

CHAPTER XVI.

LOCAL GOVERNMENT.

§ 1. Introduction.

1. **General.**—The following statistics relating to Local Government are somewhat incomplete and otherwise unsatisfactory, but efforts are being made to obtain fuller and more reliable information. During the war it was found necessary, because of manpower shortage, to discontinue the statistical returns respecting Local Government Authorities, but it is hoped to recommence them before the next issue of the Year Book. The latest figures available have been inserted in the following sections. Prior to the war, many of the defects in the statistics of Local Government Authorities had been eliminated and the returns were prepared on more uniform lines and in greater detail than formerly.

2. **Roads, Bridges, etc.**—The construction and maintenance of roads, bridges and ferries are generally part of the functions of local authorities, but in New South Wales and South Australia, more especially in the large unincorporated areas, these duties are undertaken directly by the Government. In some States, moreover, a certain proportion of the roads and bridges is constructed and maintained by the Government, which, in addition, advances money for main roads to be expended by municipalities under the supervision of special Boards. Although roads and bridges constructed and maintained directly by the Government do not properly come under the heading of "Local Government", they have been included in this chapter for the sake of convenience. Owing to the difficulty of obtaining complete particulars of receipts and expenditure by the various local governing bodies in regard to roads under their control, the details of receipts and expenditure given in § 2 are those of the Government only, relating either to the supervisory board or commission in the State or to direct activities of a department. In § 3 some information is given of the revenue and expenditure of Local Government Authorities in respect of roads.

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

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

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

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

§ 2. Roads and Bridges.

1. **New South Wales.**—(i) *General.* A central road authority was created by legislation early in 1925 for the purpose of providing improved and uniform standards of construction and maintenance of the principal roads, and to administer Governmental subsidies for work on those roads. The funds of this authority (now the Department of Main Roads) are derived principally from taxation of motor vehicles, contributions by the Commonwealth Government from the proceeds of a tax on petrol, direct contributions by Municipal and Shire Councils, and special (not statutory) assistance by the State Government by way of loan moneys or special grants from revenue funds.

The following five classes of roads are granted assistance from the central authority :—

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

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

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

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

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

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

In the Eastern Division assistance, as described hereunder, is given to local councils for works on classified roads. For other roads the cost of both construction and maintenance work is generally chargeable to the revenue of local authorities although Governmental assistance is not infrequently granted for works of construction and reconstruction. This is particularly so in times of acute unemployment, and during the depression and for some years afterwards substantial sums were distributed for roads by way of grants, primarily to provide employment. There is, in addition, a regular annual endowment (£177,500 since 1937) for shires, a large proportion of which is used for road purposes.

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

The County of Cumberland embraces all municipalities and shires between the Nepean-Hawkesbury River and the Pacific Ocean as far as Bulli on the south, and includes the metropolitan area of Sydney, while the Country covers the remainder of the Eastern Division. In addition to the whole of the motor taxation collected in the Country, with the exception of a small proportion paid into the Public Vehicles Fund, half of that collected in the County of Cumberland must be spent in the Country. The contribution by the Commonwealth Government from petrol taxation is distributed between the County of Cumberland and the Country in the same proportion as the motor taxation. The councils in the County of Cumberland, other than the City of Sydney, are required to pay into the County of Cumberland Main Roads Fund a levy on the unimproved capital value of ratable lands in their areas. The levy may not exceed $\frac{1}{2}$ d. in the £1 and since 1933 has been at the rate of $\frac{1}{8}$ d.; lands used for primary production are levied at half the rate on other lands. The full cost of work on all proclaimed main roads in the County of Cumberland, together with half the cost of work on proclaimed secondary roads, is met from the funds of the Department of Main Roads. The rate of contribution by Country Councils to the Country Main Roads Fund, depending on the amount expended on main roads, must not exceed $\frac{3}{4}$ d. in the £1 of unimproved capital value. The present rates of subsidy to Councils for works in the country are as follows:—

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

For construction of bridges over 20 feet span these subsidies are increased so that the central authority meets the whole cost on State Highways and Trunk Roads, and three-quarters of the cost on ordinary main roads.

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

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

(ii) *Length of Roads—*

Eastern Division—

Proclaimed Roads (30th June, 1944)—					Miles.
State Highways	..	..	..	..	5,145
Trunk Roads	..	..	..	..	2,369
Ordinary Main Roads	..	..	..	..	9,610
Secondary Roads	..	..	..	..	80
Developmental Roads	..	..	..	..	2,749
Minor Roads (30th June, 1939)	..	..	..	..	98,339
<i>Western Division</i> (30th June, 1939)	..	..	..	..	7,766

126,058

At 30th June, 1939, there were 32 miles of wood block, 332 of cement concrete, 248 of asphaltic concrete, 3,282 of tar or bituminous macadam (premixed or penetrated), 2,591 of surfaced water-bound macadam or gravel, 3,684 of water-bound macadam, 27,037 of gravel or crushed rock, and 88,852 miles were formed only, cleared only, or of natural surface.

(iii) *Income and Expenditure.*—The income and expenditure of the Department of Main Roads for the five years 1938-39 and 1940-41 to 1943-44 are shown below. The particulars include extensive defence works constructed in New South Wales and elsewhere on behalf of the Commonwealth Government. Commencing with the year 1941-42 a change was made to a receipts and payments system of accounting :—

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES: INCOME AND EXPENDITURE.

Item.	1938-39.	1940-41.	1941-42.(a)	1942-43.(a)	1943-44.(a)
INCOME.					
	£	£	£	£	£
Motor Tax Fees, etc.	2,018,555	2,193,856	1,879,297	1,644,126	1,758,057
Petrol Taxation (Federal Aid Roads and Works Act)	1,176,939	956,352	599,294	440,931	143,958
Councils' direct contributions	250,679	242,474	221,085	242,052	237,972
Loans from State Government	302,643	1,039,940	644,504	50,000	..
Contributions from Revenue, State Government . . . . .	..	809,375	383,633	-1,461	-2,320
Commonwealth Defence Works . . . . .	..	160,420	1,220,708	3,776,425	2,033,340
Other	68,332	79,883	99,790	193,821	215,855
Total	3,816,248	5,482,300	5,048,311	6,344,994	4,386,862

EXPENDITURE.					
	£	£	£	£	£
Roads and Bridges in New South Wales—					
Construction	61,736,898	2,909,998	1,811,078	596,302	465,097
Maintenance	61,519,929	1,454,246	1,293,451	1,121,456	1,552,390
Debt Charges—					
Interest, Exchange, etc.	152,469	236,588	244,993	178,499	164,672
Sinking Fund and Repayments	200,591	181,204	159,094	129,735	150,234
Defence Works	(b)	153,992	1,126,398	3,717,719	1,343,043
Administration, etc.	(b)101,497	125,525	223,014	234,676	177,206
Total	3,711,384	5,061,553	4,858,028	5,978,387	3,852,642

(a) Receipts and payments. (b) Not fully comparable with corresponding figures in following years.

The total expenditure on all roads in the State by all authorities during 1939-40, the latest year for which particulars are available, was £8,530,438.

(iv) *Sydney Harbour Bridge.* The Sydney Harbour Bridge was opened for traffic on 19th March, 1932. The main span is 1,650 feet and the clearance for shipping 170 feet from high water level. The deck, 160 feet wide, carries a roadway, two railway tracks, two tramway tracks and a footway on each side. The capital cost of the bridge to the 30th June, 1944, was £9,761,878, but this amount will be reduced by approximately £150,000 upon the disposal of all surplus resumed property. War-time restrictions on

motor traffic greatly reduced motor tolls with the consequence that the accumulated balance of the Bridge Account was converted from a surplus of £94,059 in 1939 to a deficiency of £400,427 at 30th June, 1944. The following table shows income and expenditure for the years 1938-39 and 1940-41 to 1943-44 :—

SYDNEY HARBOUR BRIDGE, NEW SOUTH WALES : INCOME AND EXPENDITURE.

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
INCOME.					
	£	£	£	£	£
Road Tolls	278,297	254,011	165,654	126,411	131,156
Railway Passenger Tolls	103,697	85,701	98,821	111,336	116,184
Tram and Omnibus Passenger Tolls	38,738	20,630	23,458	24,404	24,886
Other	8,366	9,031	8,276	8,810	9,009
Total	429,098	369,373	296,209	270,961	281,235
EXPENDITURE.					
	£	£	£	£	£
Maintenance and Improvement ..	36,739	34,305	28,227	25,485	24,135
Special War Expenditure .. .. .	..	8,955	20,255	15,891	8,811
Interest, Exchange, etc.	334,797	305,184	326,179	319,423	313,663
Sinking Fund	40,564	43,919	49,173	52,279	55,097
Other	12,194	12,151	11,534	10,642	11,063
Total	424,294	404,514	435,368	423,720	412,769

2. *Victoria.*—(i) *General.* With the object of improving the main roads of the State the Country Roads Board was established by legislation passed in 1912. The principal duties of the board are to determine the main roads, State highways, tourists' roads, etc., to inquire into the State's resources in road materials and the most effective methods of road construction and maintenance, and to recommend deviations in existing roads or the construction of new roads in order to facilitate communication or to improve the conditions of traffic.

(ii) *Length of Roads and Streets.* At the end of 1943 there were 105,564 miles of roads and streets in Victoria, comprising 67 miles of wood or stone, 131 of portland cement concrete, 255 of asphaltic concrete and sheet asphalt, 8,701 of tar or bitumen surface, 25,960 of water-bound macadam, gravel, sand, and hard loam pavements, 25,385 formed only, and 45,065 surveyed only but used for general traffic. Of the total length, only 2,800 miles or less than 3 per cent. were State highways.

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

(a) *Country Roads Board Fund.* All fees (other than fees for licences to drive motor cars) and fines under the Motor Car Act, and all registration fees and fines for traction engines, less cost of collection of such fees and fines, are credited to this fund. The total receipts and payments for the years 1938-39 and 1940-41 to 1943-44 were as follows :—

COUNTRY ROADS BOARD FUND, VICTORIA : RECEIPTS AND PAYMENTS.

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
RECEIPTS.					
	£	£	£	£	£
Fees, Motor Car Act	1,690,962	1,682,980	1,443,597	1,248,426	1,344,524
Payment by Municipalities	318,878	312,042	297,878	244,756	225,653
Stores and Materials	233,104	199,931	231,312	286,366	270,121
Hire of Plant	53,724	59,979	57,033	58,627	104,333
Other	117,341	74,173	93,990	272,398	224,287
Total	2,414,009	2,329,105	2,123,810	2,110,573	2,168,918

PAYMENTS.					
	£	£	£	£	£
Maintenance and Reconditioning of Main Roads	1,201,002	1,009,842	627,762	519,033	645,640
Relief to Municipalities	240,170	229,290	223,790	221,040	221,040
Interest, Sinking Fund, etc.— Recoup to Consolidated Revenue	308,278	351,684	357,723	343,469	343,069
Municipalities' Repayments	119,167	114,598	112,901	110,258	108,604
Plant, Stores and Materials	310,332	312,063	326,969	445,614	336,844
Other (including Administration)	234,192	201,279	211,650	292,919	292,553
Total	2,413,141	2,218,756	1,860,795	1,932,333	1,947,750

(b) *Country Roads Board Loan Account.* Loans to the amount of £5,322,000 have been authorized from time to time under the Country Roads Acts for permanent works on main roads and State highways. During the years ended 30th June, 1943 and 1944 there were no transactions. The total expenditure to 30th June, 1944, was £5,047,126.

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

(d) *Federal Aid Roads and Works Account.* Revenue and expenditure in respect of the Federal Aid Roads and Works Account, particulars of which are not included above, were as follows :—

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
	£	£	£	£	£
Revenue	716,019	541,723	391,858	276,883	309,748
Expenditure	781,088	478,291	171,735	136,682	158,555

(e) *Total Expenditure.* The total expenditure by the Board on road construction during each of the five years 1938-39 and 1940-41 to 1943-44 was as follows :—

COUNTRY ROADS BOARD : EXPENDITURE ON ROADS.

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
	£	£	£	£	£
State Highways (a)	453,708	392,510	237,136	203,964	240,729
Main Roads (a)	1,027,210	728,179	438,260	329,544	422,888
Developmental Roads (a)	468,122	303,985	100,308	88,920	94,526
Tourists' Roads	77,694	55,389	20,605	27,880	44,479
Murray River Bridges and Punts	4,067	3,668	2,908	2,555	3,635
Roads adjoining Commonwealth Areas	13,321	8,647	3,188	5,407	1,572
Unemployment Relief	54,662	4,871	1,212	20	..
Commonwealth Defence Works—					
Unemployment Relief .. ..	..	21,392	9,072	9,443	5,106
Northern Territory .. ..	..	..	131,898	670,102	894,436
Allied Works Council .. ..	..	..	1,158	43,842	20,991
Total	2,098,784	1,518,641	945,745	1,381,677	1,728,362

(a) Includes amounts contributed by the Commonwealth Government under the provisions of the Federal Aid Roads Act.

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

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

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

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

(ii) *Length of Roads.* At 30th June, 1940, there were under various local authorities 125,095 miles of roads in Queensland, of which 6,320 were natural or of artificial sand-clay loam, 6,287 of water-bound pavement, 1,432 of water-bound pavement with bitumen surface, 946 of bituminous penetration macadam, 64 of concrete, 27,616 formed only and 82,430 unconstructed but used for general traffic. At 30th June, 1944 (in brackets, 30th June, 1943), the mileage controlled by the Main Roads Commission was 16,645 (16,453) comprising 9,059 (9,172) miles of main roads, 6,232 (5,910) of State highways and 1,354 (1,371) of developmental, tourist, etc., roads.

(iii) *Receipts and Payments.* The total receipts and payments, including amounts for defence works, of the Main Roads Commission during each of the years 1938-39 and 1940-41 to 1943-44 are shown below :—

MAIN ROADS COMMISSION, QUEENSLAND : RECEIPTS AND PAYMENTS.

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
RECEIPTS.					
	£	£	£	£	£
Motor Vehicle Registration Fees, Transport Licensing Fees, Fines, etc.	874,264	965,040	824,378	682,365	748,177
Treasury Payments (including Loans)	972,000	778,500	839,245	975,244	1,288,891
Federal Aid Roads Agreement	806,218	662,427	410,232	301,979	337,152
Commonwealth and Allied Defence Works . . . . .	..	284,730	2,380,292	11,115,819	8,769,411
Maintenance Repayments—Local Authorities	98,154	120,269	109,993	116,018	93,368
Other	352,293	153,543	148,323	209,954	218,685
Total	3,102,929	2,964,509	4,712,463	13,401,379	11,455,684
PAYMENTS.					
	£	£	£	£	£
Road Works and Surveys	2,045,900	1,168,408	1,335,258	1,045,646	457,892
Maintenance of Roads	331,734	393,451	344,657	308,772	368,002
Port Development Works . . . . .	..	..	..	314,019	403,730
Public Estate Improvement Works, etc. . . . .	..	..	..	13,666	..
Plant, Machinery, Buildings, etc. (including Plant Maintenance)	73,963	112,887	242,234	687,753	Cr. 81,451
Redemption—Main Roads Loans	38,861	51,572	59,299	84,667	96,981
Interest	78,153	106,395	122,449	152,920	169,368
Transfer to State Consolidated Revenue	250,000	250,000	250,000	..	..
Commonwealth and Allied Defence Works . . . . .	..	303,064	2,060,924	9,373,576	9,267,982
Administration, etc.	149,619	161,824	175,963	185,991	175,281
Other	119,412	122,926	116,586	101,313	113,556
Total	3,087,642	2,670,527	4,707,370	12,268,323	10,971,341

4. *South Australia.*—(i) *General.* The Highways Act 1926-44 created a Commissioner of Highways and provided for a Highways Fund. The Commissioner is virtually empowered to determine upon which main roads he will spend the moneys available; in doing which he has to take into account (a) the moneys voted or likely to be voted by Parliament for main roads; (b) whether the road is or will be the main trunk route (i) connecting with its market or nearest port or railway station any large producing area or any area capable of becoming in the near future a large producing area; (ii) connecting two or more large producing areas, or areas capable of becoming in the near future large producing areas, or between two or more large centres of population; (iii) between the capital and any large producing area or any large centre of population; (iv) between the capitals of this State, and any other State; and (c) whether the area through which the road passes, is, or in the near future will be sufficiently served by a railway or railways.

After providing for certain fixed charges the Highways Fund is to be credited with the balance received from (a) licence fees and registration fees under the Road Traffic Act 1934-44; (b) fees for hawkers' licences; and (c) all loans raised and appropriated for roads. All moneys received by the State from the Commonwealth under the Federal Aid Roads scheme are also expended by the Commissioner of Highways under the general provisions of the Highways Act.

(ii) *Length of Roads.* The total length of roads in use for general traffic within local governing areas at 30th June, 1944, was 52,118 miles, of which 22 miles were paved with wood or stone, 248 were bituminous concrete, 1,812 bitumen penetration, 14,411 bitumen surfaced, metalled or gravelled, 8,515 formed only, and 27,110 unformed. At 30th June, 1944, the Commissioner was maintaining departmentally about 2,220 miles of improved main roads.

(iii) *Receipts and Payments.* The following table shows particulars of receipts and payments during 1942-43 and 1943-44 of funds controlled by the Highways and Local Government Department. Comparable figures for earlier years are not available.

STATE ROADS (ALL FUNDS COMBINED), SOUTH AUSTRALIA: RECEIPTS AND PAYMENTS.

Item.	1942-43.	1943-44.
RECEIPTS.		
	£	£
Motor Vehicle Registrations, Fees, Fines, etc.	532,310	541,088
Federal Aid Roads	180,706	203,292
Commonwealth Defence Road Works	14,898	6,079
Recoups—Local and Semi-governmental Authorities	1,731	5,900
Suspense Accounts—Plant, Machinery, etc.	100,829	..
Other	3,623	3,110
Total	834,097	759,469
PAYMENTS.		
	£	£
Construction of Roads and Bridges	126,503	210,001
Maintenance	116,125	129,958
Interest, Sinking Fund and Exchange	188,307	186,677
Grants to Local and Semi-governmental Authorities	120,452	141,318
Administration	31,160	31,434
Suspense Accounts . . . . .	..	13,806
Other	1,363	1,494
Total	583,910	714,688

(iv) *Post-war Road Proposals.* A programme has been prepared of road works proposed to be carried out during the period of five years after cessation of hostilities. This provides for the reconstruction of approximately 2,850 miles of main roads throughout the State at an estimated cost of more than £3,000,000, the greater proportion of which will be provided from motor vehicle taxation.

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

Certain principal highways and developmental roads are proclaimed main roads under the control of the Commissioner of Main Roads, appointed under the Main Roads Act 1930. At 30th June, 1944, the length of "Declared Main Roads" was 3,062 miles. The total known length of roads in existence in the various Road Districts at 30th June, 1943 was 71,449 miles of which 2,040 miles were bituminous, 4 concrete, 329 granite, limestone or blast furnace slag water-bound, 9,205 gravel water-bound, 202 of other constructed surfaces, 25,202 formed only, and 34,467 unprepared but used for general traffic. The length of unprepared roads is incomplete as information is not available in several Road Districts.

(ii) *Receipts and Payments.* The following table shows the combined transactions of the Main Roads Contributions Trust Account, the Metropolitan Traffic Trust Account, the Transport Co-ordination Fund and the Federal Aid Roads Agreement Account during the years ended 30th June, 1939 and 1941 to 1944.

ROAD FUNDS, WESTERN AUSTRALIA: RECEIPTS AND PAYMENTS.

Item.	1938-39.	1940-41.	1941-42.	1942-43.	1943-44.
RECEIPTS.					
	£	£	£	£	£
Motor Vehicle Licence Fees and Permits—					
Metropolitan Traffic Trust Account	197,951	181,298	149,029	152,913	150,228
Transport Co-ordination Fund	21,011	23,985	28,153	31,267	31,940
Commonwealth Grant—Federal Aid Roads	823,162	678,617	421,342	320,043	334,017
Other	1,958	920	643	1,227	1,770
Total	1,044,082	884,820	599,167	505,450	517,955
PAYMENTS.					
	£	£	£	£	£
Road Construction, Maintenance, Surveys, etc.	922,756	538,586	261,295	167,188	190,591
Distributions to Local and Statutory Authorities	143,544	130,510	95,482	116,183	115,415
National Debt Commission Sinking Fund	17,623	17,623	17,623	17,623	..
Transfer to State Consolidated Revenue .. .. .	..	..	..	26,861	28,942
Interest, Sinking Fund and Premiums—State Treasury	7,616	7,620	7,616	7,616	7,616
Administration, Plant, etc.	52,176	59,136	46,762	35,519	25,103
Other	1,558	1,637	2,219	2,721	2,563
Total	1,145,273	755,112	430,997	373,711	370,230

The foregoing table does not include expenditure on roads from loan fund, the total amounts expended therefrom being shown on page 591.

6. *Tasmania.*—(i) *Length and Description of Roads.* At 30th June, 1942, there were 9,406 miles of roads in Tasmania, comprising 618 of bitumen or oil-sprayed, 5,147 metalled and gravelled, 2,274 formed, and 1,367 grubbed and cleared. Of the total length, 1,413 miles were State highways.

(ii) *Construction.* In Tasmania the cost of construction of roads and bridges is borne almost entirely by the State Government. Half the proceeds of the sale of land has been applied to form a Crown Lands Fund for the construction of roads to

new holdings. This fund has more than met the demands on it, and expenditure therefrom since 1918 has been limited to £10,000 annually, the balance being used for redemption of debt.

(iii) *Maintenance.* The maintenance of roads, other than State highways, is undertaken by the municipalities out of their own revenues. All bridges costing over £50 are maintained by the State Government. The maintenance of State highways was formerly provided for by the State Highways Act 1929, which created the State Highways Trust Fund to which was paid from Consolidated Revenue a sum equal to the amount of all motor taxes collected in the immediately preceding financial year and paid into the Treasury, less 2 per cent. Under the Transport Act 1938, which came into operation on 1st July, 1939, the Transport Commission was constituted to co-ordinate, regulate, control, and improve the means of, and facilities for transport by road, rail or air within the State. Revenues at its disposal for road and motor traffic purposes are the Federal Aid Roads Grant, motor vehicle registration fees, and tax and licensing fees for drivers and public motor vehicles.

(iv) *Receipts and Payments.* The table hereunder shows particulars of the receipts and payments of the combined Road Fund and Federal Aid Roads Trust Fund under the control of the Transport Commission since its inception on 1st July, 1939 :—

ROAD FUNDS, TASMANIA : RECEIPTS AND PAYMENTS.

Item.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
RECEIPTS.					
	£	£	£	£	£
Motor Vehicle Registrations, Drivers' Licences and Motor Tax	193,165	191,860	164,031	179,361	194,306
Federal Aid Roads	220,241	172,421	108,017	76,448	87,271
Hire of Plant .. .. .	..	..	..	16,104	15,628
Miscellaneous	719	3,219	4,520	6,489	9,664
Total	414,125	367,500	276,568	278,402	306,869
PAYMENTS.					
	£	£	£	£	£
Construction and Reconstruction of Roads	127,929	134,264	68,093	34,292	29,733
Maintenance and Improvement of State Highways	113,199	109,787	101,648	102,960	120,503
Renewals and Repairs of Bridges and Maintenance of Jetties ..	22,467	21,415	18,190	18,474	31,811
Other Road Works	2,995	2,890	85	47	709
Other Works connected with Transport	5,748	11,618	8,844	7,735	8,045
Administration	15,053	16,480	16,007	13,981	14,893
Miscellaneous	31,894	32,469	30,513	25,418	62,145
Total	319,285	328,923	243,380	202,907	267,839

The amounts expended by the Department of Public Works, which are not included above, may be ascertained from the table on page 591.

7. *Summary of Net Loan Expenditure on Roads and Bridges.*—Figures showing the total expenditure on roads and bridges in the States are not available. The following table shows the annual net loan expenditure on roads and bridges by the central Government in each State during the years 1938-39 and 1940-41 to 1943-44, together with the aggregate amounts of expenditure up to 30th June, 1944. The net loan expenditure by the Government is not available for Tasmania and the figures given in the following table represent the actual amounts expended by the Department of Public Works, including sums for unemployment relief.

ROADS AND BRIDGES : NET LOAN EXPENDITURE.

Year ended 30th June—	N.S.W.	Victoria.(a)	Q'land.(b)	S. Aust.(c)	W. Aust.	Tasmania.	Total.
	£	£	£	£	£	£	£
1939 ..	1,850,480	Cr. 22,502	357,252	199,900	144,860	140,770	2,670,760
1941 ..	148,853	Cr. 30,366	475,421	52,000	37,932	44,856	728,696
1942 ..	606,611	Cr. 28,684	529,448	Cr. 16,000	Cr. 13	41,284	1,132,646
1943 ..	10,184	Cr. 30,399	Cr. 12,627	Cr. 17,000	..	19,540	Cr. 30,302
1944 ..	Cr. 68,817	Cr. 30,619	163,781	Cr. 16,000	..	29,994	78,339
Total to 30/6/44	20,856,419	12,645,957	6,664,008	3,842,145	3,183,327	5,822,653	53,014,509

(a) Represents expenditure from loan and on account of loan. (b) Amounts include relative expenditure by the Public Estate Improvement Branch. (c) Excludes credits arising from cancellation of securities redeemed from Sinking Fund. (d) Gross loan expenditure.

The loan expenditure given above does not represent the total expenditure on roads and bridges. It relates for the most part to capital expenditure on new works, but it must be supplemented by similar expenditure from loan funds of local bodies, Federal grants and unemployment relief moneys, and further account must be taken of expenditure on maintenance which is mainly defrayed from the current revenues. For information on local government revenue and expenditure in respect of roads see §3, para. 2 following.

§ 3. Local Government Authorities.

1. Area, Population and Value of Ratable Property.—(i) *New South Wales.* For purposes of local government the whole of the Eastern and Central land divisions and a small portion of the sparsely populated Western division have been divided into municipalities (cities and principal towns) and shires (mainly large rural areas, some of which embrace important towns). At the end of 1943 the area incorporated was 184,023 square miles, or nearly three-fifths of the total area of the State.

The operations of the Capital City are regulated by the Sydney Corporation Act, and of other municipalities and shires by the Local Government Act. Councils elected for a term of three years comprise: City of Sydney, 20 aldermen; City of Greater Newcastle, 21 aldermen; other municipalities, 6 to 15 aldermen; shires, 6 to 9 councillors.

Municipalities and shires may combine to form county councils for the establishment and conduct of services of joint benefit, e.g., electricity, water, sewerage. There were 11 county councils at 31st December, 1943.

The area, population and value of ratable property in the incorporated areas at 31st December, 1943, are given below. The valuations relate to ratable property only and exclude Government and other non-ratable property, the value of which is not inconsiderable in the aggregate.

LOCAL GOVERNMENT AUTHORITIES, NEW SOUTH WALES : AREA, POPULATION AND VALUE OF RATABLE PROPERTY AT 31st DECEMBER, 1943.

Local Bodies.	Number.	Area.	Population. (a)	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Assessed Annual Value.(b)
		Acres.		£'000.	£'000.	£'000.
Capital City ..	1	3,220	84,460	50,321	174,878	7,869
Suburban Municipalities ..	48	151,283	1,282,060	107,501	347,549	28,496
Total Metropolis ..	49	154,503	1,366,520	157,822	522,427	36,365
Greater Newcastle ..	1	22,945	127,660	8,952	30,749	2,525
Other Municipalities ..	106	1,152,677	510,700	28,436	105,397	8,654
Shires ..	138	116,444,897	809,480	148,024	(c)	(c)
Grand Total ..	294	117,775,022	2,814,360	343,234	(c)	(c)

(a) As at 31st December, 1942.

(b) Nine-tenths Annual Rental Value.

(c) Not available.

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

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

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

Local Bodies.	Number.	Area 1940-41.	Population 1942.	Estimated Value of Ratable Property 1942-43.	
				Improved Capital Value.	Annual Value.
Metropolitan— Capital City	1	Acres. 7,740	96,000	£'000. 101,557	£'000. 5,078
Other(a)	28	160,906	1,019,200	309,148	17,070
Total	29	168,646	1,115,200	410,705	22,148
Outside Metropolitan Area	168	56,074,895	854,780	307,721	15,419
Grand Total	197	56,243,541	1,969,980	718,426	37,567

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

(iii) *Queensland.*—The whole of the State (except certain islands along the coast, the Dawson Valley Irrigation area and the Somerset Dam area) is incorporated into cities, towns and shires under the Local Authorities Act 1902 and its amendments. The following table gives particulars of the area, population, and value of ratable property in the incorporated areas for the year 1939-40 :—

LOCAL GOVERNMENT AUTHORITIES, QUEENSLAND : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1939-40.

Local Bodies.	Number.	Area.	Population. (a)	Unimproved Capital Value.
				£'000.
Capital City	1	Acres. 246,400	335,520	21,134
Outside Metropolitan Area	143	428,446,720	682,957	51,703
Total	144	428,693,120	1,018,477	72,842

(a) At 31st December, 1939.

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

The following table gives the area, population and value of ratable property in incorporated areas for the year ended 30th June, 1943.

LOCAL GOVERNMENT AUTHORITIES, SOUTH AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1943.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£'000.	£'000.	£'000.
Metropolitan—						
Capital City ..	1	3,772	33,000	12,100	29,000	1,451
Other ..	20	99,215	327,000	(a)	81,000	3,893
Total ..	21	102,987	360,000	(a)	110,000	5,344
Outside Metropolitan Area ..	121	34,400,079	240,000	(a)	84,000	4,336
Grand Total ..	142	34,503,066	600,000	(a)	194,000	9,680

(a) Not available.

(v) *Western Australia.* In this State, Local Government is carried on by means of (a) Municipalities, and (b) District Road Boards. Certain functions are delegated to health boards, whose personnel, in most cases, coincides with those of the municipalities and district road boards. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended October, 1944 for Municipalities, and the year ended June, 1944 for District Road Boards.

LOCAL GOVERNMENT AUTHORITIES, WESTERN AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1944.

Local Bodies.	Number.	Area.	Population. (a)	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£'000.	£'000.	£'000.
Municipalities—						
Metropolitan—						
Capital City ..	1	15,251	91,691	(b)	31,000	1,672
Other ..	8	11,374	70,318	(b)	13,618	706
Outside Metropolitan Area ..	12	32,768	47,702	(b)	7,009	519
Total ..	21	59,393	209,711	(b)	51,627	2,897
District Road Boards—						
Metropolitan ..	11	(c) 322,880	90,885	3,928	(b)	6
Outside Metropolitan Area ..	116	624,206,527	167,065	17,631	(b)	507
Total ..	127	624,529,407	257,950	21,559	(b)	513
Grand Total ..	148	624,588,800	467,661	(b)	(b)	3,410

(a) Estimated population: Municipalities, 31st October, 1944; District Road Boards, 30th June, 1944. (b) Not available. (c) Includes Swan District (235,264 acres), of which 8,064 acres only are in the Metropolitan Area.

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

(vi) *Tasmania.* The whole State is divided into municipal districts, Hobart and Launceston being incorporated under separate Acts. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended June, 1944.

LOCAL GOVERNMENT AUTHORITIES, TASMANIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1943-44.

Local Bodies.	Number.	Area.	Population. (a)	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£'000.	£'000.	£'000.
Metropolitan— Capital City	1	17,760	54,215	5,163	15,299	947
Other(b)	2	99,000	17,250	1,118	3,361	222
Total	3	116,760	71,465	6,281	18,660	1,169
Outside Metropolitan Area	46	16,661,240	172,591	17,177	40,307	2,211
Grand Total	49	16,778,000	244,056	23,458	58,967	3,380

(a) As at 31st December, 1943.

(b) Includes the whole of the Municipalities of Clarence and Glenorchy.

2. **Revenue and Expenditure.**—As the result of resolutions adopted at a conference of Statisticians in 1936 the financial statistics of Local Government Authorities were compiled in the various States on a more comparable basis than formerly. The collection of this information was suspended in most States for the duration of the war and has not yet been fully resumed. Consequently, the table below shows figures for a variety of years, although the latest figures available have been included in each case.

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

LOCAL GOVERNMENT AUTHORITIES : REVENUE.

Particulars.	N.S.W., 1939.(a)	Victoria, 1942-43.	Q'land., 1939-40.	S. Aust., 1942-43.	W. Aust., 1940-41.	Tas., 1943-44.
Taxation—						
Rates (net)	£ 5,558,528	£ 4,105,388	£ 2,793,272	£ 976,39	£ 680,140	£ 415,305
Penalties	102,600	27,595	33,191	24,855	161.	343
Licences	113,162	54,618	25,879	31,598	19,143	9,396
Total	5,774,290	4,187,601	2,826,463	1,001,251	699,444	425,044
Public Works and Services—						
Sanitary and garbage services	462,270	171,584	404,459	24,864	77,299	2,482
Council properties	571,063	522,813	341,649	89,077	81,299	49,326
Street construction	304,584	103,202	26,002	31,598	10,494	2,420
Other	205,302	65,621	25,879	50,676	6,232	9,040
Total	1,543,219	863,220	797,989	196,215	175,324	63,268
Government Grants—						
Unemployment relief	61,671,758	8,797	29,501	7,983	65,963	..
Roads	1,371,526	84,417	307,034 (c)	136,102	..	5,754
Other	316,898	190,037 (d)	396,678	3,550	4,735	3,167
Total	3,360,182	283,251	733,213	147,635	70,698	8,921
Profits from Business Under- takings (e) .. ..	..	234,288	15,633	..	77,256	..
Fees and fines .. ..	..	12,654	172,793	11,103	2,007	32,653
All other .. ..	..	60,968	..	47,160 (f)	401,592	..
Total	10,677,691	5,641,982	4,546,091	1,403,364	1,426,321	529,886

(a) Figures are on an income and expenditure basis as distinct from those of other States which are on a cash basis.

(b) Includes grants for specific work mainly to relieve unemployment.

(c) Includes £10,092 reimbursements from Highways Department.

(d) Includes £330,919 for Sewerage and Drainage.

(e) Excludes excess of revenue over expenditure of business undertakings not taken to general revenue.—New South Wales, £733,484; South Australia, £1,4954; Tasmania, £27,385.

(f) Includes £338,898 collections in connexion with vehicle registrations.

Expenditure of industrial undertakings, including that connected with their debt services, is excluded from the following table.

LOCAL GOVERNMENT AUTHORITIES : EXPENDITURE.

Particulars.	N.S.W., 1939-(a)	Victoria, 1942-43.	Q'land., 1939-40.	S. Aust., 1942-43.	W. Aust., 1940-41.	Tas., 1943-44.
	£	£	£	£	£	£
General Administration ..	681,586	702,638	314,570	154,113	129,596	63,102
Debt Services (excluding business undertakings)—						
Interest	891,339	451,189	610,716	31,349	95,436	28,758
Redemption	1,135,400	449,914	429,794	65,201	154,405	29,976
Exchange	(b)	..	77,289	..	2,224	3,123
Other	4,945	9,336	930	..	120	318
Total	2,031,684	910,439	1,118,729	96,550	252,185	62,175
Public Works and Services—						
Roads, streets and bridges ..	5,266,369	1,407,958	1,273,338	526,146	470,636	212,618
Health administration	145,374	212,710	102,211	109,291	37,831	18,095
Sanitary and garbage services ..	641,924	346,002	360,901	88,118	103,968	30,928
Street lighting	352,114	139,358	72,824	58,111	50,133	23,999
Council properties	1,123,258	769,125	325,466	125,283	220,640	63,305
Other	304,925	112,466	(c) 514,524	57,350	18,525	11,924
Total	7,833,964	2,987,619	2,649,264	964,299	901,733	360,869
Grants—						
Fire brigades	118,611	83,919	26,164	(d)	25,809	6,023
Hospitals and ambulances .. .. .	..	..	303,775	(d)	4,590	362
Other charities	22,556	63,001	500	4,770	..	2,272
Other	(e) 205,780	(f) 205,074	11,638	1,740	7,281	2,304
Total	346,947	351,994	342,077	6,510	37,680	10,961
All other	(g) 238,466	31,700	114,732	657	38,253	32,424
Total	10,655,715	4,984,390	4,539,372	1,222,129	1,359,447	529,531

(a) Figures are on an income and expenditure basis as distinct from those of other States, which are on a cash basis. (b) Included with interest. (c) Includes £360,483 for Sewerage and Drainage. (d) Compulsory contributions, included under Public Works and Services—Hospitals, £56,516, Fire Brigades, £19,735. (e) To Main Roads Department. (f) Includes £100,873 to Country Roads Board. (g) Includes deductions to offset duplication in the figures above caused by expenditure on the purchase of assets and depreciation of same, etc.

3. New Money Loan Raisings, Debt and Interest Payable.—Particulars are given in the following table of new money loan raisings during the year 1940-41 and the amount of debt at 30th June, 1941, together with the interest payable annually thereon. The table includes details for those boards or statutory authorities administering works or services such as water supply, sewerage, electricity, roads, tramways, harbours, fire brigades, trading activities, marketing agencies, etc., which are additional to those of the Local Government Authorities referred to above.

**LOCAL AND SEMI-GOVERNMENTAL AUTHORITIES: NEW MONEY LOAN
RAISINGS, DEBT, AND INTEREST PAYABLE, 1940-41.**

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tasmania.	Total.
LOCAL GOVERNMENT AUTHORITIES.							
	£'000.	£'000.	£'000.	£'000.	£'000.	£'000.	£'000.
New Money Loan Raisings(a)—							
From Government ..	11	4	289	11	..	..	315
From Public ..	1,342	347	1,560	10	89	146	3,494
Total ..	1,353	351	1,849	21	89	146	3,809
Funds Provided for Redemption(a)—							
Government Loans ..	295	40	361	30	..	11	737
Loans due to Public ..	1,685	600	643	52	231	137	3,343
Total ..	1,980	640	1,004	82	231	148	4,085
Debt—							
Due to Government ..	1,236	548	10,073	80	6	315	12,258
Due to Banks (Net Overdraft) ..	156	422	349	36	22	2	987
Due to Public Creditor (b) ..	37,727	12,211	22,464	760	3,031	3,075	79,268
Total (b) ..	39,119	13,181	32,886	876	3,059	3,392	92,513
Maturing Overseas (b)(c) ..	7,320	..	8,869	..	552	300	17,541
Interest Payable (b) ..	1,738	577	1,517	30	134	148	4,153
SEMI-GOVERNMENTAL AND OTHER PUBLIC AUTHORITIES.							
	£'000.	£'000.	£'000.	£'000.	£'000.	£'000.	£'000.
New Money Loan Raisings(a)—							
From Government ..	..	474	735	568	..	..	1,777
From Public ..	4,129	1,196	232	1	13	..	5,571
Total ..	4,129	1,670	967	569	13	..	7,348
Funds Provided for Redemption(a)—							
Government Loans ..	214	451	199	140	2	21	1,036
Loans due to Public ..	638	1,623	85	6	12	12	2,376
Total ..	852	2,074	284	155	14	33	3,412
Debt—							
Due to Government ..	22,850	4,578	9,798	7,934	218	295	45,673
Due to Banks (Net Overdraft) ..	296	51	1,312	33	1	..	1,693
Due to Public Creditor (b) ..	61,202	63,392	3,761	885	117	497	130,354
Total (b) ..	84,348	68,521	14,871	8,852	336	792	177,720
Maturing Overseas (b)(c) ..	5,389	6,639	..	..	..	..	12,028
Interest Payable (b) ..	3,116	2,730	579	349	16	33	6,823

(a) Excludes Loans raised and entirely redeemed within the year. (b) Includes Debt or Interest payable in London and New York, which is in £ stg. Dollars have been converted to £ stg. at the rate of 4.8665 dollars to £1 stg. (c) Included in Debt figures above.

§ 4. Water Supply, Sewerage and Drainage.

I. New South Wales.—(i) General. The largest two domestic water supply and sewerage systems are controlled by statutory boards consisting of a president and a vice-president appointed by the State Government and other members elected by local councils. These are (a) the Metropolitan Water, Sewerage and Drainage Board, which administers the systems in Sydney and surrounding districts and territory extending along the South Coast to Wollongong and Port Kembla, and (b) the Hunter District Water Board, serving the Newcastle area. At Broken Hill a similar board includes a representative of the mining companies. Other systems, apart from irrigation projects and two water storage systems connected by the State Government, are controlled by municipal, shire and county councils.

(ii) *Waterworks (a) Metropolitan.* The storage reservoirs of the metropolitan system, with a combined capacity of 125,591 million gallons, drain a catchment area of 376 square miles. Water is drawn also from the Warragamba River, with a catchment of 3,383 square miles. This scheme is in the first stage of development; a low weir has been constructed and the water is pumped from the normal river flow, the maximum daily off-take being 40 million gallons. At 30th June, 1944, there were 93 service reservoirs with a combined capacity of 537.6 million gallons and the length of mains was 4,589.7 miles.

(b) *Newcastle.* The water supply is drawn from two sources (1) The Chichester Reservoir, with a storage capacity of about 5,000 million gallons and draining a catchment of 76 square miles, and (2) The Tomago Sandbeds, which extend northerly along the coast towards Port Stephens. About 30 square miles of water-bearing sand at present being tapped is expected to give a continuous yield of 15 million gallons a day. Service reservoirs distributed throughout the Water Supply District number 42, with a total storage capacity of 105 million gallons. The total length of mains at 30th June, 1944, was 1,055 miles.

(c) *Water Supplied, etc.* The following table gives the number of houses, the estimated population supplied, and other details for the years 1942-43 and 1943-44 :—

WATERWORKS, SYDNEY(a) AND NEWCASTLE : WATER SUPPLIED.

System.	Number of Premises Supplied.	Estimated Population Supplied.	Average Daily Supply.	Total Supply for the Year.	Average Daily Supply.	
					Per Property.	Per Head of Estimated Population.
			Million Gallons.	Million Gallons.	Gallons.	Gallons.
Sydney (a)—						
1942-43 ..	374,717	1,546,000	83.6	30,530	223	54.08
1943-44 ..	375,285	1,581,000	99.0	36,254	264	62.62
Newcastle—						
1942-43 ..	52,121	208,484	16.3	5,933	311	77.28
1943-44 ..	52,320	209,280	15.8	5,791	302	74.96

(a) Includes part of South Coast.

(iii) *Sewerage and Drainage. (a) Metropolitan.* The Sydney sewerage system consists of three main outfalls, discharging into the Pacific Ocean.

(b) *Newcastle Sewerage Works.* The main sewerage system of the Newcastle area discharges into the Pacific Ocean at Merewether Gulf. In some of the outlying districts treatment works have been installed.

(c) *Particulars of Services.* The following table supplies details of sewerage services and stormwater drains as at 30th June, 1943 and 1944.

SEWERAGE AND DRAINAGE : SYDNEY(a) AND NEWCASTLE.

At 30th June—	System.	Premises Drained.	Population Served.	Length of Sewers.	Length of Storm-water Drains.
		No.		Miles.	Miles.
1943	{ Sydney (a) ..	278,922	1,151,000	2,754.7	88.0
	{ Newcastle ..	34,989	140,000	571.6	37.1
1944	{ Sydney (a) ..	280,737	1,158,000	2,756.1	88.9
	{ Newcastle ..	36,153	144,500	572.0	35.6

(a) Includes part of South Coast.

(d) *Finances.* The following statement shows the revenue and expenditure on account of the services of waterworks, sewerage and drainage during 1942-43 and 1943-44.

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

Item.	Capital Debt.	Revenue.	Expenditure.				Surplus or Deficit.
			Working Expenses, including Renewals Reserve.	Interest and Exchange.	Sinking Fund.	Total Expenditure.	
1942-43.							
Sydney (a)—	£	£	£	£	£	£	£
Water ..	28,148,084	2,090,832	760,005	1,129,459	191,881	2,081,345	+ 9,487
Sewerage ..	17,307,729	1,341,557	493,290	725,219	112,117	1,330,626	+ 10,931
Drainage ..	863,263	71,699	18,644	38,943	4,870	62,457	+ 9,242
Total ..	46,319,076	3,504,088	1,271,939	1,893,621	308,868	3,474,428	+ 29,660
Newcastle—							
Water ..	3,993,470	306,062	148,017	146,690	21,739	316,446	- 9,484
Sewerage ..	2,214,462	178,985	93,952	87,753	11,762	193,467	- 14,482
Drainage ..	115,308	18,294	9,681	5,775	668	16,124	+ 2,170
Total ..	6,323,240	504,241	251,650	240,218	34,169	526,037	- 21,796
1943-44.							
Sydney (a)—	£	£	£	£	£	£	£
Water ..	28,459,359	2,189,676	816,924	1,138,507	203,173	2,158,604	+ 31,072
Sewerage ..	17,243,266	1,370,968	523,897	722,853	115,843	1,362,593	+ 8,375
Drainage ..	862,256	73,996	24,751	38,817	4,930	68,498	+ 5,498
Total ..	46,564,881	3,634,640	1,365,572	1,900,177	323,946	3,589,695	+ 44,945
Newcastle—							
Water ..	4,136,886	312,340	148,890	148,855	24,057	321,802	- 9,462
Sewerage ..	2,233,755	185,680	98,194	89,039	12,421	199,654	- 13,974
Drainage ..	115,679	19,217	9,101	5,729	738	15,568	+ 3,649
Total ..	6,486,320	517,237	256,185	243,623	37,216	537,024	- 19,787

(a) Includes part of South Coast.

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

Two country water storage systems—South-west Tablelands and Juneec—are administered by the Department of Public Works. These deliver water into service reservoirs for reticulation by Councils; only a small quantity is sold directly to private consumers. The capital indebtedness of these systems was £1,052,329 at 31st December, 1944.

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

A water supply system at Broken Hill was transferred from the control of the then Department of Works and Local Government (now the Department of Public Works) to a special Board on 1st January, 1939. Capital debt owing to the State was written off and the Board commenced to raise loans on its own behalf to finance the construction of water amplification works and sewerage services. In 1942 income amounted to £66,164 and expenditure to £56,046; the debenture debt was £248,930 at 31st December, 1942.

2. Victoria.—(i) A. *Melbourne and Metropolitan Board of Works*. All land within a radius of 13 miles of the Post Office at the corner of Bourke and Elizabeth streets, Melbourne, and the remaining portions of the Cities of Mordialloc, Moorabbin and Nunawading and certain portions of the Shire of Dandenong (all of which portions are outside such radius), but excluding a portion of the Shire of Werribee within such radius, are included in the metropolis for water supply, sewerage, main drainage and river improvement purposes. This territory has an area of 443 square miles and comprises 27 cities and part of one other city and 10 other shires.

A summary of the combined financial results of the three functions of the Board—water supply, sewerage and drainage—are shown below in respect of the years 1942-43 and 1943-44:—

MELBOURNE AND METROPOLITAN BOARD OF WORKS: REVENUE AND EXPENDITURE.

Year.	Capital Debt.	Revenue.	Expenditure.					Total.
			Working Expenses	Interest and Exchange	Sinking Fund.	Depreciation, Renewals and Other Funds.	Other.	
1942-43	£ 26,113,225	£ 2,439,842	£ 470,187	£ 1,348,182	£ 65,283	£ 561,927	£ 113,464	£ 2,559,043
1943-44	£ 26,029,165	£ 2,483,201	£ 539,572	£ 1,262,413	£ 65,073	£ 562,472	£ 59,945	£ 2,489,475

In the following tables, showing particulars of the finances of each of the various services, exchange, sinking fund, depreciation, renewal, etc., charges against General Revenue Account amounting to £733,901 in 1943-44 (£787,087 in 1942-43) have not been included.

B. *Melbourne Water Supply*. (a) *Number of Houses, Population, and Quantity of Water Supplied*. The following table gives particulars of services for 1942-43 and 1943-44. The rate levied was 6d. in the £1 on the net annual value of the property served.

WATER SUPPLY, MELBOURNE: PARTICULARS OF SERVICES.

Year.	Number of Houses Supplied.	Estimated Population Supplied.	Average Daily Consumption.	Total Water Consumption for the Year.	Average Daily Consumption.		Length of Mains, Reticulation, etc.
					Per House.	Per Head of Estimated Population.	
1942-43 ..	303,536	1,205,038	Million Gallons. 91.1	Million Gallons. 33,239	Gallons. 300.01	Gallons. 75.57	Miles. 3.465
1943-44 ..	304,649	1,209,457	95.3	34,862	312.66	78.76	3.478

(b) *Capital Cost, Revenue, Working Expenses, Interest, etc., and Surplus.* The financial operations for the years 1942-43 and 1943-44 are given below. The total capital cost to 30th June, 1944, was £13,106,862 (£13,038,530 to 30th June, 1943).

WATER SUPPLY, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest.	Surplus.
	£	£	£	%	£	£
1942-43 ..	64,304	1,093,580	201,995	18.47	568,183	323,402.
1943-44 ..	86,309	1,125,150	239,173	21.26	544,288	341,689

C. *Melbourne Sewerage.* (a) *Number of Houses Connected, etc.* Particulars of services for 1942-43 and 1943-44 are given below. The rate levied was 1s. 1d. in the £1 on the net annual value of the property served.

SEWERAGE, MELBOURNE : PARTICULARS OF SERVICES.

Year.	Number of Houses for which Sewers are Provided.	Estimated Population for which Sewers are Provided.	Average Daily Pumping.	Total Sewage Pumped for the Year.	Average Daily Pumping.		Length of Sewers, etc.
					Per House.	Per Head of Estimated Population.	
			Million Gallons.	Million Gallons.	Gallons.	Gallons.	Miles.
1942-43 ..	287,146	1,139,970	55.6	20,293	193.6	48.8	2,712
1943-44 ..	288,100	1,143,757	55.4	20,292	192.4	48.5	2,719

(b) *Capital Cost, Revenue, Working Expenses, Interest, etc., and Surplus:* The financial operations for the years 1942-43 and 1943-44, including those of the Metropolitan Sewage Farm, are given below. The total capital cost to 30th June, 1944, was £14,755,595 (£14,743,790 to 30th June, 1943).

SEWERAGE, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest.	Surplus.
	£	£	£	%	£	£
1942-43 ..	19,525	1,244,757	250,196	20.08	669,677	324,884
1943-44 ..	68,632	1,255,592	278,167	22.14	614,897	362,528

(c) *Metropolitan Sewage Farm.* The total area of the farm at 30th June, 1944, was 23,793 acres. The following table gives details in connexion therewith for the years 1942-43 and 1943-44. The total capital cost to 30th June, 1944, was £1,339,292 (£1,303,465 to 30th June, 1943).

METROPOLITAN SEWAGE FARM : FINANCES.

(Included in Sewerage Finances.)

Year.	Capital Cost for Year.	Revenue.	Cost of Sewage Disposal.	Other Working Expenses.	Interest.	Net Cost of Sewage Purification.
	£	£	£	£	£	£
1942-43 ..	Cr. 29,376	64,683	48,683	21,712	57,514	63,226
1943-44 ..	36,221	59,904	54,960	28,142	54,479	77,677

(d) *Disposal of Night-soil from Unsewered Premises.* The total number of pans cleaned by the Board at its depots at Brooklyn, Campbellfield and Moorabbin, where the night-soil was disposed of by burial, was 608,704 for the year 1943-44.

D. Melbourne Drainage and Rivers—Capital Cost, Revenue, Working Expenses, Interest and Surplus. The following table gives details in connexion therewith for the years 1942-43 and 1943-44. The total capital cost to 30th June, 1944, was £1,738,229.

DRAINAGE AND RIVERS, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest.	Surplus.
	£	£	£	%	£	£
1942-43 ..	16,176	101,812	18,303	17.98	63,909	19,600
1943-44 ..	11,365	102,761	22,534	21.93	56,817	23,410

(ii) *Geelong Waterworks and Sewerage Trust.* (a) *General.* The Geelong Waterworks and Sewerage Trust, constituted in 1908 and reconstituted under the Geelong Waterworks and Sewerage Act in 1910, consists of five commissioners. The amount of loan money which may be raised is limited to £900,000 for water supply undertaking, £760,000 for sewerage undertaking, and £270,000 for sewerage installation to properties under the deferred payment system. The population supplied is estimated by the Trust at 51,240.

(b) *Water Supply.* The catchment area is about 16,000 acres. The storage capacity of all the reservoirs is 2,738 million gallons. In addition, the State Rivers and Water Supply Commission has made available a supplementary supply of a minimum quantity of 545 million gallons of water per annum from the Bellarine Peninsula System. There are 320 miles of mains within the water supply area. The total expenditure on waterworks to 30th June, 1944, was £755,345. Expenditure for 1943-44 comprised £23,662 (£23,003 in 1942-43) on working expenses and £44,725 (£45,052 in 1942-43) on interest, sinking fund and reserves, and the revenue for the year 1943-44 was £66,966 (£67,815 in 1942-43). The sinking fund appropriations at June, 1944 amounted to £92,536 of which £81,150 had been expended in the redemption of loans. There is a water rate of 1s. in the £1 (with minima of five shillings for unbuilt-on land and one pound for tenements) on the net annual value of ratable properties. The Replacement and Contingencies Reserve (Water) amounted to £88,032.

(c) *Sewerage Works.* The sewerage scheme consists of a main outfall sewer to the ocean at Black Rock, about 9 miles from Geelong, and 13½ miles of main sewers and 146 miles of reticulation mains have been constructed. The drainage area is 9,571 acres, and the number of buildings within the drainage area is 12,712 and within the sewered areas 12,460, while 12,449 buildings have been connected with the sewers. The total

expenditure to 30th June, 1944 on sewerage works was £650,118, and on the cost of sewerage installation under deferred payment conditions £257,896, of which £283 is outstanding. The revenue in 1943-44 amounted to £45,122 (£44,689 in 1942-43) and the expenditure comprised £10,060 (£10,358 in 1942-43) on working expenses and £35,310 (£35,018 in 1942-43) on interest, sinking fund and reserves. Sinking fund appropriations at June, 1944, were £85,657 of which £82,902 had been expended in the redemption of loans. A general rate of 1s. 2d. in the £1 is levied on the net annual value of ratable properties. Replacement and Contingencies Reserves (Sewerage) amounted to £67,659.

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

(b) *Water Supply.* The Water Supply District embraces an area of about 27 square miles, containing a population of about 45,000. The total storage capacity of the six reservoirs is 2,332 million gallons.

The capital cost of construction of the waterworks was £713,370 to 31st December, 1944. The liabilities are loans due to the Government amounting to £263,034 at 31st December, 1944. The revenue for the year 1944 was £48,157 (£53,519 in 1943). Working expenses during 1944 amounted to £18,971 (£17,771 in 1943) and interest and other charges to £22,699 (£20,234 in 1943).

(c) *Sewerage.* The scheme as designed provides for a population of 90,000 persons. The capital cost of construction to 31st December, 1944, was £459,625. The method of sewage disposal is by sedimentation, oxidation and sludge digestion. One hundred and one sewered areas have been declared as at 1st January, 1944, comprising 9,817 tenements.

The scheme is financed by debenture-issue loans from various financial institutions, £513,090 having been provided up to 31st December, 1944, of which £103,919 has been redeemed, leaving a loan liability of £409,171 for constructional works. An expenditure of £187,122 was incurred for house connexions, the whole of which has been redeemed. Revenue during 1944 (1943 in brackets) amounted to £35,218 (£34,104) and expenditure, including £24,718 (£25,330) on interest and redemption, to £33,822 (£32,952).

(iv) *Bendigo Sewerage Authority.* The members of the Bendigo City Council constitute this Authority. The sewerage district comprises the populated area of the city of Bendigo. The works are completed and the expenditure to 30th September, 1944 was £343,670 for sewerage scheme and £188,444 for house connexions, excluding those tenements connected privately. The number of tenements connected to sewers was 6,559.

(v) *Sewerage in other Country Districts.* At the end of 1944, 38 sewerage authorities had been constituted under the provisions of the Sewerage Districts Acts and the systems were in operation in the following districts:—Ararat, Bairnsdale, Benalla, Castlemaine, Colac, Dandenong, Dimboola, Echuca, Hamilton, Horsham, Kerang, Kyabram, Kyneton, Mildura, Mornington, Morwell, Murtoa, Nhill, Portland, Shepparton, SwanHill, Wangaratta, Warracknabeal, Warragul and Warrnambool. At Beechworth, Euroa, Lorne, Sale, Werribee, Wodonga and Yarram constitution operations were suspended for the duration of the war and the undertakings at Leongatha, Maffra, Traralgon and Yarrowonga have not been brought into operation.

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

The waterworks controlled by the State Rivers and Water Supply Commission at 30th June, 1944 included 35 large reservoirs and 224 subsidiary reservoirs and service basins with a total storage capacity of 537,000 million gallons (1,975,520 acre feet). Length of channels was 14,732 miles and of pipe lines 1,095 miles. The quantity of water delivered to water users during 1943-44 was 716,742 acre feet. The table below gives a summary of the Commission's finances for the years 1938-39 and 1940-41 to 1943-44

STATE RIVERS AND WATER SUPPLY COMMISSION, VICTORIA : FINANCES.

Year.	Receipts.	Payments.					Total Loan Capital Expenditure to 30th June.(a)
		Operating Expenses.	Interest on Capital Allotted.	Depreciation..	Redemption.	Total.	
	£	£	£	£	£	£	£
1938-39 ..	560,680	476,085	145,105	27,553	4,922	653,665	24,223,037
1940-41 ..	611,235	491,242	155,490	44,248	7,339	698,319	24,974,298
1941-42 ..	693,519	511,994	161,951	47,678	9,645	731,268	25,311,472
1942-43 ..	837,122	659,338	155,769	40,554	14,634	870,295	25,371,754
1943-44 ..	792,867	739,080	134,898	52,448	8,631	935,057	25,497,035

(a) Excludes Waterworks Trusts and Local Governing Bodies.

The financial operations of the State Rivers and Water Supply Commission form part of Consolidated Revenue Fund, but are included in this section for convenience. The major proportion of the interest payable is borne by the State and is additional to that shown above. The net expenditure borne by the State during 1943-44 was £1,115,422.

The following table gives particulars regarding waterworks under the control of trusts and municipal corporations for the year 1944 :—

COUNTRY WATERWORKS, VICTORIA : FINANCES.

Year.	Under Waterworks Trusts.			Under Municipal Corporations.				
	Number of Trusts.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.	Number of Corporations.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.
		£	£	£		£	£	£
1944 ..	116	3,082,973	1,651,631	13	17	941,017	418,207	325

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

The total storage in the Brisbane River is 543 million gallons (available capacity 484 million gallons) the catchment area being approximately 4,000 square miles. In Lake Manchester the approximate storage is 5,806 million gallons (available capacity 5,725 million gallons) and the catchment area 28.5 square miles. The storage at Enoggera reservoir is 1,000 million gallons (available capacity, 631 million gallons), and at Gold Creek Reservoir 407 million gallons (available capacity, 400 million gallons). The catchment area at Enoggera is 12.8 square miles and at Gold Creek, 3.8 square miles.

The total capacity of the service reservoirs on Tarragindi Hill, Eildon Hill, Bartley's Hill, Highgate Hill, Roles' Hill, Sparkes' Hill, Brackenridge, Wickham Terrace, Bulimba and Paddington (elevated tank) is approximately 35.1 million gallons.

(b) *Waterworks. Summary.* The following table gives a summary of operations for the years 1942-43 and 1943-44 :—

WATERWORKS, BRISBANE : SUMMARY.

Year.	Length of Reticulation Mains.	Number of Services Connected. (a)	Estimated Population Supplied. (b)	Quantity Supplied.	Average Daily Supply.	Average Daily Supply per Head of Estimated Population.	Total Length of Trunk Mains.
	Miles.			Million Gallons.	Million Gallons.	Gallons.	Miles.
1942-43 ..	1,070	81,421	333,826	6,315	17.3	51.83	174
1943-44 ..	1,080	81,741	335,138	7,164	19.6	58.41	180

(a) Excludes Ipswich and Redcliffe which are bulk supplies. (b) Based on 4.1 persons per service—previously 4.25.

(c) *Sewerage.* The following table gives a summary of operations for the years 1942-43 and 1943-44 :—

SEWERAGE WORKS, BRISBANE : SUMMARY.

Year.	Premises Connected.	Estimated Population Served. (a)	Total Length of Sewers in operation.	Sewers within Premises.	Main and Reticulation Sewers.
			Miles.	Miles.	Miles.
1942-43 ..	39,951	163,799	1,194.31	663.04	531.27
1943-44 ..	40,330	165,353	1,201.58	668.46	533.12

(a) Based on 4.1 persons for each connexion.

(d) *Waterworks and Sewerage Works Finances.* The following table gives particulars regarding finance for the years 1942-43 and 1943-44 :—

WATER AND SEWERAGE WORKS, BRISBANE : FINANCES.

Year.	Capital Cost.	Net Revenue from Rates.	Management and Working Expenses.	New Works Construction.	Interest and Redemption of Loans, including Sinking Fund and Overdraft (a)
	£	£	£	£	£
1942-43 ..	11,716,025	873,218	218,351	128,137	572,755
1943-44 ..	(b) 12,743,050	937,830	233,652	(b) 1,027,025	605,633

(a) Excludes £43,973 in 1942-43 and £43,827 in 1943-44 paid as exchange, registry fees, etc. (b) Includes Somerset Dam, £928,240.

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

COUNTRY WATER SUPPLY SYSTEMS : QUEENSLAND.

Cost of Construction to 30th June, 1940—£3,931,907.

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

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

4. *South Australia.*—(i) *General.* The water supply and sewerage systems in this State were constructed and are maintained by the Engineering and Water Supply Department under the control of the Minister of Works.

(ii) *South Australian Waterworks.* (a) *Summary.* The table hereunder gives particulars of the area, capacity, etc. of combined Metropolitan and Country water works :—

WATERWORKS, SOUTH AUSTRALIA : SUMMARY.

Year.	Assessments.		Area Supplied.(a)	Capacity of Reservoirs.	Length of Mains.	Number of Meters.
	Number.	Annual Value.				
		£	Acres.	Million Gallons.	Miles.	
1942-43 ..	193,758	6,853,816	11,873,534	23,821	6,495	106,080
1943-44 ..	193,463	6,913,593	11,871,102	23,893	6,735	106,770

(a) Excludes Morgan-Whyalla Water Supply—water sold by measure.

(b) *Finances.* Figures for 1942-43 and 1943-44 are shown in the following table. The inclusion of the Morgan-Whyalla Water Supply system since the commencement of operations in April, 1944 has caused considerable increases, particularly as regards capital cost :—

Year.	Capital Cost.	Revenue.	Working Expenses.				Percentage of Net Revenue on Capital Cost.
			Adminis-tration.	Main-tenance.	Other.	Total.	
	£	£	£	£	£	£	%
1942-43 ..	15,253,028	768,343	56,799	164,399	118,933	340,131	2.81
1943-44 ..	17,991,687	816,847	59,640	200,946	113,656	374,242	2.46

(iii) *Adelaide Waterworks.* (a) *Summary.* The following table gives particulars for 1943-44, the figures for consumption being recorded by gaugings taken at the reservoirs including evaporation and absorption. There are 69,000 meters in the Adelaide District.

ADELAIDE WATERWORKS : SUMMARY.

Year.	Assessments.		Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
	Number.	Annual Value.				
		£	Acres.	Million Gallons.	Miles.	Million Gallons.
1943-44 ..	140,305	6,038,593	138,685	14,441	1,443	10,080

(b) *Finances.* Particulars for the years 1942-43 and 1943-44 are given below :—

ADELAIDE WATERWORKS : FINANCES.

Year.	Capital Cost.	Revenue.		Working Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1942-43 ..	£ 4,868,168	£ (a)	£ 529,858	£ 30,967	£ 75,002	£ 29,639	£ 135,608	% 8.10
1943-44 ..	4,976,103	399,596	530,424	29,752	82,212	23,147	135,111	7.94

(a) Not available.

(iv) *Adelaide Sewerage.* Particulars for 1942-43 and 1943-44 are given hereunder :—

ADELAIDE AND METROPOLITAN SEWERAGE : SUMMARY.

Year.	Length of Sewers.	Number of Con- nections.	Capital Cost of Revenue- Producing Works.	Revenue.		Working Expenses.		Percentage of Net Revenue on Capital Cost.
				Rates, etc.	Total.	Adminis- tration, Maintenance, etc.	Total.	
	Miles.		£	£	£	£	£	%
1942-43..	951	87,652	3,667,620	281,754	290,521	92,107	104,265	5.08
1943-44..	960	88,598	3,732,975	285,476	295,420	98,637	109,712	4.97

(v) *Country Water Supply.* (a) *Summary.* The chief items of information regarding these undertakings for 1943-44 are set forth in the following table. There were 38,000 meters in country districts.

COUNTRY WATERWORKS, SOUTH AUSTRALIA : SUMMARY.

Year.	Number of Assessments.	Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
		Acres.	Million Gallons.	Miles.	Million Gallons.
1943-44	53,158	11,732,517	9,404	5,068	5,148

(b) *Finances.* The next table gives financial information for 1943-44 :—

COUNTRY WATERWORKS, SOUTH AUSTRALIA : FINANCES.

Year.	Capital Cost.	Revenue.		Working Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1943-44 ..	£ 10,473,969	£ 183,678	£ 279,644	£ 29,805	£ 113,568	£ 88,838	£ 232,211	% 0.45

(vi) *Morgan-Whyalla Water Supply Scheme.* This scheme, which involved the laying of 223 miles of main, was officially opened on 31st March, 1944, the cost to 30th June, 1944, being £2,541,615. Particulars of this scheme, where applicable, are included in the tables of the combined waterworks in section (ii) above. The water, which is sold by measure, is obtained from the River Murray, hence particulars of assessments, area supplied and capacity of reservoirs do not apply.

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

(ii) *Metropolitan Water Supply, Sewerage and Drainage.* (a) *General.* The sources of the metropolitan water supply are the Canning Dam, Churchman Brook Reservoir, Victoria Reservoir, Armadale and Wongong Pipe Head Dams, and certain bores. The largest water supply project, the Canning Dam, with a capacity of 20,550 million gallons, was completed during 1940.

The sewage treatment works of Perth and suburbs consist of primary sedimentation with separate sludge digestion and discharge of all effluent direct to the ocean. Fremantle treatment works consist of septic tanks with ocean outfall for effluent. At 30th June, 1944, the number of premises connected with sewers was 42,675.

(b) *Summary.* The following table gives particulars regarding water supply for 1942-43 and 1943-44:—

METROPOLITAN WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.

Year.	Estimated Population Supplied.	Number of Services.	Annual Consumption of Water.	Average Daily Consumption.		Number of Meters.	Length of Mains.
				Per Head.	Per Service.		
			Million Gallons.	Gallons.	Gallons.		Miles.
1942-43 ..	236,650	66,061	6,175	71.49	256.10	41,204	1,016
1943-44 ..	240,130	66,300	7,726	88.15	319.27	41,476	1,020

(c) *Finances.* The table hereunder gives separate information for the water supply and sewerage and drainage branches for 1942-43 and 1943-44:—

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

Year.	Water Supply.			Sewerage and Drainage.		
	Capital Cost.	Revenue.	Expenditure.(a)	Capital Cost.	Revenue.	Expenditure.(a)
	£	£	£	£	£	£
1942-43 ..	5,257,048	333,296	320,398	3,836,909	213,317	236,003
1943-44 ..	5,267,611	361,590	328,562	3,840,993	213,813	242,102

(a) Includes interest and sinking fund.

(iii) *Goldfields Water Supply.* The source of supply for the Coolgardie and adjacent goldfields as well as for the towns and districts on or near the pipeline is the Mundaring Reservoir, which has a capacity of 4,650 million gallons. This scheme is now linked

by pipe-line with the Canning Dam. In 1943-44 the railways consumed 5.4 per cent., the mines 24.5 per cent., and domestic, etc., 70.1 per cent. of the supply. The following table gives details for 1943-44 :—

GOLDFIELDS WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.

Year.	Total Consumption.	Number of Services.	Length of Water Mains.	Capital Cost.	Revenue.	Expenditure.
	Million gallons.		Miles.	£	£	£
1943-44	1,368	14,223	1,745	6,096,651	291,713	358,268

(iv) *Water Supply of Other Towns, etc. (a) Controlled by Public Works Department.* During 1943-44 water supplied to other towns and districts amounted to 446 million gallons, distributed as follows :—Railways, 34 million gallons ; mines, 19 million gallons ; and 393 million gallons to domestic and other consumers.

(b) *Controlled by Government Railways.* Consumption for the year ended 30th June, 1944, was 419 million gallons.

(c) *Water Boards not Controlled by Government.* During 1943-44 approximately 399 million gallons of water were supplied to an estimated population of 18,598.

(v) *Agricultural Water Supply.* During the thirty-four years from 1st July, 1910, to 30th June, 1944, 551 tanks were built, 385 wells sunk, and 3,653 bores put down to a total depth of 199,038 feet. Of the bores put down, 555 yielded fresh and 323 stock water. No wells were sunk nor tanks excavated during 1943-44.

(vi) *Artesian and Sub-artesian Waters.* Up to 30th June, 1944, the total number of bores put down in search of artesian or sub-artesian water and in which water was struck (exclusive of operations by Defence Services) was 284, ranging in depth from 30 to 4,006 feet. These figures include 52 bores sunk in the metropolitan area.

6. *Tasmania.*—(i) *Hobart Water Supply.* The cost of this undertaking to 30th June, 1944, was £777,039 (£764,440 to 30th June, 1943), but a considerable amount of reticulation work has been charged to revenue and not to capital account. The outstanding loans at 30th June, 1944 amounted to £534,510 (£542,112 to 30th June, 1943). The number of properties assessed was 15,608 (15,399) and the length of reticulation mains 149 miles (149 miles).

(ii) *Hobart Sewerage System.* The revenue for the year ended 30th June, 1943, was £37,610. The cost of the sewerage system to serve Hobart, Queenborough and New Town to 30th June, 1943, was £479,111. To that date 13,188 tenements have been connected and 156 miles of sewers have been laid.

§ 5. Harbour Boards and Trusts.

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

The Board exercises general control over intra-State shipping, including the survey and certification of vessels and the examination and issue of certificates to officers ; is responsible for the provision of pilotage services, lights, beacons, buoys and other port

facilities; imposes and collects rates and charges on goods and vessels; and is vested with the general control and management of the navigable waters and ports within the State.

At the Port of Sydney, the Board is also responsible for the provision of adequate wharfrage and channels, and carries out all construction, maintenance and dredging work. At other ports of New South Wales such work is undertaken by the Department of Public Works on behalf of the Board.

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

Excluding ferry wharves and jetties used for private purposes, there are 64,600 feet of wharfrage controlled by the Maritime Services Board, and 10,000 feet of commercial wharfrage privately owned. Approximately one-third of the shipping wharves controlled by the Board are leased to shipping companies; the remainder, which are unleased, are maintained direct by the Board. There is ample shed accommodation for normal demands and the port is well equipped with railway wharfrage for the handling of traffic which is required to pass direct from ship to rail and vice versa. For the wheat export trade, in both bulk and bag, ample wharfrage accommodation and handling equipment of the most modern character are available. Special facilities for the storage and handling of other staple products such as wool, etc., are provided on the waterside, and modern plant has been installed at Ball's Head for replenishing ships' bunkers with oil or coal. Facilities in all directions can be very considerably extended when required.

The docking facilities comprise several large graving docks and a number of floating docks and patent slips. The Captain Cook Graving Dock, opened in March, 1945, is capable of accommodating the largest vessel afloat.

The following table gives particulars of the finances of the Board for 1942-43 and 1943-44 in respect of the Port of Sydney:—

MARITIME SERVICES BOARD : FINANCES OF THE PORT OF SYDNEY.

Year.	Revenue.				Working Expendi- ture.	Interest, Sinking Fund, Exchange.	Surplus.	Total Capital Debt. (a)
	Wharfrage and Tranship- ment Rates.	Tonnage Rates and Berthing Charges.	Other Sources.	Total.				
	£	£	£	£				
1942-43	665,331	99,419	427,132	1,191,882	405,169	541,751	244,962	11,165,232
1943-44	744,998	119,393	451,057	1,315,448	451,414	547,534	316,500	11,154,210

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

(c) *Port of Newcastle.* Newcastle Harbour is administered by the Maritime Services Board and an advisory committee consisting of five members appointed by the Governor. In regard to gross tonnage of shipping entered, Newcastle ranks second in importance in New South Wales and fourth in Australia. It is primarily a coal-loading port, but its activities cover the shipment of general commodities. The wharfrage and other facilities of the port have been further improved and extended to meet the actual and the anticipated growth of trade with the expansion of industry in the district. Facilities are available for the shipment of wool, wheat and frozen meat, and a wharf is available for timber.

(d) *Port Kembla.* The Navigation and Harbour and Tonnage Rates Acts are administered at Port Kembla by the New South Wales Department of Public Works on behalf of the Maritime Services Board. Port Kembla, which is sharing to an increasing

extent in the shipping trade of the State, has an area of approximately 330 acres, with depths ranging from 20 to 50 feet, and wharfage accommodation has been provided for large ocean-going vessels. Being adjacent to the southern coalfields and a rapidly developing centre of secondary industries, its trade is growing and a great future for the port is predicted.

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

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

PORT CHARGES : AUSTRALIA AND UNITED KINGDOM.

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

2. *Victoria.*—(i) *Melbourne Harbour Trust.* (a) *General.* Information regarding the origin and constitution of this Trust appears in Official Year Book No. 12, p. 970 *et seq.* At 31st December, 1944, the sheds available for wharfage accommodation had a length of 19,567 feet, covering an area of 1,338,578 square feet. The area of water in the bay and River Yarra under the control of the Trust is approximately 5,321 acres and the total length of wharves, piers and jetties in the port is 61,740 feet, giving an area of over 58 acres of wharfage, of which 52,799 feet is effective berthing space. During 1943 and 1944 the quantity of material raised by dredging and excavation in the river and bay amounted to 1,731,675 and 1,813,031 barge yards respectively at a cost of £150,414 and £168,575. The Trust has expended £377,518 in reclaiming land within its jurisdiction by depositing 18,555,843 barge yards of material thereon.

(b) *Finances.* During the years ended 31st December, 1943 and 1944, the revenue (excluding refunds) of the Trust amounted to £955,952 and £896,386 respectively, and expenditure to £878,711 and £865,554 respectively (including amounts of £160,043 and £145,218 paid to Consolidated Revenue and Geelong Harbour Trust). There was a net surplus on revenue account of £77,241 and £30,832 in each year. Appropriation for sinking fund and charges for depreciation, renewals and insurance against revenue account for each year amounted to £170,260 and £182,538. The capital expenditure for each year was £230,562 and £203,613. At 31st December, 1943 and 1944 the total capital expenditure amounted to £9,700,301 and £9,796,428 respectively, the loan indebtedness at those dates being £4,123,821 and £4,043,046 respectively.

(ii) *Geelong Harbour Trust.* The Geelong Harbour Trust was constituted in 1905, and reconstituted in 1934 under the provisions of the Melbourne and Geelong Harbour Trusts Act 1934. The Trust is under the control of three Commissioners appointed by the Governor-in-Council. Revenue for the years 1943 and 1944 was £77,278 and

£79,562 respectively. Revenue expenditure was £83,969 and £77,093, capital expenditure £3,719 and £5,772, and loans outstanding at the end of each year amounted to £546,657 and £536,734.

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

3. *Queensland.*—(i) *Bowen Harbour Board.* The Bowen Harbour Board consists of seven members, of whom two are appointed by the Governor-in-Council and the remainder elected by the electors of the town of Bowen and adjacent shires. The district under its jurisdiction comprises the area within the boundaries of the town of Bowen, the shires of Proserpine and Wangaratta, and Division 1 of the shire of Ayr. The capital expenditure for 1943 and 1944 was £260 and £172 respectively, the revenue being £15,150 and £12,250 and the expenditure £13,655 and £14,917.

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

The capital expenditure for the years 1943 and 1944 was £5,460 and £2,470 respectively, the revenue being £7,257 and £14,679 and the expenditure £10,881 and £15,173.

(iii) *Cairns Harbour Board.* The Cairns Harbour Board, which controls the port, consists of thirteen members, representing the city of Cairns and six adjoining shires. The wharves are exclusively under the control of this Board and consist of 2,350 lineal feet in reinforced concrete, upon which spacious sheds are erected with a floor space of 101,770 square feet, brilliantly lighted by the Barron Falls Hydro-Electricity Scheme. A most comprehensive electrical equipment is erected at the wharves for transferring sugar from railway waggon or shed direct into vessels' holds, and a special sugar storage shed, fitted with this equipment, can accommodate 7,500 tons. The Board's suction dredger maintains a minimum depth of 22 feet of water at low water ordinary spring tide in the entrance channel. Ships drawing approximately 27 feet of water can berth at wharves. Railway facilities are provided in front of and at rear of the wharves. Extensive mobile cargo handling plant was introduced into waterside operations during the war.

The capital expenditure for the years 1943 and 1944 was £8,358 and £5,198 respectively. The revenue for these years was £187,641 and £198,053 and the expenditure £172,899 and £190,854.

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

The capital expenditure for 1943 and 1944 was £1,828 and £1,086 respectively, the revenue being £17,455 and £28,506 and the expenditure £14,006 and £23,574.

(v) *Mackay Harbour Board.* The Mackay Harbour Board consists of nine members elected by the electors of the city of Mackay and the shires of Pioneer, Sarina, Mirani and Nebo.

The capital expenditure for the years 1943 and 1944 was £34,215 and £16,894 respectively, the revenue being £103,733 and £85,740 and the expenditure £85,906 and £63,128.

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

The capital expenditure for 1943 and 1944 was £7,982 and £12,044 respectively, the revenue being £28,029 and £41,044 and the expenditure £28,636 and £32,659.

(vii) *Townsville Harbour Board.* The Townsville Harbour Board is composed of nine members of whom two are appointed by the Governor-in-Council and the remaining seven are elected by the electors of Townsville and adjacent towns and shires. All harbour works and conveniences for the use of shipping are under the control of the Board. The capital expenditure for 1943 and 1944 was £5,308 and £7,727 respectively, the revenue for these years being £296,147 and £360,058 and the expenditure £92,650 and £90,447.

(viii) *Queensland Harbour Boards' Finances.* The following table shows details of the finances of all Harbour Boards for the years ended 31st December, 1943 and 1944 :—

HARBOUR BOARDS, QUEENSLAND : FINANCES.

Year ended 31st December.	Revenue.		Expenditure.					Assets.	Liabilities.
	Wharfage and Harbour Dues.	Total.	Interest on Loans.	Redemption of Loans.	Construction and Maintenance.	Other.	Total.		
	£	£	£	£	£	£	£		
1943 ..	497,719	655,412	80,273	57,464	221,464	59,432	418,633	3,557,980	2,610,845
1944 ..	590,409	740,330	72,106	78,005	191,707	88,934	430,752	3,857,015	2,640,255

4. *South Australia.—The South Australian Harbours Board.* All South Australian harbours are controlled by the South Australian Harbours Board, which consists of three commissioners, appointed by the Governor for a period of five years and eligible for re-appointment. The Board is responsible to the Minister of Marine for the discharge of its duties and functions and its finances form part of the Consolidated Revenue Fund transactions. As such, they are included in the State Finance Section, Chapter XVIII. "Public Finance", but no detail is there shown. The following table has been inserted in this section :—

SOUTH AUSTRALIAN HARBOURS BOARD : FINANCES.

Year.	Revenue.	Expenditure from Revenue.				Capital Expenditure to 30th June.
		Working Expenses.	Interest.	Sinking Fund.	Total.	
	£	£	£	£	£	£
1939-40 ..	625,231	189,422	333,657	50,000	573,079	8,147,140
1940-41 ..	601,041	224,800	333,174	50,000	607,974	8,145,264
1941-42 ..	668,228	240,272	328,372	44,330	612,974	8,161,515
1942-43 ..	574,712	281,954	322,739	46,336	651,029	8,213,151
1943-44 ..	602,335	279,188	322,195	48,368	649,751	8,200,359

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

(b) *Finance.* The following table gives financial details for 1942-43 and 1943-44 :—

FREMANTLE HARBOUR TRUST : FINANCES.

Year.	Revenue.	Expenditure.						Total.
		Working Expenses.	Interest.	Sinking Fund.	Renewals Fund.	Capital Expenditure.	Surplus Revenue. (a)	
	£	£	£	£	£	£	£	£
1942-43 ..	615,459	352,878	144,810	23,120	2,000	4,352	119,311	646,471
1943-44 ..	667,574	399,868	143,816	24,176	2,000	4,627	91,148	665,635

(a) Paid to Consolidated Revenue.

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

(b) *Finances.* Details for 1942-43 and 1943-44 are given hereunder. Surplus revenue is paid into Consolidated Revenue Fund to meet interest and other charges :—

BUNBURY HARBOUR BOARD : FINANCES.

Year.	Capital Account.	Revenue.	Expenditure.	Interest.
	£	£	£	£
1942-43 ..	681,516	17,188	10,846	33,756
1943-44 ..	681,006	18,946	11,887	33,717

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

(b) *Finances.* The following table gives details for 1942-43 and 1943-44 :—

MARINE BOARD OF HOBART : FINANCES.

Year.	Capital Debt.	Revenue.		Expenditure.		
		Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1942-43 ..	10,741	42,478	57,677	1,007	47,204	52,297
1943-44 ..	9,832	45,928	59,365	1,067	49,353	53,771

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

(b) *Finances.* The following table gives details for 1942-43 and 1943-44 :—

MARINE BOARD OF LAUNCESTON : FINANCES.

Year.	Capital Debt.	Revenue.		Expenditure.		
		Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1942-43 ..	165,549	40,661	45,689	12,113	32,523	48,452
1943-44 ..	130,133	40,564	60,390	11,733	45,874	61,421

(iii) *Marine Board of Burnie.* The length of the breakwater is 1,250 feet, with a depth up to 42 feet at low water. There is a wharf alongside 736 feet in length by 91 feet wide, with a depth at low water from 25 to 35 feet. There are two other timber wharves 700 feet and 600 feet long, with depths of 27 to 31 feet and 16 to 27 feet respectively. The receipts for the year 1942-43 and 1943-44 were £27,633 and £31,195 respectively, and the expenditure £28,566 and £30,090, including in each amount £18,100 interest on loans, etc.

§ 6. Fire Brigades.

1. *New South Wales.*—(i) *General.* Under the Fire Brigades Act, 1909-44, a Board of Fire Commissioners, consisting of eight members, operates, and 131 fire districts have been constituted. The cost of maintenance of fire brigades is borne in proportions of quarter, quarter, and half by the Government, the municipalities, and the insurance companies concerned, but the expenditure must be so regulated that the proportion payable by the councils in a fire district shall not exceed the amount obtainable from $\frac{1}{4}$ d. in the £1 rate on the unimproved capital value of ratable land in the fire district; provided that the Board, with the consent of the Minister, and at the special request of the councils of the municipalities or shires constituting or forming part of a fire district or a majority in number of such councils may, as to that district, exceed the limit above provided.

(ii) *Board of Fire Commissioners of New South Wales.* At 31st December, 1944 the Board had under its control 80 fire stations in the Sydney fire district and 157 fire stations in the country fire districts. The Sydney fire district includes the City of Sydney and suburbs, and comprises a total area of 298 square miles. The revenue for the year 1944 (figures for the year 1943 in parenthesis) was £598,973 (£597,922), made up as follows :—From the Government, £142,591 (£142,917); municipalities and shires, £142,591 (£142,917); fire insurance companies and firms, £285,182 (£285,834); and from other sources, £28,609 (£26,254). The disbursements for the year were £584,823 (£583,617).

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

(ii) *Metropolitan Fire Brigades Board.* On 30th June, 1944 the Board had under its control 42 stations. The total receipts for 1943-44 were £310,199, comprising contributions £226,117, receipts for services £58,091, and interest and sundries £25,991. The expenditure was £302,277, made up as follows :—Salaries (permanent staff) £141,841, interest and repayments of principal £22,416, and other expenditure, £138,020. There was no loan expenditure during the year and the loan indebtedness at the end of the year was £195,269.

(iii) *Country Fire Brigades Board.* At 30th June, 1944, there were 138 municipal councils and 111 insurance companies included in the operations of the Act. The brigades are composed chiefly of volunteers, but in the large centres a few permanent station-keepers and paid part-time firemen are employed. Complete fire-alarm systems are installed in 42 of the larger provincial cities and townships. There were 177 registered brigades at the end of June, 1944. For 1942-43 and 1943-44 the revenue was £39,945 and £40,220 respectively and the expenditure £38,802 and £36,826. Loan expenditure during the year 1943-44 was £4,836, and nil during 1942-43. At the close of the years 1942-43 and 1943-44 the loan indebtedness was £56,565 and £56,950 respectively.

3. *Queensland.*—(i) *General.* The Acts of 1920-31 made provision for the retention of existing fire districts, and for the constitution of new districts. For each district there must be a Fire Brigades Board consisting of seven members, and the cost of maintenance of each brigade is proportioned as follows:—The Treasury two-sevenths, insurance companies three-sevenths, and local authorities two-sevenths. All volunteer fire brigades in a district must be registered.

(ii) *Fire Brigades Boards.* At 30th June, 1944, there were fire brigades in 43 towns. The total revenue for the year 1943-44 (figures for 1942-43 in parenthesis) was £233,047 (£281,003), received mainly from the following sources: Government £71,675 (£77,969), local authorities £51,217 (£53,221), insurance companies £51,217 (£53,221), and loans (Government and other), £7,830 (£32,786). The total expenditure for the year was £233,942 (£239,912), the chief items being salaries and wages £153,709 (£132,774), and interest and redemption of loans, £20,975 (£20,712).

4. *South Australia.*—The Fire Brigades Act 1936-42 provides for a board of five members, and the expenses and maintenance of brigades are defrayed in the proportion of two-ninths by the Treasury, five-ninths by insurance companies, and two-ninths by the municipalities concerned. The contribution of the Treasury, however, is limited to £10,000 and if two-ninths of the expenses and maintenance exceeds this amount five-sevenths of the excess is contributed by the insurance companies and two-sevenths by the municipalities. At the 30th June, 1944 there were altogether 28 fire brigade stations, and the total revenue for the years 1942-43 and 1943-44 was £76,954 and £81,109 respectively.

5. *Western Australia.*—(i) *General.* Under the 1942 Act certain Municipal and Road Board Districts are constituted fire districts under the control of the Western Australian Fire Brigades Board. The income of the Board is derived in the proportion of two-ninths from the Government, two-ninths from Local Government Authorities, and five-ninths from insurance companies.

(ii) *Western Australian Fire Brigades Board.* The whole of the brigades throughout the State are now controlled by the Western Australian Fire Brigades Board, and number 43. The revenue for the years ended 30th September, 1943 and 1944 was £72,331 and £78,679 respectively and the expenditure £73,333 and £77,141.

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

(ii) *Hobart Fire Brigade Board.* The revenue of the Board for the year 1943 amounted to £9,089 and for the year 1944 to £9,863.