thereof	5,759	6,263	6,059	174	324	189
V. Live Animals	107	158	103	64	103	32
VI. Animal Substances not Foodstuffs	2,301	2,446	2,307	138,966	112,461	94,591
VII. Vegetable Substances and Fibres	6,555	6,948	7,305	158	141	132
VIII. (a) Yarns and Manufactured Fibres	11,478	13,158	8,348	849	758	559
(b) Textiles	22,404	28,907	26,089	251	324	308
(c) Apparel	3,454	4,928	4,312	140	151	143
XI. Oils, Fats, and Waxes	34,406	35,223	36,587	6,000	7,795	8,810
X. Pigments, Paints, and Varnishes	2,589	3,317	2,889	219	159	157
XI. Rocks and Minerals (Including Ores and Concentrates)	1,706	2,183	2,095	2,972	1,880	468
XII. (a) Metals and Metal Manufacturing (Except Electrical Appliances and Machinery)	52,277	53,562	69,310	8,067	6,104	5,993
(b) Dynamo Electrical Machinery and Appliances	9,623	9,569	8,373	478	565	868
(c) Machines and Machinery (Except Dynamo Electric)	31,977	37,624	35,979	3,635	4,188	2,968
XIII. (a) Rubber and Rubber Manufactures	6,681	6,639	7,392	330	416	395
(b) Leather and Leather Manufactures	317	338	352	1,358	1,456	1,446
XIV. Wood and Wicker	4,079	4,124	3,700	192	180	210
XV. Earthenware, China, Glass, etc.	3,664	4,067	4,284	186	144	100
XVI. (a) Paper and Board (Including Pulp)	10,066	11,277	11,767	119	146	221
(b) Paper Manufactures and Stationery	3,736	4,403	4,609	594	756	462
XVII. Fancy Goods, Jewellery, and Timepieces	2,314	2,940	2,870	199	228	251
XVIII. Optical, Surgical, and Scientific Instruments	2,612	3,473	3,758	450	573	602
XIX. Drugs, Chemicals, and Fertilizers	8,740	9,906	11,651	2,117	2,546	2,899
XX. Miscellaneous	16,417	18,707	18,211	4,225	4,604	5,094
Total Merchandise	254,884	282,571	291,200	252,509	219,572	219,544
XXI. Bullion and Specie	62	142	97	3,243	6	7
Total	254,946	282,713	291,297	255,752	219,578	219,551

The percentages which the value of the more important classes bore to the total value of merchandise imported during 1958-59 were as follows :—Yarns and manufactured fibres, textiles, and apparel, 13 per cent.; metal manufactures and machinery, 39 per cent.; oils, fats, and waxes, 13 per cent.; paper, paper manufactures, and stationery, 6 per cent.

Victoria's export trade comprises largely agricultural, dairying, and pastoral products which in 1958-59 amounted to 85 per cent. of merchandise exports. Wool alone amounted to 39 per cent.

Recorded Values of Principal Articles Imported

The following table shows the recorded values of the principal articles imported into Victorian ports for the years 1956-57 to 1958-59 :—

VICTORIA—PRINCIPAL ARTICLES IMPORTED FROM OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1956-57	1957-58	1958-59	1956-57	1957-58	1958-59
	'000			£A'000 f.o.b.		
Coffee, Raw and Kiln Dried .. lb.	9,190	10,006	13,529	1,751	1,722	2,011
Tea lb.	22,203	20,669	23,005	5,362	4,507	5,450
Tobacco, Unmanufactured .. lb.	16,238	17,059	16,084	5,548	6,012	5,784
Cotton, Raw lb.	12,802	13,362	13,825	1,680	1,743	1,725
Sisal Fibre cwt.	164	172	259	744	749	1,217
Cotton Yarns—No. 50 Count and Finer lb.	2,850	3,633	3,643	1,327	1,706	1,542
Nylon and Other Polyamides— Thrown or Plied Yarns .. lb.	2,718	2,726	124	3,415	3,179	136
Corn and Flour Sacks doz.	887	831	1,034	1,063	1,095	1,234
Cotton Piecegoods— Grey Unbleached sq. yd.	16,131	19,696	16,060	1,389	1,791	1,430
Bleached, Printed, Dyed, or Coloured sq. yd.	53,493	74,220	68,141	7,843	10,525	9,790
Carpets and Carpeting sq. yd.	1,459	1,611	1,388	1,831	2,217	1,892
Petroleum, Crude gal.	868,172	911,504	950,402	24,030	25,651	26,227
Motor Spirit gal.	39,489	49,827	73,852	2,365	2,806	4,055
Power Kerosene gal.	16,943	18,691	15,902	945	1,012	903
Mineral Lubricating Oil .. gal.	13,976	12,695	15,487	2,015	1,810	2,065
Dyes, Including Organic Pigment Dyestuffs <i>n.e.i.</i> .. lb.	1,841	2,024	1,775	1,163	1,499	1,229
Iron and Steel— Plate and Sheet—Plain .. cwt.	126	113	145	1,575	1,310	1,855
Tinned cwt.	1,462	865	829	7,524	4,534	4,099
Aeroplanes .. .. ..	..	..	..	2,431	2,392	8,236
Aircraft Parts .. .. ..	..	..	..	1,945	2,802	3,883
Motor Vehicles, Chassis, Bodies, and Parts .. ..	..	..	..	25,798	29,868	37,717
Tractors—Crawler Type .. ..	..	..	..	1,080	1,169	1,148
Wheeled Type .. .. ..	..	..	..	2,141	3,305	2,781
Tractor Parts .. .. ..	..	..	..	1,100	1,491	2,025
Spinning, Twisting, and Throwing Machinery .. ..	..	..	..	238	1,019	590
Knitting Machines .. .. ..	..	..	..	432	1,253	1,120
Bearings, Roller and Ball .. ..	..	..	..	1,998	2,264	2,226
Crude Rubber (Including Crepe) lb.	30,385	34,508	33,306	3,583	3,126	3,795
Synthetic Rubber (Including Latex) lb.	9,170	12,669	12,647	1,096	1,434	1,393
Timber, Undressed— Douglas Fir sup. ft.	29,487	26,829	26,526	1,325	1,089	1,005
Crockery .. .. ..	..	..	..	983	1,082	1,165
Plate Glass, Polished and Patent sq. ft.	5,551	4,463	5,312	1,046	823	1,071
Pulp for Paper-making ton	40	40	46	2,266	2,194	2,398
Newsprinting Paper, Not Glazed, etc. ton	53	63	65	3,734	4,534	4,685
Transparent Cellulose lb.	3,193	4,109	4,501	829	1,077	1,209
Books, Magazines, etc. .. ..	..	..	..	2,658	2,782	3,072
Rock Phosphate ton	477	474	498	1,008	1,105	1,399
Polyethylene (Polythene) Resin lb.	4,967	9,996	3,237	930	1,843	619
Polyamide (Nylon, etc.) Resins lb.	70	1,147	4,914	32	398	1,690
Vessels Exceeding 500 Tons .. ..	..	..	..	1,358	..	430
Army, Navy, and Air Force Stores and Equipment .. ..	..	..	..	1,841	2,484	2,363
Outside Packages .. .. ..	..	..	..	4,784	5,244	5,380
All Other Articles .. .. ..	..	..	..	118,740	134,067	127,253
Total Imports .. ..	..	..	..	254,946	282,713	291,297

NOTE: In the above table, separate details are shown of articles for which the value of imports amounted to more than £1 mill. in any one of the three years.

Recorded Values of Principal Exports

The following table shows the recorded values of the principal articles exported to overseas countries from Victorian ports during each of the years 1956-57 to 1958-59 :—

VICTORIA—PRINCIPAL ARTICLES EXPORTED OVERSEAS

Article and Unit of Quantity	Quantity			Value		
	1956-57	1957-58	1958-59	1956-57	1957-58	1958-59
	'000			£'000 f.o.b.		
Meats Preserved by Cold Process—						
Beef and Veal lb.	9,517	17,545	54,600	964	1,760	7,295
Lamb lb.	28,574	35,193	44,638	2,610	3,227	3,737
Mutton lb.	14,822	24,694	41,854	935	1,335	3,692
Rabbits and Hares—Skinned lb.	18,251	22,486	21,598	1,863	2,136	2,261
Meats, Tinned—						
Beef or Veal lb.	30,781	42,449	42,110	3,373	4,247	4,420
Sausage Casings, Natural bundle	1,099	1,551	1,591	1,249	1,789	1,522
Milk and Cream—						
Preserved, Sweetened .. lb.	57,129	61,102	42,619	3,738	4,584	2,951
Dried or in Powdered Form—						
Full Cream lb.	6,405	6,930	7,503	905	1,035	1,010
Skim lb.	33,206	25,572	31,384	1,562	997	1,210
Butter lb.	110,796	72,556	106,397	17,872	10,547	15,653
Cheese lb.	25,461	13,330	16,648	2,754	1,391	2,446
Wheat ton	481	158	247	11,595	4,127	6,364
Barley ton	106	12	96	1,983	248	2,321
Oats ton	38	1	104	751	29	2,008
White Flour—Plain .. cental	5,023	4,241	3,559	7,188	6,640	5,346
Malt lb.	29,276	37,909	46,599	748	910	1,101
Fruit, Fresh—Pears .. bush.	818	1,008	747	1,406	1,988	1,269
Dried—Sultanas lb.	64,747	92,050	124,073	4,154	6,373	9,043
Tinned—Peaches lb.	18,106	34,555	33,545	1,393	2,670	2,368
Pears lb.	52,418	69,318	73,228	4,039	5,169	4,996
Sheep and Lamb Skins with Wool on lb.	35,866	49,617	52,890	7,023	7,830	5,718
Wool—						
Greasy lb.	313,425	287,862	319,318	111,628	87,764	73,557
Washed and Scoured lb.	20,440	21,010	20,250	8,487	7,810	5,309
Carbonized lb.	6,018	5,930	7,048	2,661	2,198	1,880
Wastes lb.	8,490	3,404	5,460	3,339	773	1,061
Tallow, Inedible cwt.	358	369	430	1,516	1,566	1,713
Petroleum and Shale Spirit .. gal.	5,426	24,857	33,786	458	1,158	2,060
Gas Oil (Solar Oil) gal.	5,954	7,975	26,264	399	428	1,407
Residual Oil gal.	61,460	89,278	82,117	3,273	4,112	3,312
Scheelite Ores and Concentrates cwt.	25	23	3	1,948	1,457	51
Iron and Steel Scrap cwt.	1,300	626	1,161	1,736	647	891
Aircraft and Parts .. ..	..	..	..	175	1,205	1,338
Casein cwt.	124	141	165	1,102	1,365	1,440
Military, Naval, and Air Force Stores and Equipment ..	..	..	..	750	616	1,083
Silver Bullion .. ..	..	..	..	3,241	3	..
All Other Articles .. ..	..	..	..	36,934	39,444	37,718
Total Exports .. ..	..	..	..	255,752	219,578	219,551

NOTE: In the above table, separate details are shown of articles for which the value of exports amounted to more than £1 mill. in any one of the three years.

Trade with Countries

The value of trade with overseas countries from 1956-57 to 1958-59 is shown in the following table :—

VICTORIA—OVERSEA IMPORTS AND EXPORTS :
COUNTRIES OF ORIGIN AND CONSIGNMENT

(£'000 f.o.b.)

Country	Imports			Exports		
	1956-57	1957-58	1958-59	1956-57	1957-58	1958-59
COMMONWEALTH COUNTRIES—						
United Kingdom	105,629	116,401	115,854	74,323	64,041	74,360
Borneo	8,211	6,023	3,445	550	900	610
Canada	6,788	7,632	6,569	2,877	3,459	4,380
Ceylon	3,438	3,071	3,781	3,233	1,824	1,822
Hong Kong	878	1,207	1,317	1,863	1,586	2,298
India	7,096	7,762	6,132	8,450	3,270	2,722
Malaya, Federation of	4,336	3,688	4,361	3,695	4,510	4,066
New Zealand	4,227	4,592	4,629	12,521	14,601	13,165
Pakistan	653	524	899	2,296	1,268	567
Singapore	95	54	131	4,756	5,223	3,342
Union of South Africa	1,062	1,673	1,414	1,252	2,919	1,678
Other Commonwealth Countries ..	6,262	6,663	7,610	7,441	7,828	8,704
Total Commonwealth Countries ..	148,675	159,290	156,142	123,257	111,429	117,714
FOREIGN COUNTRIES—						
Kuwait	4,005	6,065	3,826	294	359	336
Saudi Arabia	403	3,670	3,166	318	302	482
Qatar			15,317			33
Other Arabian States	6,712	8,957	590	304	252	176
Belgium	2,667	2,272	2,524	6,252	4,943	3,750
Czechoslovakia	840	1,026	807	2,197	2,575	2,271
France	3,377	4,635	5,766	26,887	21,983	16,072
Germany, Federal Republic of ..	13,878	19,282	20,369	12,439	7,793	6,483
Indonesia, Republic of	6,608	5,490	6,068	2,353	1,733	1,159
Iran	4,519	1,494	1,255	183	84	190
Italy	3,715	4,627	4,060	17,510	14,917	11,203
Japan	4,465	8,727	10,662	31,498	21,218	22,266
Mexico	430	587	773	2,128	1,451	1,818
Netherlands	3,402	3,933	5,038	1,191	1,105	2,526
Poland	172	181	115	3,121	3,849	2,947
Sweden	3,868	3,763	3,276	825	1,587	1,011
Switzerland	3,189	3,837	3,435	902	782	355
United States of America	33,811	34,278	38,269	10,268	8,193	13,985
Yugoslavia	10	9	14	798	2,496	1,982
Other Foreign Countries	10,138	10,448	9,728	9,784	12,521	12,785
Total Foreign Countries	106,209	123,281	135,058	129,252	108,143	101,830
All Countries (Transfers of Bullion and Specie)	62	142	97	3,243	6	7
Total	254,946	282,713	291,297	255,752	219,578	219,551

Customs and Excise Revenue

The overseas trade and the gross revenue collected at Victorian ports during the year 1958–59 are shown in the following table :—

**VICTORIA—OVERSEA TRADE, AND GROSS REVENUE
COLLECTED AT VICTORIAN PORTS, 1958–59**
(£'000)

Particulars	Melbourne*	Geelong	Portland	Total
Oversea Trade—				
Imports	261,578	28,805	914	291,297
Exports	200,181	16,852	2,518	219,551
Total	461,759	45,657	3,432	510,848
Gross Revenue—				
Customs	26,751	533	804	28,088
Excise	70,362	948	595	71,905
Total	97,113	1,481	1,399	99,993

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

*Transport***Shipping***General*

Shipping statistics as presented in the following tables refer to overseas and interstate vessels using Victorian ports and include the intra-state activities of these vessels except in the table "Shipping with Various Countries".

Vessels Entered and Cleared

The number of vessels entered and cleared, and their total tonnage in each of the five years 1954–55 to 1958–59 were as follows :—

VICTORIA—OVERSEA AND INTERSTATE SHIPPING

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Vessels Entered—					
Number	2,968	2,978	2,956	3,075	3,210
Net Tonnage	10,880,604	11,343,113	10,813,738	11,282,816	12,224,338
Average Net Tonnage	3,666	3,809	3,658	3,669	3,808
Vessels Cleared—					
Number	2,981	2,995	2,956	3,049	3,208
Net Tonnage	10,914,220	11,373,171	10,826,621	11,184,171	12,195,445
Average Net Tonnage	3,661	3,797	3,663	3,668	3,802

Shipping with Various Countries

The principal countries having shipping communication with Victoria are set out in the following table. The table does not include the intra-state activities of overseas or interstate vessels.

Voyages and tonnages of vessels arriving from or departing to particular countries are recorded against the country of origin or destination, notwithstanding that the same vessel on the same voyage may carry cargo or passengers to or from Victoria from or to several

countries. Thus vessels calling at New Zealand on voyages to and from United States of America or Canada are not shown in shipping communication with New Zealand and, likewise, vessels calling at ports *en route* to and from the United Kingdom are credited to the United Kingdom only.

VICTORIA—SHIPPING WITH VARIOUS COUNTRIES

VESSELS ENTERED

('000 net tons)

Country	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Australian States ..	4,174	4,519	4,239	4,397	4,848
United Kingdom ..	1,851	1,637	1,498	1,668	1,548
New Zealand ..	245	179	197	290	301
India, Pakistan, and Ceylon ..	132	144	185	141	223
Federation of Malaya, and Singapore ..	298	271	317	202	273
Other Commonwealth ..	1,237	957	1,068	1,040	996
Total Common- wealth Countries ..	7,937	7,707	7,504	7,738	8,189
Japan ..	220	276	306	364	379
Republic of Indonesia ..	318	204	238	253	202
United States of America ..	516	450	445	397	473
Other Foreign ..	1,447	2,242	1,890	2,243	2,601
Total Foreign Countries	2,501	3,172	2,879	3,257	3,655
Grand Total ..	10,438	10,879	10,383	10,995	11,844

VESSELS CLEARED

('000 net tons)

Country	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Australian States ..	5,658	5,709	5,197	5,067	5,300
United Kingdom ..	1,506	1,470	1,326	1,569	1,556
New Zealand ..	211	238	253	310	302
India, Pakistan, and Ceylon ..	245	230	269	244	195
Federation of Malaya, and Singapore ..	261	344	302	240	306
Other Commonwealth ..	728	701	644	635	732
Total Common- wealth Countries ..	8,609	8,692	7,991	8,065	8,391
Japan ..	290	317	339	417	495
Republic of Indonesia ..	182	169	165	187	105
United States of America ..	172	198	238	273	260
Other Foreign ..	1,067	1,377	1,619	1,931	2,485
Total Foreign Countries	1,711	2,061	2,361	2,808	3,345
Grand Total ..	10,320	10,753	10,352	10,873	11,736

The nationalities of vessels which entered or were cleared at Victorian ports during the years 1957-58 and 1958-59 were as follows :—

VICTORIA—NATIONALITY OF SHIPPING
('000 net tons)

Nationality	Vessels Entered		Vessels Cleared	
	1957-58	1958-59	1957-58	1958-59
Commonwealth—				
Australian	2,085	2,142	2,067	2,131
United Kingdom	5,119	5,278	5,077	5,298
New Zealand	168	138	161	139
Other Commonwealth	355	299	359	322
Total Commonwealth Countries	7,727	7,857	7,664	7,890
Foreign—				
Danish	147	170	142	180
French	111	93	103	86
Dutch	511	721	514	699
Italian	502	564	510	543
Japanese	404	398	382	398
Norwegian	837	1,068	827	1,074
Swedish	234	265	248	272
United States of America	249	262	245	245
Panamanian	282	273	269	282
Other Foreign	279	553	280	526
Total Foreign Countries	3,556	4,367	3,520	4,305
Grand Total	11,283	12,224	11,184	12,195

Shipping Entered at Victorian Ports

Particulars of shipping which entered each principal port of Victoria are given in the following table for the years 1957-58 and 1958-59 :—

VICTORIA—VESSELS ENTERED AT EACH PORT

Class of Vessel	Melbourne		Geelong		Portland	
	1957-58	1958-59	1957-58	1958-59	1957-58	1958-59
	Number					
Oversea—						
Direct	284	260	183	163	2	1
Other	1,085	1,230	139	204	37	42
Interstate	1,210	1,187	132	119	3	4
Total	2,579	2,677	454	486	42	47
	'000 net tons					
Oversea—						
Direct	1,509	1,426	1,034	1,168	11	7
Other	5,770	6,261	685	1,025	195	224
Interstate	1,867	1,907	204	195	8	11
Total	9,146	9,594	1,923	2,388	214	242

Cargoes Discharged and Shipped

The following tables show the tonnage of oversea and interstate cargoes discharged and shipped in Victorian ports during 1957-58 and 1958-59, and the tonnage of oversea cargoes discharged and shipped during the years 1956-57 to 1958-59 according to the nationalities of the vessels in which the cargoes were carried :—

VICTORIA—CARGOES DISCHARGED AND SHIPPED AT EACH PORT

('000 tons)

Particulars	Melbourne		Geelong		Portland	
	1957-58	1958-59	1957-58	1958-59	1957-58	1958-59
DISCHARGED						
Interstate—						
Weight	2,208	2,281	277	449	20	10
Measure	339	342	—	*	—	—
Oversea—						
Weight	2,436	2,519	2,310	2,349	64	56
Measure	995	923	38	58	—	—
SHIPPED						
Interstate—						
Weight	588	436	782	675	*	—
Measure	365	381	—	*	—	—
Oversea—						
Weight	506	723	569	883	18	14
Measure	541	528	—	—	—	—

NOTE.—1 Ton Measurement = 40 Cubic Feet.

* Less than 500 tons

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

('000 tons)

Vessels Registered at Ports in—	1956-57		1957-58		1958-59	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
Commonwealth Countries—						
Australia	32	58	40	21	24	35
United Kingdom	2,409	1,066	2,204	829	2,162	1,029
New Zealand	64	133	78	133	78	83
Other Commonwealth	131	90	159	103	42	99
Total Commonwealth Countries	2,636	1,347	2,481	1,086	2,306	1,246

VICTORIA—OVERSEA CARGOES DISCHARGED AND SHIPPED ACCORDING
TO NATIONALITIES OF VESSELS—*continued*
(‘000 tons)

Vessels Registered at Ports in—	1956-57		1957-58		1958-59	
	Dis- charged	Shipped	Dis- charged	Shipped	Dis- charged	Shipped
Foreign Countries—						
Denmark	223	31	246	25	97	48
France*	51	16	100	5	98	3
Germany, Federal Republic of	52	61	133	9	129	19
Italy	272	43	171	26	221	50
Japan	220	42	333	65	239	89
Netherlands	340	130	197	186	226	204
Norway	952	112	1,107	186	1,272	254
Panama	500	68	533	3	411	71
Sweden	106	79	226	16	259	49
U.S.A.	113	26	78	25	62	39
Other Foreign	149	26	237	2	585	75
Total Foreign Countries	2,978	634	3,361	548	3,599	901
Grand Total ..	5,614	1,981	5,842	1,634	5,905	2,147

NOTE.—In this table tons measurement have been added to tons weight.

* Includes New Caledonia in 1957-58.

Melbourne

Principal Ports of Victoria

The port of Melbourne is the principal distributing and receiving centre in the State for seagoing cargo, and is administered by the Melbourne Harbor Trust Commissioners. The Trust, a corporate body of six persons, was constituted in 1876 to regulate, manage, and improve the port and portions of the Yarra and Maribyrnong rivers adjacent to it, and certain lands and properties were vested in the Commissioners of the Trust for this purpose. Five Commissioners are individually identified with, and represent respectively, exporters, importers, shipowners, primary producers, and waterside workers.

The limiting factor to the draught of ships entering the port is the depth of water at the Rip, the entrance to Port Phillip. From the Rip to the port are two channels, the South of 38 feet and the West of 19 feet. Guaranteed depths in the port are at least 31 feet except for one area which has a depth of 26 feet. The port covers an area of more than ten square miles and has 106 berths extending over a total length of twelve miles. Of these, 84 berths are in commercial use. Covered storage space is provided by transit sheds with a total floor area of approximately 180,000 square yards. In recent years, various wharf areas have been allocated to the mechanical handling of specific cargoes, and now steel and iron, coal, phosphatic rock, gypsum, bulk petroleum, and timber are handled under mechanical bulk handling conditions. A recent addition to the wharf facilities has been the roll-on, roll-off dock which allows the speedy transfer of vehicles and loads to and from the vehicular ferry plying between Melbourne and Tasmania. Further port development is taking place at the Appleton Dock, where five of the eighteen berths planned have been completed. These berths are for the handling of black industrial coal, phosphatic rock, and general cargo. Storage sheds each of 10,000 square yards floor area are being provided at each of the three general cargo berths.

Handling equipment at the various wharves comprises 51 cranes with capacities of from 3 to 7½ tons, one 60-ton crane and one 40-ton floating crane. A pool of mobile equipment is maintained by the Harbor Trust for hire to private operators on the wharves, including 35 mobile cranes, 75 fork-lift trucks, straddle trucks, dump trucks and overloaders. The Trust has floating plant which includes six dredges, six powered hopper barges, three tugs, and numerous small launches.

The following table shows the particulars of the financial operations of the Melbourne Harbor Trust for the years 1955 to 1959 :—

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

Particulars	Year Ended 31st December—				
	1955	1956	1957	1958	1959
REVENUE					
Wharfage and Tonnage Rates ..	2,121	1,841	1,883	2,044	2,101
Rent of Sheds	90	78	79	88	94
Special Berth Charges	76	70	71	94	126
Rent of Lands	123	127	131	168	195
Crane Fees	362	352	372	419	536
Other	247	209	211	208	240
Total Revenue	3,019	2,677	2,747	3,021	3,292
EXPENDITURE					
Administration and General Expenses	165	175	189	124	211
Port Operating Expenses	530	554	541	635	694
Maintenance—					
Dredging	343	394	419	136	272
Harbor	14	18	21	23	24
Wharves	291	369	215	196	227
Approaches	21	17	42	29	25
Railways	16	15	20	39	34
Cranes	68	79	76	82	109
Other Properties	22	21	28	38	30
Interest	357	389	444	474	535
Depreciation and Renewals	281	116	219	349	341
Insurance	252	30	32	283	35
Sinking Fund	89	95	75	130	232
Payments to Consolidated Revenue and Geelong Harbor Trust	452	383	389	413	424
Other	5	7	8	8	9
Total Expenditure	2,906	2,662	2,718	2,959	3,202
Net Surplus	113	15	29	62	90
CAPITAL OUTLAY					
Land and Property	52	—	21	67	27
Reclamation	11	2	1	26	14
Deepening Waterways	229	141	137	440	370
Wharves and Sheds Construction	689	968	554	567	727
Wharf Cranes, &c.	169	145	189	196	65
Approaches Construction	198	219	62	64	35
Floating Plant	68	29	38	182	175
Other Works, &c.	94	106	52	117	45
Total Capital Outlay	1,510	1,610	1,054	1,659	1,458
Loan Indebtedness at 31st December	9,979	11,297	12,175	12,907	13,833

Geelong

The port of Geelong is under the control of the Geelong Harbor Trust which was constituted under an Act of 1905. The Trust consists of three Commissioners appointed by the Governor in Council.

Entrance to the port is by 15 miles of channel dredged to a depth of 36 feet and a width of 300 feet. Seventeen berths spread over a distance of approximately 5 miles provide the port's wharf facilities. Minimum water depths are 29 feet at two berths, 32 feet at eleven berths and 36 feet at four berths. Special berths are provided for the handling of steel, coal, grain, phosphatic rock and sulphur, and oil. Coal is discharged from bulk carrying vessels directly to railway trucks. The bulk grain terminal has 22·5 million bushel storage capacity, and is capable of loading ships at the rate of 1,600 tons per hour. The oil wharf is able to accommodate vessels of the supertanker class carrying up to 30,000 tons of oil. The Harbor Trust cool stores have a storage capacity of 900,000 cubic feet. Adequate open coal storage is available. The port has good clearance facilities, there being direct rail loading at six berths and road clearance at all berths.

The Harbor Trust has floating plant which includes six tugs, five hopper barges, one diesel-powered floating crane and several small launches.

Particulars of the financial operations of the Geelong Harbor Trust for the years 1955 to 1959 are shown in the following table :—

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

Particulars	Year Ended 31st December—				
	1955	1956	1957	1958	1959
REVENUE					
Wharfrage, Tonnage, and Special Berth Rates	576	718	686	764	770
Rents, Fees, and Licences	11	13	13	15	16
Freezing Works and Abattoirs	32	32	33	25	16
Contribution by Melbourne Harbor Trust	15	15	14	..	..
Other	112	159	159	193	191
Total Revenue	746	937	905	997	993
EXPENDITURE					
Management Expenses	68	68	77	87	95
Maintenance—					
Wharves and Approaches	17	11	9	10	16
Harbor	19	28	27	26	33
Floating Plant	3	10	13	11	6
Other	4	7	5	2	6
Interest on Loans	129	136	157	164	149
Sinking Fund	15	15	14	29	29
Freezing Works and Abattoirs	30	28	24	9	..
Depreciation Provision	54	75	84	128	146
Other	113	148	157	162	175
Total Expenditure	452	526	567	628	655
Net Surplus	294	411	338	369	338

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

Particulars.	Year Ended 31st December—				
	1955	1956	1957	1958	1959
CAPITAL OUTLAY (NET)					
Floating Plant	170	230	8	7	..
Land and Property	35	8	160	313	42
Deepening Waterways	289	797	937	68	24
Wharves and Approaches	139	158	352	318	296
Other	21	20	27	18	11
Total Capital Outlay	654	1,213	1,484	724	373
LOAN INDEBTEDNESS AT 31st DECEMBER					
State Government	242	239	214	211	164
Public	2,751	2,751	2,675	2,675	2,775
Total Loan Indebtedness	2,993	2,990	2,889	2,886	2,939

Portland

Since its foundation in 1834, Portland has been a deep sea port and, during the early years of the State, the only centre of trade for the scattered settlers of western Victoria. Until after the gold rush, the port was a busy shipping centre with, on occasions, more than 100 ships of all types entering the port during a year. The advent of suitable land transport facilities greatly affected the importance of the port ; in 1870 less than ten ships entered the port. This state of affairs, with minor variations, continued to exist for many years.

The port was placed under the control of the newly constituted Harbor Trust in 1951. The Portland Harbor Trust, which took over the administration of the port from the Public Works Department, was set up following a governmental decision to make Portland a first class deep sea port. The Trust was to develop the port to promote the development of western Victoria, to assist in the decentralization of population and industries, to provide a port well equipped for defence purposes, and to reduce the transport costs of the imports and exports of western Victoria.

The first phase of the development called for the extension of the port's single berth facilities to one bulk handling berth, one general cargo berth and a tanker berth, in a protected harbor of 250 acres of wave-free water. Good port clearance facilities were included in the plan. Most of the work connected with the first phase of development has been completed, the cost up until June, 1959, being £4,700,000. In addition, the capacity of the bulk petroleum storage has been expanded to 7.25 million gallons.

During the year 1958-59, 66 vessels representing 460,674 gross tons entered the port, and 145,562 tons of cargo were handled.

Particulars of the financial operations of the Portland Harbor Trust for the years 1954-55 to 1958-59 are set out in the following table :—

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

Particulars	1954-55	1955-56	1956-57	1957-58	1958-59
REVENUE					
Wharfage Rates	15	15	20	26	29
Tonnage Rates	3	2	3	4	4
Shipping Services	1	1	2	3	3
State Government Grant	32	57	88	129	144
Other	5	8	10	12	10
Total Revenue	56	83	123	174	190
EXPENDITURE					
Administration	10	8	10	10	12
Maintenance	20	24	17	22	20
Shipping Services .. .. .	..	1	5	3	3
Depreciation	2	1	1	1	1
Interest on Loans	23	41	71	113	158
Sinking Fund	4	6	8	13	17
Other	2	3	1	5	5
Total Expenditure	61	84	113	167	216
Net Surplus	- 5	- 1	10	7	- 26
Fixed Assets at 30th June	985	1,575	2,437	3,500	4,559
Loan Indebtedness at 30th June—					
State Government	347	598	849	1,101	1,354
Public	752	1,002	1,702	2,552	3,402
Total Loan Indebtedness	1,099	1,600	2,551	3,653	4,756

Railways

Historical

Railways have played a vital role in the history of Victoria by providing transport services which were sorely needed in the development of the remote areas of the State.

The first tentative steps towards establishing railways in Victoria were taken by a group of Geelong people who, in 1846, planned to build a line into the Western District. Following this, several private railway companies were formed in the early 1850's.

In 1853, the Victorian Parliament approved the construction by the Melbourne and Hobson's Bay Railway Company of a line, 2½ miles long, from Flinders-street to Sandridge (now Port Melbourne). Rolling stock, iron rails and machinery were ordered from England and local contracts were let for the permanent way embankment, a wooden bridge over the Yarra, a pier at Sandridge and a passenger engine. This, the first mechanically powered railway in Australia was opened on 12th September, 1854, some twenty years after the founding of the colony.

The Act authorizing the construction of private railways, passed in 1853, stipulated that the 5 ft. 3 in. gauge should be adopted in Victoria. South Australia also adopted this gauge, but New South Wales favoured the 4 ft. 8½ in. gauge.

In May, 1857, the Hobson's Bay Company opened a line to St. Kilda and further lines were built by other private companies from St. Kilda to Brighton, and to Hawthorn and Windsor from Princes Bridge station. These companies were amalgamated into the Melbourne and Hobson's Bay United Railway Company in 1865. In the following year, the lines were linked at Melbourne by the construction of a junction between Flinders-street and Princes Bridge stations. In another venture, the Melbourne and Essendon Railway Company constructed a line from Essendon Junction (now North Melbourne) to Essendon in October, 1860.

The Geelong and Melbourne Railway Company had opened a service from Geelong to Duck Ponds (now Lara) in October, 1856, and Australia's first country railway was inaugurated in June, 1857, when the line reached Greenwich, now part of Newport. The Melbourne, Mt. Alexander and Murray River Railway Company, authorized in 1853, proposed to build lines from Melbourne to Williamstown and Echuca. Work began from Williamstown in 1854, but, owing to a lack of funds, progress was very slow. In 1856, the Railways Department was formed to take over the assets of the Mt. Alexander Company, while the Government was also given power to purchase railways at any time thereafter. The Department immediately took in hand the completion of the Williamstown line. A completed portion from Williamstown to Greenwich was connected to the Geelong railway in 1857, and the first Victorian Government railway, from Batman's Hill station (now Spencer-street) to Williamstown, opened in January, 1859. In 1860, the Government took over the Geelong Company's line, while the Essendon line was purchased in 1867.

The discovery of gold in various parts of the colony soon caused serious transport problems and, in 1857, Parliament authorized the construction of main country trunk lines, on which work commenced in June, 1858. The first section, from Footscray to Sunbury, was opened simultaneously with the Williamstown railway in 1859. Work on the lines from Sunbury to Sandhurst (now Bendigo) and from Geelong to Ballarat was completed in 1862, and the first stage of Government railway construction in Victoria ended in 1864 with the extension of the line from Sandhurst to Echuca.

Little further development occurred until 1872 when more oversea capital became available. Parliament approved the construction of the north-east railway and extensions to the north-west line. The line from Essendon to Wodonga was completed in 1873, but the through connexion with the New South Wales Railways at Albury did not occur until 1883, when the Melbourne-Sydney service was opened.

Lines radiating from Ballarat and Bendigo to the west and north-west were commenced in 1872. Work on the Gippsland railway (Oakleigh to Sale) began in 1874 and connexion to Melbourne was achieved in 1879 with the construction of the line from South Yarra to Oakleigh. The south-western railway from Geelong was also begun in 1874 and was continued in sections, reaching Port Fairy in 1890.

In July, 1878, the Government acquired the suburban railway systems (16½ miles) owned by the Melbourne and Hobson's Bay United Railway Company and, with a few exceptions, this purchase ended the era of private railways in Victoria.

As a consequence of the land boom, tremendous development occurred in the next sixteen years ; 23 new lines (seventeen country, six suburban and special) were authorized by Parliament in 1880, and a further 62 (54 country, eight suburban) in 1884. Railways were to serve every part of the State, and the Melbourne suburban system was expanded to more or less the present day network. However, the financial collapse of 1893 led to a curtailment of the programme and construction proceeded slowly until the turn of the century, when the total route mileage was 3,238. Meanwhile, extension towards South Australia was proceeding and the second interstate link was made at Serviceton in January, 1887. The line from Melbourne to Serviceton was via Geelong and Ballarat : the direct line through Bacchus Marsh was opened in 1889.

From 1884, the management of the Railways Department was placed under the control of three Commissioners. The Newport Workshops was opened in 1888 and the viaduct between Flinders-street and Spencer-street stations was constructed in 1891. Rail motor cars first appeared in 1883 and were used on the "outer circle" railway from Fairfield to Oakleigh during the line's operation from 1890 to 1893 ; they were withdrawn from service in the middle 1890's. Standardized locomotives were first introduced at about the same time.

Highlights of 1910 were the building of the present Flinders-street station, the introduction of the "Tait" (sliding door) carriages on suburban lines and the appointment of a Commission to report on Melbourne's transport system. The Commission recommended that the suburban railways be electrified. The Government authorized this in 1912, and electrification commenced in 1913. The effects of the war delayed progress and the first electric train service, between Sandringham and Essendon, commenced in May, 1919. The last section of the scheme was completed in April, 1923.

In an endeavour to improve branch line services, two petrol rail motor cars were bought in 1911, but were withdrawn after three years. Several improved petrol rail motors were introduced after the First World War, and the fleet of rail motors was extended by the acquisition of petrol-electric vehicles in 1928. Diesel rail cars, the latest units of the rail motor fleet, were introduced in 1948. In 1937, the streamlined and air conditioned "Spirit of Progress", built at the Newport Workshops, commenced running between Melbourne and Albury.

The depression of the 1930's and the Second World War led to deterioration of railway rolling stock and equipment, but, by 1950, recovery plans, which became known as "Operation Phoenix", were formulated. Contracts were placed for new steam, diesel-electric and electric locomotives, suburban electric trains, diesel rail cars and open goods wagons. The first mainline diesel-electric locomotive began hauling "The Overland" between Melbourne and Adelaide in October, 1952. These locomotives now haul the "Spirit of Progress" as well as ordinary passenger and goods trains, and have set up new haulage records.

On the works side, the most important undertaking was the regrading, duplication, and electrification of the Gippsland line to Traralgon. Electric trains began running as far as Warragul in July, 1954, and the service was extended to Traralgon commencing in March, 1956. The re-laying and reconditioning of country lines, the replacement of timber bridges with permanent structures and the modernization of workshops and depots were also undertaken. On the suburban systems, duplication of two lines and the reconstruction of the Richmond station were commenced; other works included additional power signalling, improved crossing facilities, and the expansion of the Melbourne goods terminal.

Developments in recent years include the opening of the Degra-vestreet Subway in August, 1955, the introduction of the "Harris" trains (suburban electric) in March, 1956, the commencement of the £11 million standardization-of-gauge project on the Albury-Melbourne line in November, 1957, and the change to one-class travel on the suburban system in 1958.

The succeeding tables relate to the State railways and road motor services under the control of the Victorian Railways Commissioners. Certain border railways in New South Wales are, by agreement between the Victorian and New South Wales Governments, under the control of the Victorian Railways Commissioners. Particulars of these have been included with those of the State railways being operated within the State. Details of the operations of the road motor services are shown on page 689.

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 at 30th June of each of the five years 1955 to 1959, is shown in the following table :—

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

At 30th June—	Railways		Road Motor Services	Total Capital Cost*
	Lines Opened	Lines in Process of Construction		
1955	90,366	522	25	91,029
1956	96,947	528	28	97,620
1957	102,176	530	55	102,876
1958	109,316	592	48	110,060
1959	115,623	769	38	116,713

NOTE.—Total capital cost includes cost of electric tramway equipment, &c. At 30th June, 1959, this amounted to £283,176.

* Written down in accordance with *Railways (Finances Adjustment) Act 1936*. Particulars are exclusive of the cost of stores and materials on hand and in course of manufacture.

Loan Liability

The face value of stock and bonds allocated to the Railways Department, as reduced in accordance with the *Railways (Finances Adjustment) Act 1936*, amounted to £126,876,770 (including £42,670,164 non-interest bearing) at 30th June, 1959. After deducting the value of securities purchased by the National Debt Sinking Fund and cancelled (£13,919,686), the total liability on current loans outstanding at that date was £112,957,084. The annual interest payable, calculated at the average rate of 4·166 per cent., was £4,706,545.

Additional funds, which amounted to £9,321,559 at 30th June, 1959, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue, the National Recovery Loan, and other funds. No interest is charged on these amounts.

Railways Traffic

The mileage and traffic of the railways (exclusive of road motor services) for each of the years 1954–55 to 1958–59 are given in the following table :—

VICTORIA—RAILWAYS MILEAGE AND TRAFFIC
(Excluding Road Motor Services)

Particulars	At 30th June—				
	1955	1956	1957	1958	1959
Lines Open for Traffic	route miles				
Single Track	4,116	4,102	4,051	4,036	3,963
Double Track	323	331	345	353	358
Other Multi-track ..	12	12	12	12	12
Total Route Mileage	4,451	4,445	4,408	4,401	4,333

During Year Ended 30th June—

Traffic Train Mileage '000	18,740	18,635	18,544	18,353	18,426
Passenger Journeys '000	169,204	166,709	167,405	167,662	163,483
Goods and Livestock Carried '000 Tons	10,082	9,607	9,381	8,892	9,295

Railways Revenue and Expenditure

The revenue and expenditure of the Railways Department during each of the five financial years 1954–55 to 1958–59 were as follows :—

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE

(£'000)

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
REVENUE					
Passenger, &c., Business—					
Passenger Fares	10,005	10,930	11,496	11,203	12,057
Parcels, Mails, &c.	1,196	1,353	1,348	1,322	1,340
Other	59	61	64	55	48
Goods, &c., Business—					
Goods	22,561	21,053	20,592	19,134	20,546
Livestock	1,571	1,346	1,269	1,521	1,337
Miscellaneous	289	238	252	196	246
Miscellaneous—					
Dining Car and Refreshment Services	1,324	1,368	1,481	1,494	1,508
Rentals	393	436	510	549	589
Book Stalls	231	263	309	351	385
Advertising	66	69	75	82	82
Subsidy paid by Treasury for Interest, &c.	2,148	..	..	..	..
Other	134	65	102	159	109
Total	39,977	37,182	37,498	36,066	38,247
EXPENDITURE					
Working Expenses—					
Way and Works	7,896	7,799	8,243	8,009	7,766
Rolling Stock	12,316	12,049	12,248	11,281	11,210
Transportation	10,976	11,586	12,095	12,034	12,140
Electrical Engineering Branch	2,103	2,083	1,945	2,008	2,052
Stores Branch	441	657	540	523	527
Pensions (Non-contributory), Payment to Superannuation Fund	1,216	1,579	1,621	1,713	1,845
Contributions to Railway Renewals and Replacement Fund	200	200	200	200	200
Contributions to Railway Accident and Fire Insurance Fund	306	337	336	371	434
Pay-roll Tax	627	654	652	693	700
Long Service Leave	530	580	592	579	628
Other	700	744	885	941	766
Total Working Expenses ..	37,311	38,268	39,357	38,352	38,268
Less Expenditure Charged to Special Funds	46	..	..	..	..
Working Expenses Charged to Railway Revenue	37,265	38,268	39,357	38,352	38,268
Net Revenue	2,712	—1,086	—1,859	—2,286	—21

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

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Debt Charges—					
Interest Charges and Expenses* ..	2,550	2,879	3,027	3,286	3,472
Exchange on Interest Payments and Redemption	134	128	124	123	147
Contribution to National Debt Sinking Fund	169	178	183	187	197
Net Result for Year ..	—141	—4,271	—5,193	—5,882	—3,837
Proportion of Working Expenses to Revenue	93·2	102·9	%	106·3	100·1

* Including Loan Conversion Expenses.

The revenue for 1958–59 increased by £2,180,582 compared with 1957–58. Passenger business increased by £866,080, while goods, &c., business increased by £1,276,817. Total working expenses decreased by £83,799 as compared with the previous year.

The earnings, expenses charged to railway revenue, and net revenue per average mile of railway worked for each of the five years 1954–55 to 1958–59 were as shown in the following table which does not take account of the interest paid on railway loans and expenses of paying same, shown in the previous table :—

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

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Average Number of Miles Open for Traffic	4,458	4,450	4,425	4,402	4,357
Gross Revenue* per Mile £	8,456	8,324	8,444	8,170	8,778
Working Expenses† per Mile ,,	8,307	8,545	8,840	8,672	8,783

* Excluding recoups by Treasury to offset interest etc. payments.

† Charged to Railway Revenue.

At 30th June, 1959, the capital cost of the broad-gauge rolling stock, after being written down in accordance with the *Railways (Finances Adjustment) Act* 1936, was £39,748,005 ; of the narrow-gauge, £5,484 ; and of the road motor coaches and trucks, £32,746.

Railways Staff

The number of officers and employees in the railways service (including casual labour and butty-gang workers) and the amount of salaries and wages (including travelling and incidental expenses) paid in each of the five financial years 1954-55 to 1958-59 are shown in the following table :—

VICTORIA—RAILWAYS STAFF : NUMBERS, SALARIES, ETC.

Year Ended 30th June—	Number of Employees at End of Year—			Salaries, Wages, and Travelling Expenses
	Permanent	Supernumerary and Casual	Total	
				£'000
1955	19,017	11,425	30,442	27,130
1956	18,777	10,585	29,362	28,368
1957	19,201	11,591	30,792	29,105
1958	19,966	10,002	29,968	29,217
1959	20,391	9,921	30,312	29,657

Road Motor Services

The following table gives particulars for each of the five years 1954-55 to 1958-59 of the operations of the road motor services under the control of the Railways Commissioners :—

VICTORIA—ROAD MOTOR SERVICES
(Under the Control of the Railways Commissioners)

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Car Mileage	346,964	344,667	406,609	413,914	408,179
Passenger Journeys	1,276,417	1,192,846	1,732,463	1,916,008	1,778,609
Gross Revenue £	26,532	27,047	43,206	47,225	46,150
Working Expenses	67,431	70,398	87,963	77,262	74,647
Interest Charges and Exchange	989	906	1,325	1,325	211
Net Loss	41,888	44,257	46,082	31,362	28,708
Capital Expenditure at End of Year (Less Depreciation Written Off) £	24,745	28,325	55,090	48,384	37,625

NOTE.—The apparent discrepancy between the amount of the working expenses and the revenue was brought about by the revenue not having received a proportion of the combined rail and road services earnings while the working expenses have been charged with the road motor operating cost in full.

Tramways

General

Tramways in Melbourne, Ballarat, and Bendigo at 30th June, 1959, comprised 165 miles of electric lines, of which 143 miles were double and 22 miles single track.

The appended table contains particulars of all tramways in Victoria, other than those under the management of the Victorian Railways Commissioners, for each of the five years 1954-55 to 1958-59 :—

VICTORIA—TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling Stock	Persons Employed
	miles		'000		£'000		No.	
1955..	139	29	22,561	215,075	5,214	5,669	869	5,302
1956..	143	22	23,467	217,625	6,182	6,552	863	5,182
1957..	143	22	23,088	209,601	6,482	7,395	840	5,315
1958..	143	22	21,649	201,489	6,214	7,184	838	4,997
1959..	143	22	21,158	190,005	7,057	7,395	838	4,940

Melbourne Tramways

Tramways in Melbourne have a history of 90 years. In 1872, the Melbourne Omnibus Company, which had been formed in 1869, was wound up voluntarily, and its place was taken by the Melbourne Tramway and Omnibus Company, the intention being to construct tramways within the city and in the suburbs. Not until thirteen years later, however, did the first cable tramway, that to Richmond, commence operation.

After much discussion between 1872 and 1874 as to the form transport should take, it was resolved to adopt the underground cable system. The Act authorizing the construction of tramways gave the company power to lay down tramways in the city and suburbs with the consent of the various municipalities interested. As all the municipalities decided to avail themselves of the option in the Act to construct tramways themselves, a Tramways Trust was formed of eighteen members representing twelve municipalities. Seven were nominated from the Melbourne City Council.

The Trust was charged with the construction of the tramway tracks and the engine-houses, and was under an obligation to complete such work by the end of 1893. Furthermore, it had to give the company a 32-year lease of the tracks from the 1st July, 1884, when the liability for

the interest on the loans raised for the construction of the tramways commenced. The company was required to finance the necessary rolling stock and the equipment of the lines and engine houses. The company paid to the Trust annually the interest upon the loans, together with a sum sufficient for a sinking or redemption fund, and undertook, at the expiration of the lease in July, 1916, to hand back the tramways, in good working order, to the Trust. The various lines were opened to traffic between 1885 and 1891.

At the end of 1891, 41 miles of cable lines were in operation. About 95 miles of wire rope, the ropes varying in length from 16,000 to 32,000 feet, were in motion under the various roads.

At first looked upon as a novelty, and then as a necessity, the cable tramways prospered from their inception. Before long, people in the outer portions of rapidly growing Melbourne recognized that local growth depended to a large extent upon the provision of a modern transport system. Although the overhead electric system of providing power was regarded as better in all respects than the cable system, it was not until October, 1906, that the North Melbourne—Essendon Electric Tramway Company, under a delegation order from the Essendon, Flemington and Kensington Councils, commenced operations. After that date, progress was rapid and, in quick succession, the Prahran and Malvern Tramways Trust, the Hawthorn Tramways Trust, the Melbourne, Brunswick and Coburg Tramways Trust, the Fitzroy, Northcote and Preston Tramways Trust, and the Footscray Tramways Trust came into being.

It soon became obvious that a condition of affairs which involved tramway operation by seven different traffic authorities in the one city could not be permitted to continue. After much negotiation, Parliament moved in the matter, and the *Tramways Board Act* 1915 was passed, placing the cable system, with the exception of the Northcote tramways, under the control of a temporary Tramways Board, pending the establishment of a permanent tramway authority. Three years later, the Melbourne and Metropolitan Tramways Act was passed. Under that Act, the cable tramways were taken over by the present Board in November, 1919, and the electric tramways in February, 1920. Subsequently, in 1923, the Board purchased the Essendon undertaking.

The first electric lines in the various districts were opened to traffic between 1906 and 1921.

The Melbourne and Metropolitan Tramways Act provides for a Board consisting of three members (chairman, deputy chairman and a Board member) appointed by the Governor in Council to control all tramways and the Board's motor bus services in the metropolitan area.

The Board is empowered to borrow up to £15 mill. 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. At 30th June, 1959, the Board had unused borrowing powers available to the extent of £5,224,152. Power is given to have an overdraft not exceeding £1 mill.

Details of the revenue and expenditure of the Melbourne and Metropolitan Tramways Board for the years 1956–57 to 1958–59 are shown in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : REVENUE, EXPENDITURE, ETC.

(£'000)

Particulars	Year Ended 30th June—		
	1957	1958	1959
REVENUE			
Traffic Receipts	7,563	7,265	8,277
Miscellaneous Operating Receipts	78	59	67
Non-operating Receipts	69	93	167
Total Revenue	7,710	7,417	8,511
EXPENDITURE			
Traffic Operation Costs	3,898	3,733	3,714
Maintenance of Permanent Way	382	360	384
Maintenance of Tramcars	977	929	983
Maintenance of Buses	327	326	315
Maintenance of Electrical Equipment of Lines and Sub-stations	176	179	173
Maintenance of Buildings and Grounds	73	90	87
Electric Traction Energy	495	472	508
Fuel Oil for Buses	82	113	119
Bus Licence and Road Tax Fees	26	25	17
General Administration and Stores Department Costs	399	438	439
Pay-roll Tax	145	138	139
Workers' Compensation Payments	159	151	156
Depreciation	637	667	683
Non-operating Expenses	23	19	22
Provisions—			
Fire Damage	11	10	19
Long Service Leave	137	128	112
Retiring Gratuities	232	219	231
Accrued Sick Leave	19	17	26
Public Risk Insurance	112	99	81
Employee Fidelity	1	1	—
Interest on Loans	357	398	439
Loan Repayment	119	135	*
Total Expenditure	8,787	8,647	8,647
Net Deficit	1,077	1,230	136
Capital Outlay	555	524	†
Loan Indebtedness at 30th June	8,289	9,356	9,776

* As a result of a change in financial policy, now deemed part of the provision for depreciation and amortization.

† Not available.

Particulars relating to the tramways systems under the control of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1954-55 to 1958-59 in the following table :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS

Year Ended 30th June—	Track Open at 30th June—		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
	Double	Single					Rolling Stock	Persons Employed
	miles		'000		£'000		No.	
1955..	130	4	21,046	202,437	5,032	5,253	790	4,990
1956..	138	4	22,253	207,914	6,024	6,296	810	4,995
1957..	138	4	22,240	203,323	6,374	7,119	790	5,124
1958..	138	4	20,802	195,350	6,110	6,938	789	4,817
1959..	138	4	20,312	183,835	6,956	6,986	788	4,766

In the next table the operations of the motor omnibus systems of the Melbourne and Metropolitan Tramways Board are shown for each of the years 1954-55 to 1958-59 :—

MOTOR OMNIBUS SYSTEMS

(Operated by the Melbourne and Metropolitan Tramways Board)

Year Ended 30th June—	Route Miles	Bus Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	At 30th June—	
						Rolling Stock	Persons Employed
			'000		£'000		No.
1955 ..	64	7,241	56,511	1,411	1,693	215	1,055
1956 ..	63	5,859	37,209	1,131	1,520	292	890
1957 ..	99	5,907	34,640	1,188	1,645	269	943
1958 ..	99	5,940	34,577	1,154	1,690	269	869
1959 ..	82	5,920	32,242	1,321	1,639	215	849

In the next table comparisons are made between the tram and bus systems operated by the Tramways Board, the receipts per mile, the cost of working, &c., being shown for the year 1958-59 :—

VICTORIA—MELBOURNE AND METROPOLITAN TRAMWAYS BOARD : TRAFFIC RECEIPTS, OPERATING EXPENSES, ETC., PER MILE, ETC., 1958-59

System	Traffic Receipts—			Operating Expenses to Total Revenue	Operating Expenses per Vehicle Mile	Average Distance per Penny
	Per Vehicle Mile	Per Mile of Single Track Operated	Per Passenger			
	<i>d.</i>	£	<i>d.</i>	%	<i>d.</i>	miles
Tram ..	82·190	24,748	9·081	99·580	82·544	0·297
Bus ..	53·559	8,075	9·834	123·374	66·452	0·302

Tramways in Extra-Metropolitan Cities

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

The traffic particulars of these lines for each of the five years 1954-55 to 1958-59 are summarized in the following table :—

VICTORIA—TRAMWAYS IN EXTRA-METROPOLITAN CITIES

Year Ended 30th June—	Track Open		Tram Mileage	Passenger Journeys	Traffic Receipts	Operating Expenses	Rolling Stock	Persons Employed
	Double	Single						
	miles		'000		£'000		No.	
1955..	10	25	1,515	12,637	181	415	79	312
1956*	5	18	1,213	9,710	158	256	53	187
1957..	5	18	847	6,278	108	276	50	191
1958..	5	18	847	6,139	104	246	49	180
1959..	5	18	846	6,171	101	253	50	165

* Geelong tramway system ceased operations on 25th March, 1956.

Motor Vehicles

Registrations, Licences, &c.

Every motor car and motor cycle must be registered with the Chief Commissioner of Police if used on Victorian roads. Trailers, fore-cars, and sidecars drawn by or attached to motor cars or motor cycles must also be registered.

The following is a brief summary of the annual fees payable, as from 1st January, 1957, for registration of the various types of motor vehicles and for the licensing of drivers and riders :—

Type of Registration or Licence	Annual Rate
Motor Cycle (without trailer, &c.) ..	£1 10 0
Motor Cycle (with trailer, &c. attached)	£2 5 0
Motor Car (private use)	4s. 6d. for each power-weight unit*
Trailer (attached to motor car) ..	£1 10s. to £6 each, according to the unladen weight and the type of tyres
Motor Omnibus (operating on specified routes in the Metropolitan Area)	£7 10s. plus additional fees for each passenger seat
Motor Car (used for carrying passengers or goods for hire or in the course of trade)	From 5s. 6d. to 13s. 3d. for each power-weight unit* according to the unladen weight and type of tyres
Motor Car (constructed for the carriage of goods owned by primary producers and used solely in connexion with their business)	From 3s. 9d. to 8s. for each power-weight unit according to the number of wheels and the type of tyres. (When more than one motor car is so owned, the rate shall apply to one motor car only.)
Driver or Rider Licence	10s.

* The number of power-weight units is that number which is equal to the sum of the horse-power and the weight in hundredweights of a motor car unladen and ready for use.

NOTE A.—The minimum annual fee for the registration of any motor vehicle other than a motor cycle is £4 10 0.

NOTE B.—Where a vehicle is powered by a diesel engine, the registration fee is double that charged for a vehicle of the same power-weight units fitted with a petrol engine.

The following table shows, for each of the years 1954–55 to 1958–59, the number of motor vehicles registered, the number of drivers' and other licences issued, and the total revenue received at the Motor Registration Branch of the Police Department :—

VICTORIA—VEHICLES ON THE REGISTER, DRIVERS' LICENCES IN FORCE, AND REVENUE RECEIVED (Excluding Commonwealth-owned Vehicles)

Particulars	At 30th June—				
	1955	1956	1957	1958	1959
VEHICLES ON REGISTER					
Class of Registration—					
Private Vehicles	450,661	493,002	522,100	556,550	593,471
Commercial Vehicles	88,689	93,127	93,735	96,511	99,029
Hire Cars	4,893	5,106	5,297	5,328	5,302
Omnibuses*	768	736	748	770	813
Primary Producers	34,174	35,296	35,480	35,980	36,372
Tractors†	17,292	19,570	22,145	24,671	27,157
Motor Cycles	29,150	27,632	25,585	24,308	23,435
Total Motor Vehicles ..	625,627	674,469	705,090	744,118	785,579
Traction Engines	3	4	4	3	3
Trailers	9,750	12,010	11,203	11,820	12,312
LICENCES IN FORCE					
Drivers' and Riders' Licences ..	725,826	801,852	831,847	879,779	908,343
Dealers' Licences	1,197	1,280	1,229	1,259	1,315
TOTAL REVENUE RECEIVED DURING YEAR ENDED 30TH JUNE—					
£	5,640,035	6,026,905	7,401,222	9,225,655	9,666,518

* Operating within 8 miles of the G.P.O. Melbourne; all other omnibuses are included with hire cars.

† This heading includes only those tractors registered at the Primary Producer concession rate. Other tractors registered are included under Private Vehicles.

The following table gives details of new registrations, re-registrations, and renewals of registrations of motor vehicles for the years 1954-55 to 1958-59 :—

VICTORIA—NEW REGISTRATIONS AND RENEWALS OF REGISTRATION OF MOTOR VEHICLES

(Excluding Commonwealth-owned Vehicles)

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
NEW VEHICLES REGISTERED					
Private	51,894	52,860	47,029	53,530	55,584
Commercial and Hire	10,038	11,898	9,680	10,904	11,187
Primary Producer	4,505	4,567	3,858	4,403	3,752
Motor Cycles	2,344	2,356	1,983	2,296	2,216
RE-REGISTRATION OF USED VEHICLES					
Private	19,907	19,628	20,502	20,142	19,188
Commercial and Hire	5,030	4,594	4,973	4,566	4,592
Primary Producer	3,630	3,375	3,832	4,295	4,656
Motor Cycles	5,342	5,342	4,822	3,839	3,545
RENEWALS OF REGISTRATION					
Private	378,860	420,523	454,067	482,878	518,699
Commercial and Hire	78,514	81,741	84,379	86,369	88,552
Primary Producer	43,331	45,563	49,935	51,953	55,121
Motor Cycles	21,464	19,934	18,780	18,173	17,674

The following tables, giving new vehicle registrations by types and makes of vehicles, include details of Commonwealth-owned vehicles (other than those of the defence services) and are based on the year ended 31st December. They are not comparable with the previous table.

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES ACCORDING TO TYPE

(Includes Commonwealth-owned Vehicles Other than Those of the Defence Services)

Year Ended 31st December—	Motor Vehicles (Excluding Motor Cycles)							Motor Cycles
	Motor Cars	Station Wagons	Utilities	Panel Vans	Trucks	Other	Total	
1955..	49,288	1,046	8,539	2,859	4,843	250	66,825	2,340
1956..	44,347	1,020	7,849	3,599	4,427	371	61,613	2,133
1957..	43,722	2,037	7,565	3,133	3,684	240	60,381	1,969
1958..	45,903	6,220	7,354	4,488	3,927	301	68,193	2,312
1959..	51,081	10,317	7,320	5,868	4,366	314	79,266	2,145

VICTORIA—REGISTRATIONS OF NEW MOTOR CARS
ACCORDING TO MAKE AND TYPE

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	Motor Cars			Station Wagons		
	1957	1958	1959	1957	1958	1959
Austin	3,063	2,734	3,010	41	23	7
Chevrolet	655	461	609	1	—	—
Chrysler	580	497	704	—	31	38
Fiat	262	289	615	14	7	1
Ford	6,909	7,272	7,230	14	44	715
Hillman	1,338	1,196	1,477	163	403	212
Holden	18,740	19,823	18,735	1,269	5,081	8,766
Humber	305	322	524	—	3	1
Morris	3,486	2,755	3,368	13	24	9
Peugeot	435	315	469	73	156	148
Renault	294	299	333	4	5	—
Simca	261	777	1,429	1	—	—
Standard	1,683	1,113	1,210	117	186	90
Triumph	14	15	508	—	—	—
Vauxhall	1,506	1,796	1,792	—	3	—
Volkswagen	2,998	4,411	6,776	247	124	160
Wolseley	83	570	510	—	—	—
Other	1,110	1,258	1,782	80	130	170
Total	43,722	45,903	51,081	2,037	6,220	10,317

VICTORIA—REGISTRATIONS OF NEW MOTOR VEHICLES
OTHER THAN MOTOR CARS, STATION WAGONS, AND
MOTOR CYCLES

(Includes Commonwealth-owned Vehicles Other than Those of the
Defence Services)

Make	1958				1959			
	Utilities	Panel Vans	Other*	Total	Utilities	Panel Vans	Other*	Total
Austin ..	206	302	315	823	168	154	309	631
Bedford ..	31	57	1,156	1,244	16	105	1,465	1,586
Commer ..	6	94	185	285	1	50	233	284
Dodge ..	136	58	165	359	206	38	296	540
Ford ..	1,615	450	973	3,048	1,402	468	850	2,720
Hillman ..	21	218	—	239	—	1,304	—	1,304
Holden ..	4,046	1,860	7	5,913	4,021	1,920	5	5,946
International ..	166	16	772	954	192	32	908	1,132
Land Rover ..	322	—	—	322	350	—	—	350
Morris ..	151	327	109	587	139	276	147	562
Standard ..	385	403	—	788	507	724	—	1,231
Volkswagen ..	112	616	12	740	135	648	25	808
Other ..	157	77	534	768	183	149	442	774
Total ..	7,354	4,488	4,228	16,070	7,320	5,868	4,680	17,868

* Other vehicles includes trucks, omnibuses, ambulances, hearses, milk, and petrol tankers, &c.

Transport Regulation Board

In 1932, a Board of Inquiry, consisting of representatives of commercial interests, primary producers, motor interests, railways and the Government of Victoria, was set up to investigate Victoria's land transport problems, particularly the problems of competition between the long established railway system and the rapidly expanding system of road transport. The recommendations of this Board preceded the constitution of the Transport Regulation Board in 1934. The Transport Regulation Board was charged with the task of securing "the improvement and co-ordination of, and the facilities for, locomotion and transport", and, at present, derives its authority from the *Transport Regulation Act 1958* and the *Commercial Goods Vehicles Act 1958*.

The Board consists of three members appointed for a period of three years by Governor in Council, one as chairman, one member as a representative of primary producers and one member as a representative of those commercial interests which are located outside the Melbourne Metropolitan Area. It is a corporate body.

The Board is responsible for regulating the operation of all commercial passenger and goods motor vehicles employed for hire and reward or in the course of any trade in Victoria, and which are not exclusively engaged in interstate operations. This position has obtained since 1952 when the Board assumed responsibility for regulation of commercial passenger vehicles in Melbourne, Ballarat, Bendigo and Geelong. For a short period from 1952 to 1955, the Board also issued licences for aircraft operating solely within the State of Victoria. Prior to 1954, when constitutional decisions freed interstate road transport from control, vehicles solely engaged in interstate operations were also subject to the licensing provisions of the Act.

The Board carries out its task of regulating road transport per medium of a licensing system; a licence confers authority upon the subject to the licensing provisions of the Act.

Drivers of commercial passenger vehicles must hold a certificate issued by the Board authorizing them to drive these vehicles. This certificate is issued in addition to the normal driver's licence. The Board requires that applicants submit character and medical references, evidence of ability to drive such vehicles and, with taxi and hire car drivers in Melbourne, evidence of a knowledge of the city's streets, main public buildings, &c.

Fares and time-tables for all omnibus services, other than those operated by Government authorities, and fares for taxi and hire car services must be approved by the Board.

The Board pays all revenue received from licence and permit fees into a fund at the Treasury called the Transport Regulation Fund. All costs of administration and certain allocations to local government bodies are met from this fund.

In addition to its responsibility for regulating road transport, the Board collects "road charges" payments made by operators of commercial goods vehicles using vehicles with a carrying capacity of over four tons. The charges are calculated to reimburse the State for damage done to roads by the operation of these vehicles and are levied

at the rate of one-third of a penny per ton mile calculated on the tare weight of the vehicle plus 40 per cent. of the load capacity. There are exemptions for vehicles carrying perishables and livestock. All moneys collected under this scheme are paid directly to the Country Roads Board.

The following table shows the number of passenger vehicle licences and the discretionary goods vehicle licences issued during each year, the number of goods vehicle licences issued "as of right", and brief details of the financial activities of the Transport Regulation Board during the years 1954-55 to 1958-59 :—

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

Type of Licence	Year Ended 30th June—				
	1955	1956	1957	1958	1959
	No.				
Temporary Licences—					
Commercial Passenger Vehicles	62	41	99	110	116
Commercial Goods Vehicles	1,535	1,034	1,276	308	586
Permanent "Discretionary" Licences—					
Commercial Passenger Vehicles	5,270	5,543	5,629	5,430	5,455
Commercial Goods Vehicles	2,768	3,015	3,699	3,873	4,605
Licences issued "As of Right"—					
To operate for hire or reward within 25 miles of the G.P.O. or P.O.					
Melbourne	10,181	10,762	9,818	10,127	11,029
Ballarat	397	438	407	436	
Bendigo	385	426	386	391	
Geelong	535	577	547	566	
Within 20 miles of place of business of the owner; generally outside the radius of 25 miles from the G.P.O. or P.O. Melbourne, Ballarat, Bendigo, and Geelong ..	8,219	8,390	7,823	7,453	7,392
Primary Producers (vehicles over 2 tons capacity)	10,770	10,920	11,089	11,466	12,695
Commercial Goods Vehicles owned by butter and cheese factories	744	765	748	683	731
Commercial Goods Vehicles authorised to carry goods in connexion with the owner's business (50 miles radius—vehicles up to 80 cwt. capacity)	25,385	25,095	24,172	24,313	28,078
Commercial Goods Vehicles being used as—					
Carriers of all "Third Schedule" goods ..	6,691	7,097	7,116	7,107	7,757
Racehorse floats	55				
Tank Waggons for carriage of petroleum products	420				
Commercial travellers' cars	625				
Aircraft Licences	35				
Additional Licences to Commercial Goods Vehicles to carry passengers	138	118	113	106	104
Total Licences Issued	74,215	74,221	72,922	72,369	79,986
Financial Transactions—			£'000		
Revenue	779	602	561	616	623
Expenditure including payments to local authorities for road maintenance, comfort stations, and bus shelters	391	394	558	543	534
*Balance	388	208	3	73	89
Road charges collected and transferred direct to Country Roads Board .. ..	..	216	1,316	1,570	1,836

* In 1955 the balance of £387,992 was transferred to Country Roads Board. Since 1955 balances have been retained in Transport Regulation Fund.

Traffic Commission

The provisions of the *Road Traffic Act* 1956 constituted the Traffic Commission, a full time body of three members, one member being nominated by the Police Department, one by the Country Roads Board and one by the Melbourne and Metropolitan Board of Works. The Country Roads Board and the Melbourne and Metropolitan Board of Works members are traffic engineers. The Commission is charged with the improvement of traffic conditions and the control of traffic.

The Road Traffic Act regulations govern the traffic behaviour of drivers and pedestrians, prescribe the design of traffic control signs, marks and signals, and state the obedience drivers and pedestrians must give to these items. Regulations may also be made to eliminate road dangers and congestion, and authorities controlling a road may be required to erect or take down signs or signals used for traffic control.

The Road Traffic Regulations 1958, which became effective on 1st January, 1958, superseded all existing road traffic regulations and set out a road code. The Regulations include "signboard" legislation in that they permit traffic and parking to be controlled merely by erection of signs. The Regulations also prescribe the obedience required to each authorized traffic control sign and make it an offence for any unauthorized person to erect any traffic control sign or signal. Major traffic control items such as traffic signals and pedestrian crossings may only be erected with the Commission's approval, but minor traffic control items, such as "keep left" signs and school crossings, may be erected by the authority controlling the road.

The Commission keeps records of all accidents reported to the Victoria Police and uses these records in conjunction with engineering surveys to determine the appropriate traffic control required at particular locations.

The principal traffic control items in use in Victoria as at the 30th June, 1959, were 210 stop-go traffic signals at intersections; 128 pedestrian operated stop-go signals not controlling an intersection; 231 pedestrian crossings; and 600 school crossings.

Since 8th October, 1956, it has been necessary to obtain the Commission's approval for installation or alteration of a speed restriction. Victorian Road Traffic Regulations set a maximum speed of 30 m.p.h. in built-up areas, while outside built-up areas there is a "prima facie" 50 m.p.h. limit. Both these limits may be varied by establishing 35 or 40 m.p.h. zones.

Road Traffic Accidents

The following tables contain particulars of road traffic accidents involving casualties which occurred only in the public thoroughfares of Victoria. Statistics of road traffic accidents are prepared from Police reports, and do not include figures of accidents on railway lines

(except at level crossings), or on private property. The total number of deaths shown in these tables is not comparable, therefore, with those shown on pages 146-147 :—

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

Year Ended 30th June—	Accidents Involving Casualties	Persons Killed	Persons Injured
METROPOLITAN AREA			
1955	6,218	241	7,317
1956	6,323	218	7,532
1957	6,472	230	7,908
1958	6,599	216	8,195
1959	7,988	281	10,028
REMAINDER OF STATE			
1955	3,999	287	5,516
1956	4,283	364	5,951
1957	4,332	359	6,212
1958	4,634	355	6,820
1959	4,474	380	6,756
VICTORIA			
1955	10,217	528	12,833
1956	10,606	582	13,483
1957	10,804	589	14,120
1958	11,233	571	15,015
1959	12,462	661	16,784

In the table which follows, road traffic accidents involving casualties occurring during 1957-58 and 1958-59 are shown :—

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

Description	1957-58		1958-59	
	Killed	Injured	Killed	Injured
Pedestrian	182	2,385	203	2,614
Driver of Motor Vehicle Other than Motor Cycle	190	4,387	200	5,223
Driver of Motor Cycle	40	955	35	925
Passenger (Any Type)	120	5,833	173	6,491
Pedal Cyclist	36	1,408	47	1,464
Other	3	47	3	67
Total	571	15,015	661	16,784

Particulars of victims of road traffic accidents during 1957-58 and 1958-59 are shown according to age in the following table :—

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

Age Group (Years)	1957-58		1958-59	
	Killed	Injured	Killed	Injured
Under 5	15	473	17	553
5 and under 7	8	383	8	372
7 and under 17	34	1,865	49	2,148
17 and under 21	46	2,149	71	2,397
21 and under 30	100	3,334	87	3,656
30 and under 40	74	2,375	81	2,648
40 and under 50	66	1,744	74	1,881
50 and under 60	66	1,168	84	1,386
60 and Over	129	1,221	145	1,384
Not Stated	33	303	45	359
Total	571	15,015	661	16,784

Communications

Posts, Telegraphs, Telephones, Radio, and Television

General

Postal, telegraphic, and telephonic services are under the control of the Postmaster-General of the Commonwealth of Australia. The Postmaster-General also makes available to the National Broadcasting and Television Services transmitting and other technical facilities. The general supervision of broadcasting stations and television stations, however, is vested in the Australian Broadcasting Control Board under the *Broadcasting and Television Act 1942-1956*; while, under the same Act, the Australian Broadcasting Commission controls the activities of the National Broadcasting Service and the National Television Service.

History of the Post Office in Victoria

Postal Services

Mr. E. J. Forster was appointed as the first Official Postmaster in Melbourne on the 13th April, 1837. During the previous year, John Batman, at the request of leading settlers of Port Phillip, had taken charge of the mail. An overland mail service between Melbourne and Sydney was established in 1838, mails having been dispatched previously by sailing vessels.

The first post office outside Melbourne was opened at Portland in 1840. Later in the same year, an office was opened at Geelong. In Melbourne, a government post office was erected in 1841 on the

present Elizabeth-street site. Previously, postmasters had been remunerated by a commission of 20 per cent. on the amount of postage collected, but were now to be paid a fixed salary. The service began to expand rapidly and, by 1849, there were 36 post offices established in the District.

On 1st July, 1851, the separation of Port Phillip from New South Wales took place, and the new colony was proclaimed under the name of Victoria. Towards the close of 1851, the goldfields were opened in Victoria and business during the next year increased to an all time high owing to the stream of immigrants heading for the goldfields.

A system of uniform postage rate commenced in the colony in 1850, the rates being 2d. on inland letters, 1d. on town letters, and 3d. on ship letters, in addition to any inland rate. These rates remained in force until February, 1852, when an Act authorized the Lieutenant-Governor, acting on the advice of the Executive Council, to make regulations and to fix the rates of postage on letters transmitted from places within the colony. The basic rate set down at the time was 4d. per oz. of weight, but letters not exceeding $\frac{1}{2}$ oz. could be posted for 2d. Prepayment was not compulsory, but letters not prepaid by postage stamps were to be charged double rates. Newspapers for destinations within the colony were postage free. In 1854, the new Postage Act became operative, making postage a compulsory prepayment and fixing the rates at 2d. per oz. single rate for town letters; 6d. for inland letters; 1s. for letters by ship; and 1d. for newspapers.

During 1854, only ten years after the invention of the electric telegraph by Samuel Morse, the first telegraph line in Australia was put into operation between Melbourne and Williamstown. In 1858, Melbourne and Sydney were connected by telegraph and, in 1872, telegraphic communication was made possible with the outside world when the overland telegraph line from Adelaide to Darwin was completed and connected to the cable from London.

The Post Office Department, which had previously been under the control of the Treasurer as the Ministerial Head, came under the control of the newly appointed Postmaster-General in 1857. In that year, prizes were awarded for the design of the proposed General Post Office. The present Elizabeth-street Post Office was completed and occupied by the middle of 1867. The tower bells of this building were hung in 1871. They consisted of a set of five varying in sizes from 25 inches to 54 inches, and their total weight was almost 3 tons.

The Post Office Money Order system commenced in Victoria in July, 1858, and, about this time, cast iron receiving pillars were also brought into use in Melbourne. Delivery by letter carriers was also increased in frequency to three times a day. In 1860, the duties of postmaster and telegraph manager were combined.

Shortly after the opening of the Williamstown to Geelong railway in June, 1857, mails were conveyed on this route by train. A steamer, plying via the Yarra, maintained the service from Melbourne to Williamstown pier. By 1862, there were more than 5,000 miles of mail route in Victoria, over which coaches carrying mails and passengers travelled more than 1,300,000 miles annually. Nearly 350,000 miles annually were covered by pack horses conveying mail only.

Although the Post Office became a Commonwealth Department on 1st March, 1901, postage rates were not standardized until 1911 and it was not until 2nd January, 1913, that a uniform series of postage stamps was issued throughout the Commonwealth.

Telecommunications

The first long distance telephone conversation in Australia took place between Semaphore and Port Augusta, South Australia, in 1878, only two years after the invention of the telephone by Alexander Graham Bell. The first telephone exchange in Australia was opened in Melbourne in 1880, and the first automatic telephone exchange at Geelong in 1912. Growth of the service was rapid and the final link in the interstate communication chain was effected in 1936 when a telephone cable was laid between the mainland and Tasmania.

Radio in Australia had its beginnings in experiments conducted as far back as 1896. Communication was established by wireless telegraphy from Queenscliff and Pt. Ormond with H.M.S. "St. George" and "Juno" escorting the Royal Yacht "Ophir" on the occasion of the visit of the Duke of York (later H.M. King George V) in 1901. In 1905, the Marconi Company of London communicated between Queenscliff, Victoria, and Devonport, Tasmania, and, during the same year, the Wireless Telegraphy Act was passed making provision for licensing by the Postmaster-General's Department.

Melbourne Radio, the first commercial radio communications station in Victoria, commenced service with ships at sea in February, 1912. The first licences for broadcasting stations in Victoria were issued to Associated Radio Company (3AR), which commenced operations on 26th January, 1924, and to O. J. Nilsen and Company (3UZ) in 1925. The Postmaster-General's Department experimental station at Lyndhurst began a regular short wave service to overseas listeners in March, 1934, after experimental work dating from the middle 1920's. This service was extended, in 1938, by the installation of further transmitters at Lyndhurst, and again, in 1944, by the establishment of Radio Australia at Shepparton. Details of broadcasting services conducted by national and commercial stations are given on pages 164 to 166.

The Wireless Telegraphy Act nominates the Postmaster-General to control radio services operated in the Commonwealth, and, in view of the extent to which radio communication is used a "Frequency Allocation Sub-Committee" functions in an advisory capacity to the Director-General on all matters associated with frequency allocation. To ensure that transmitters operate within frequency tolerances prescribed by the International Radio Regulations, a protective measure has been the establishment, by the Department, of frequency measuring centres in Sydney, Melbourne, Brisbane, Adelaide and Perth.

Television

The Broadcasting Act, broadened in 1956 to cover television services, also gave the Post Office the responsibility for the installation and operation of technical equipment for the national transmitters and studio to transmitter links. The studios are the responsibility of the Australian Broadcasting Commission, but the Post Office assisted initially in the procurement and installation of the studio technical equipment in Sydney and Melbourne.

Radio Communications

Over 7,000 radio communication stations have now been authorized for use in Victoria. These include Overseas Telecommunications Commission stations, aeronautical stations, networks of stations operated by taxi cab companies, newspaper organizations, police departments, forestry officers, and various other enterprises, and privately operated services conducted by fishermen, pleasure craft users, and others. In addition, more than 1,200 amateurs operate experimental stations.

The Post Office has developed into the largest business organization in Australia, employing in Victoria a full-time staff of about 28,000 persons who provide, operate and maintain the speedy and intricate systems of communications.

Post Office Statistics

Revenue and Expenditure

Particulars concerning the revenue and expenditure of the Postmaster-General's Department in Victoria for each of the years 1954-55 to 1958-59 are contained in the following table :—

**VICTORIA—POSTMASTER-GENERAL'S DEPARTMENT :
REVENUE AND EXPENDITURE
(£'000)**

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
REVENUE					
Postage	6,989	7,348	8,337	8,738	9,268
Money Order Commission	235	242	239	246	255
Poundage on Postal Notes					
Private Boxes and Bags	41	42	54	57	59
Miscellaneous	651	737	707	898	1,001
Total Postal	7,916	8,369	9,337	9,939	10,583
Telegraphs	1,253	1,306	1,508	1,471	1,539
Telephones	11,924	13,235	15,214	16,240	17,540
Total Revenue	21,093	22,910	26,059	27,650	29,662
EXPENDITURE					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	9,112	9,998	10,623	11,260	11,560
General Expenses	881	1,030	1,119	1,236	1,311
Stores and Material	428	432	481	573	654
Mail Services	637	809	835	844	875
Engineering Services (Other than New Works)	6,517	7,546	8,481	9,002	9,625
Rents, Repairs, Maintenance, Fittings, &c. ..	248	307	351	440	427
Proportion of Audit Expenses	9	10	11	12	14
New Works—					
Telegraph, Telephones, and Wireless ..	6,940	6,848	7,515	8,440	9,620
New Buildings, &c.	1,124	1,200	1,103	1,225	1,102
Total Expenditure	25,896	28,180	30,519	33,032	35,188

Postal Activities

The number of post offices and the number of the persons employed in each of the five years 1954-55 to 1958-59 are as follows :—

**VICTORIA—POSTAL ACTIVITIES : POST OFFICES :
PERSONS EMPLOYED**

At 30th June—	No. of Post Offices	No. of Telephone Offices	Persons Employed—					Total
			Permanent	Temporary and Exempt	Semi- and Non-official Postmasters and Staffs	Mail Contractors	Other*	
1955	2,362	197	12,368	8,538	2,531	1,085	784	25,306
1956	2,344	181	12,806	8,325	2,532	1,041	925	25,629
1957	2,316	184	13,639	8,504	2,486	1,097	684	26,410
1958	2,298	185	14,923	7,888	2,425	1,147	682	27,065
1959	2,278	185	15,445	8,146	2,430	1,126	698	27,845

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

Particulars relating to the number of letters, &c., posted and received within Victoria during the years 1954-55 to 1958-59 are as follows :—

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

Year Ended 30th June—	Letters, Postcards, etc.	Registered Articles (Except Parcels)	Newspapers and Packets	Parcels (Including Those Registered)
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POSTED FOR DELIVERY WITHIN THE COMMONWEALTH

1955	374,327	4,446	53,199	4,183
1956	381,778	4,829	62,499	4,315
1957	392,076	4,188	68,117	4,295
1958	421,769	3,835	75,912	4,747
1959	442,766	3,684	79,061	5,208

DESPATCHED TO AND RECEIVED FROM PLACES BEYOND THE COMMONWEALTH

1955	17,445	405	11,636	356
1956	19,120	454	12,484	315
1957	21,748	411	13,192	334
1958	23,716	417	14,406	378
1959	27,633	436	13,655	393

TOTAL

1955	391,772	4,851	64,835	4,539
1956	400,898	5,283	74,983	4,630
1957	413,824	4,599	81,309	4,629
1958	445,485	4,252	90,318	5,125
1959	470,399	4,120	92,716	5,601

The following table shows the total number and value of money orders and postal notes issued and paid in each of the five years 1954–55 to 1958–59 :—

VICTORIA—MONEY ORDERS AND POSTAL NOTES

Year Ended 30th June—	Money Orders				Postal Notes			
	Issued		Paid		Issued		Paid	
	No.	Value	No.	Value	No.	Value	No.	Value
	'000	£'000	'000	£'000	'000	£'000	'000	£'000
1955.. ..	1,654	14,136	1,653	14,400	6,890	2,980	7,510	3,193
1956.. ..	1,944	16,374	1,885	16,287	6,313	2,792	7,512	3,188
1957.. ..	2,113	17,591	2,050	17,534	5,316	2,400	6,655	2,834
1958.. ..	2,316	19,137	2,216	19,335	5,140	2,387	6,340	2,766
1959.. ..	2,606	20,254	2,471	20,671	4,845	2,277	6,133	2,727

Of the money orders issued in 1958–59, 2,485,799 for £19,853,232 were payable in the Commonwealth of Australia, and 120,405 for £400,457 in other countries. The orders paid included 2,436,375 for £20,478,228 issued in the Commonwealth, and 34,702 for £192,462 in other countries.

Telecommunications

The following table gives particulars relating to the telegraph business during each of the five years 1954–55 to 1958–59 :—

VICTORIA—TELEGRAPH BUSINESS

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Number of Telegraph Offices (Including Railway Telegraph Offices)	2,365	2,344	2,357	2,330	2,320
Telegrams—	'000				
Within the Commonwealth—					
Paid and Collect Telegrams Dispatched—					
Ordinary, Urgent, and Press	4,742	4,719	4,357	4,131	4,050
Lettergrams	15	16	13	15	17
Radiograms	6	7	7	6	6
Meteorological* .. .. .	..	..	107	124	127
Unpaid Telegrams Transmitted—					
Service and Meteorological*	256	257	144	150	148
Total	5,019	4,999	4,628	4,426	4,348
Beyond the Commonwealth—					
Dispatched	461	461	466	452	465
Received	522	519	522	527	427
Total	983	980	988	979	892
Total Number of Telegrams Dispatched and Received	6,002	5,979	5,616	5,405	5,240
Revenue—	£'000				
Telegrams within the Commonwealth	813	812	895	913	919
Telegrams beyond the Commonwealth	699	703	720	705	732
Total Revenue Received in State	1,512	1,515	1,615	1,618	1,651

* Meteorological Telegrams have been charged since 1st July, 1956. In earlier years they have been included under Unpaid Telegrams Transmitted.

Information relating to the telephone service is given below for the years 1954-55 to 1958-59 :—

VICTORIA—TELEPHONE SERVICES

Particulars	Year Ended 30th June—				
	1955	1956	1957	1958	1959
Telephone Exchanges	1,757	1,764	1,766	1,775	1,794
Public Telephones	4,756	4,915	5,484	5,645	5,939
Lines Connected	356,308	381,939	401,414	425,588	450,889
Instruments Connected	504,805	543,674	574,565	609,973	646,966
Instruments per 1,000 of Population	200·1	208·7	214·9	222·5	229·9

The number of radio communication stations authorized in Victoria at 30th June in each of the years 1957 to 1959 is shown in the following table. Figures relate to radio communication (radio telegraph and radio telephone) stations only.

VICTORIA—RADIO COMMUNICATION STATIONS AUTHORIZED

Class of Station	At 30th June—		
	1957	1958	1959
Transmitting and Receiving—			
Fixed Stations* —			
Aeronautical	5	5	7
Services with Other Countries	12	15	15
Other	112	124	132
Land Stations†			
Aeronautical	7	8	10
Base Stations—			
Land Mobile Services	411	475	588
Harbour Mobile Services	11	11	10
Coast‡	7	7	10
Special Experimental	29	30	35
Mobile Stations§—			
Land Mobile Services	3,692	4,221	5,109
Harbour Mobile Services	70	73	92
Amateur Stations	1,091	1,140	1,217
Total Transmitting and Receiving	5,447	6,109	7,225
Receiving Only—			
Fixed Stations*	184	185	189
Mobile Stations§	34	34	34
Total Receiving Only	218	219	223
Grand Total	5,665	6,328	7,448

* Stations established at fixed locations for communication with other stations similarly established.

† Stations established at fixed locations for communication with mobile stations.

‡ Land stations for communication with ocean-going vessels.

§ Equipment installed in motor vehicles and harbour vessels.

Broadcast and Television Licences in Force

The number of stations licenced for Broadcasting and Television and the number of holders of Broadcast Listeners' and Television Viewers' Licences in Victoria at the end of each of the years 1954-55 to 1958-59 are shown below.

Broadcast Listeners' and Television Viewers' Licences are issued at post offices in accordance with the provisions of the *Broadcasting and Television Act 1942-56*, which stipulates that a broadcast or television receiver may not be used unless there is in force a licence which applies to that receiver. A single licence covers any number of receivers operated by the holder or a member of his family if the sets are ordinarily kept at the address specified on the licence. The fee for a broadcast listener's licence or its renewal is Zone I, £2 15s., Zone II, £1 8s. Zone II is in areas beyond 250 miles of specified broadcasting stations. A television viewer's licence costs £5.

VICTORIA—NUMBER OF BROADCASTING AND TELEVISION LICENCES IN FORCE

Class of Licence	At 30th June—				
	1955	1956	1957	1958	1959
Broadcasting Stations* ..	20	20	20	20	20
Television Stations* ..	..	..	2	2	2
Broadcast Listeners ..	549,690	554,339	554,909	557,960	605,340
Television Viewers ..	..	..	44,986	147,721	270,073
Amateur	1,007	1,055	1,091	1,140	1,217

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