

PART V.

INTERCHANGE.

COMMERCE.

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

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

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

British Preferential Tariff. The British Preferential Tariff applies to goods the produce or manufacture of the United Kingdom, subject to the conditions that the goods comply with the statutory requirements in force regarding the grant of British Preference and that they have been shipped in the United Kingdom and have not been transhipped, or, if transhipped, then only if it is proved satisfactorily that the intended destination of the goods when shipped from the United Kingdom was Australia. The benefits of the British

Preferential Tariff may also be applied wholly or in part by trade agreement to any British Dominion. A number of non-self-governing British Colonies and Protectorates is also now obtaining the benefits of these provisions in respect to certain specified goods.

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

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

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

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

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

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

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

A reciprocal trade agreement was concluded with Newfoundland in 1939, providing for the grant of the British Preferential Tariff on newsprinting paper, the produce or manufacture of that country. In return, Newfoundland accords exclusive tariff preferences on Australian butter and canned fruits of 1 cent. per lb. and 10 per cent. ad valorem respectively.

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

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

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

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

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

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

The Tariff Proposals of the 6th December, 1934, gave effect, for the first time, to the new principle of imposing rates of duty as recommended by the Tariff Board as in (a) above. Automatic increases in the rates of duty are, however, provided for during any stage in which Australian currency appreciates in relation to sterling, and thereby ensure the *pro rata* maintenance of the duty level recommended by the Tariff Board in its (b) recommendation for par exchange conditions. Recommendations of the Tariff Board in respect of items carrying protective rates of duty given effect to subsequent

to the 6th December, 1934, have provided for automatic variations in duties in consonance with fluctuations in the rate of exchange and, consequently, such items have been removed from the provisions of the Customs Tariff (Exchange Adjustment) Act.

**External
Exchange
Rate.**

The telegraphic transfer selling rate for £100, Australia on London, is £125 10s. After reaching £130 10s. on 29th January, 1931, the rate was reduced to £125 10s. on 3rd December, 1931, since when it has remained constant.

**Primage
Duty.**

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

**Special
War Duty.**

The Customs Tariff (Special War Duty) Proposals No. 3 of 5th March, 1942, provide for the imposition of a special war duty of customs at the rate of 10 per centum of the total of all other duties collected (i.e., customs and primage duties). The only exceptions to this duty are petroleum and shale products covered by Tariff Item 229 (C) and unmanufactured tobacco classifiable under Tariff Items 18, 19, and 23.

(NOTE.—This duty first became operative in respect of all items other than Item 229 (C) on 2nd May, 1940. On 21st November, 1940, unmanufactured tobacco was also excepted).

**Recorded
Value of
Imports and
Exports.**

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

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

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

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

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

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

**War-time
Trading
Legislation.**

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

**Customs
(Overseas
Exchange)
Regulations.**

The Customs (Overseas Exchange) Regulations promulgated in September, 1939, prohibit the export of all goods, except under licence. Under this control system, exporters are required to surrender the overseas exchange arising from their sales abroad to the Commonwealth Bank, or to the trading banks acting as agents of the Commonwealth Bank. The exporter then receives an amount in Australian currency equivalent to the proceeds of the sale. The effect is to place all overseas exchange arising from exports under direct Government control.

**Export
Restrictions.**

In addition to the general supervision of exports exercised for monetary reasons under the Overseas Exchange Regulations, special export restrictions have been applied to a number of commodities since the outbreak of war.

These export restrictions fall into three main classes :—

1. Those designed to conserve supplies of essential commodities for the home market.
2. Those operated in conjunction with price control measures to stabilize marketing conditions in Australia.
3. Those which are used to facilitate the carrying out of export contracts entered into with the British Government.

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

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

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

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

The greater part of Australia's essential wartime requirements from the United States is now being supplied under "lend-lease" procedure and licences authorizing commercial imports from that country are issued only in instances where the order is too small to be brought within the scope of such procedure or where other special circumstances exist.

The Import Procurement Division of the Department of Trade and Customs is responsible for the administration of the Customs (Import Licensing) Regulations and full particulars regarding their operation may be obtained from the head office of the Division at 52 William-street, Sydney.

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

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

Enemy countries are Germany, Italy, Roumania, Bulgaria, Hungary, Finland, Japan, and Thailand, and countries currently (i.e., at May, 1943) listed as "enemy territory" viz. :—

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

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

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

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

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

The Tariff Board. *The Tariff Board Act 1921* (No. 21 of 1921) provided for the appointment by the Governor General of a Tariff Board. The Act came into operation in March, 1922.

The Board consists of four members, one of whom is an administrative officer of the Department of Trade and Commerce and may be Chairman. The Governor General appoints the Chairman, who convenes all sittings of the Board.

The Minister (of the Department of Trade and Customs) is required to refer to the Board for inquiry and report the following matters:—

Any dispute arising out of the interpretation of any Customs Tariff, or Excise Tariff, or the classification of articles in any Tariff, in which an appeal is made to the Minister from the decision of the Comptroller-General.

The necessity for new, increased, or reduced duties, and the deferment of existing or proposed deferred duties.

The necessity for granting bounties for the encouragement of any primary or secondary industry in Australia.

The effect of existing bounties or of bounties subsequently granted.

Any proposal for the application of the British Preferential Tariff or the Intermediate Tariff to any part of the British Dominions or any foreign country, together with any requests received from Australian producers or exporters in relation to the export of their goods to any such part or country.

Any question whether a manufacturer is taking undue advantage of the protection afforded him by the Tariff, and in particular in regard to his:—

- (1) Charging unnecessarily high prices for his goods, or
- (2) Acting in restraint of trade to the detriment of the public, or
- (3) Acting in a manner which results in unnecessarily high prices being charged to the consumer for his goods,

and shall not take any action in respect of any of these matters until he has received the report of the Board.

The Minister may refer to the Board for their inquiry and report the following matters:—

The general effect of the working of the Customs and the Excise Tariff, in relation to the primary and secondary industries of the Commonwealth.

The fiscal and industrial effects of the Customs laws of the Commonwealth.

The incidence between the rates of duty on raw materials and on finished or partly finished products.

The classification of goods under all Tariff Items which provide for classification under by-laws.

The determination of the value of goods for duty under Section 160 of the *Customs Act 1901-1925*; and

Any other matter in any way affecting the encouragement of primary or secondary industries in relation to the Tariff.

Any of the above six matters may be inquired into and reported upon by the Board on its own initiative.

All inquiries conducted by the Board relating to:—

Any revision of the Tariff.

Any proposal for a bounty ; or

Any question that a manufacturer is taking undue advantage of the protection afforded him by the Tariff ;

are required to be held in public.

In accordance with the National Security (Inquiries) Regulations the Minister may also direct the Tariff Board to inquire into, and report to him on, any matter in relation to the public safety or defence of the Commonwealth and the Territories of the Commonwealth.

The Board makes to the Minister an annual report, a copy of which the Minister is required to lay on the table of each House of Parliament.

**Trade and
Shipping
Statistics.**

Difficulties inseparable from war-time conditions, and considerations of the requirements of censorship and of national policy, limit the amount of information which may be published. Tables relating to Trade and Shipping, which have been a feature of this part of the *Year-Book*, have therefore been omitted from this volume.

POSTS, TELEGRAPHS, TELEPHONES, AND WIRELESS.

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

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

The number of post offices, and the number of mails despatched and received in each of the last five years are given hereunder.

**VICTORIA—NUMBER OF POST OFFICES AND MAILS,
1937-38 TO 1941-42.**

Year ended 30th June—	Number of Post Offices.*	Number of Mails.—	
		Despatched.	Received.
1938	2,564	2,252,009	2,130,580
1939	2,572	2,281,908	2,140,462
1940	2,583	2,272,963	2,126,363
1941	2,579	2,320,389	2,123,445
1942	2,560	2,263,630	2,107,101

* Excluding "Telephone" offices at which telegraph and telephone business only is transacted, viz., 1937-38, 256; 1938-39, 251; 1939-40, 252; 1940-41, 248; 1941-42, 243.

Postal
Returns—
Victoria.

Particulars relating to the number of letters, packets, and newspapers dealt with during 1940-41 and 1941-42 are given hereunder.

VICTORIA—NUMBER OF LETTERS, PACKETS, AND NEWSPAPERS DEALT WITH, 1940-41 AND 1941-42.

Particulars.	1940-41.			1941-42.		
	Letters, Post-cards, Letter-cards and Packets.	Newspapers.	Total.	Letters, Post-cards, Letter-cards and Packets.	Newspapers.	Total.
<i>Posted for delivery—</i>	No.	No.	No.	No.	No.	No.
<i>Within the Commonwealth ..</i>	253,111,900	29,631,500	282,743,400	253,378,400	35,348,000	288,726,400
<i>Beyond the Commonwealth—</i>						
Despatched ..	6,780,700	2,795,100	9,575,800	8,258,200	2,468,000	10,726,200
Received ..	5,267,800	1,665,200	6,933,000	4,668,200	2,091,900	6,760,100
Total ..	265,160,400	34,091,800	299,252,200	266,304,800	39,907,900	306,212,700

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

VICTORIA—REGISTERED ARTICLES AND PARCELS POST, 1937-38 TO 1941-42.

Year ended 30th June—	Registered Articles (other than Parcels)—				Parcels Post.*			
	Posted for delivery within the Commonwealth.	Posted for delivery beyond the Commonwealth.	Total posted in Commonwealth.	Received from beyond the Commonwealth.	Posted for delivery within the Commonwealth.	Posted for delivery beyond the Commonwealth.	Total posted in Commonwealth.	Received from beyond the Commonwealth.
	No.	No.	No.	No.	No.	No.	No.	No.
1938 ..	1,979,712	128,304	2,108,016	149,158	1,805,400	53,300	1,858,700	84,800
1939 ..	2,067,878	103,513	2,171,391	132,428	1,759,400	53,100	1,812,500	88,510
1940 ..	2,219,252	85,269	2,304,521	99,298	1,843,400	52,000	1,895,400	66,600
1941 ..	2,645,246	72,183	2,717,429	80,757	2,013,500	252,500	2,266,000	72,200
1942 ..	3,130,340	55,483	3,185,823	80,321	2,421,400	478,700	2,900,100	134,400

* Including Registered Value payable and Duty Parcels.

During 1941-42 there were 391,535 letters, &c., and 214,795 packets, &c., returned direct to writers or delivered; 49,241 letters, &c., and 35,589 packets, &c., were destroyed in accordance with the Post and Telegraph Act; and 17,485 letters, &c., and 1,860 packets, &c., were returned, as unclaimed, to other countries, Money and valuables to the amount of £36,923 were found in postal articles sent to the Dead Letter Office as undeliverable. Postal articles numbering 10,623 were irregularly addressed, and contained money and valuables to the extent of £1,445.

Dead
Letters—
Victoria.

The following table shows the total number and value of money orders and postal notes issued and paid in each of the last five years.

VICTORIA—MONEY ORDERS AND POSTAL NOTES, 1937-38 TO 1941-42.

Heading.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
Number of Money Order Offices open	789	796	817	832	844
Money Orders Issued—					
Inland	{ Number .. 493,551	{ Number .. 507,606	{ Number .. 524,544	{ Number .. 548,822	{ Number .. 582,021
	{ Amount £ 2,936,766	{ Amount £ 2,973,063	{ Amount £ 3,120,385	{ Amount £ 3,488,210	{ Amount £ 4,307,799
Interstate	{ Number .. 82,951	{ Number .. 79,404	{ Number .. 98,778	{ Number .. 115,910	{ Number .. 137,795
	{ Amount £ 412,318	{ Amount £ 413,911	{ Amount £ 438,618	{ Amount £ 494,595	{ Amount £ 582,702
Beyond the monwealth Com-	{ Number .. 43,099	{ Number .. 42,950	{ Number .. 39,724	{ Number .. 24,050	{ Number .. 16,121
	{ Amount £ 114,586	{ Amount £ 109,162	{ Amount £ 77,025	{ Amount £ 45,464	{ Amount £ 32,403
Total	{ Number .. 619,601	{ Number .. 629,960	{ Number .. 663,046	{ Number .. 688,782	{ Number .. 735,937
	{ Amount £ 3,463,670	{ Amount £ 3,496,136	{ Amount £ 3,636,028	{ Amount £ 4,028,269	{ Amount £ 4,922,904
Money Orders Paid—					
Inland	{ Number .. 505,216	{ Number .. 500,928	{ Number .. 524,000	{ Number .. 542,091	{ Number .. 584,242
	{ Amount £ 2,936,506	{ Amount £ 2,975,157	{ Amount £ 3,140,381	{ Amount £ 3,491,207	{ Amount £ 4,307,701
Interstate	{ Number .. 142,861	{ Number .. 148,588	{ Number .. 150,266	{ Number .. 169,144	{ Number .. 186,229
	{ Amount £ 690,744	{ Amount £ 694,418	{ Amount £ 676,588	{ Amount £ 755,304	{ Amount £ 871,694
Beyond the monwealth Com-	{ Number .. 30,073	{ Number .. 42,343	{ Number .. 25,043	{ Number .. 17,153	{ Number .. 15,199
	{ Amount £ 89,606	{ Amount £ 147,907	{ Amount £ 75,877	{ Amount £ 52,970	{ Amount £ 49,033
Total	{ Number .. 678,150	{ Number .. 691,859	{ Number .. 699,309	{ Number .. 728,388	{ Number .. 785,670
	{ Amount £ 3,716,856	{ Amount £ 3,817,482	{ Amount £ 3,892,846	{ Amount £ 4,299,481	{ Amount £ 5,228,428
Postal Notes—					
Issued	{ Number .. 6,338,041	{ Number .. 6,544,497	{ Number .. 6,476,137	{ Number .. 6,408,665	{ Number .. 6,437,509
	{ Amount £ 2,183,188	{ Amount £ 2,241,741	{ Amount £ 2,232,187	{ Amount £ 2,269,268	{ Amount £ 2,370,790
Paid—Issued within the State	{ Number .. 3,825,000	{ Number .. 3,854,165	{ Number .. 3,898,827	{ Number .. 4,022,446	{ Number .. 4,100,012
	{ Amount £ 1,416,841	{ Amount £ 1,439,992	{ Amount £ 1,480,670	{ Amount £ 1,556,511	{ Amount £ 1,638,223
Paid—Issued in other States	{ Number .. 542,842	{ Number .. 563,208	{ Number .. 621,326	{ Number .. 634,679	{ Number .. 628,905
	{ Amount £ 220,470	{ Amount £ 228,306	{ Amount £ 242,581	{ Amount £ 271,938	{ Amount £ 275,181

Of the money orders issued in 1941-42, 719,816 for £4,890,501 were payable in the Commonwealth of Australia, 3,367 for £6,338 in New Zealand, 9,764 for £18,577 in the United Kingdom, and 2,990 for £7,488 in other countries. The orders paid included 770,471 for £5,179,395 issued in the Commonwealth, 6,655 for £14,430 in New Zealand, 4,893 for £22,147 in the United Kingdom, and 3,651 for £12,456 in other countries.

The following table gives particulars relating to the telegraph and telegram business during each of the last five years.

VICTORIA—TELEGRAPH BUSINESS, 1937-38 TO 1941-42.

Heading.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
	No.	No.	No.	No.	No.
Number of Telegraph Offices (including Railway Telegraph Offices) ..	2,452	2,453	2,474	2,471	2,464
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams					
Despatched—					
Ordinary, Urgent and Press	3,581,662	3,583,095	3,736,055	4,338,022	5,327,044
Lettergrams	38,657	33,796	37,688	30,827	33,577
Radiograms	2,894	3,055	1,921	2,215	735
Unpaid Telegrams Transmitted—					
Service, Shipping, Meteorological	253,930	299,395	306,876	301,144	442,610
Total	3,877,143	3,919,341	4,082,540	4,672,208	5,803,966
Beyond the Commonwealth—					
Despatched	248,196	245,479	238,334	289,375	439,983
Received	225,013	220,538	223,992	276,033	361,429
Total Number of Telegrams dealt with	4,350,352	4,385,358	4,544,866	5,237,616	6,605,378
	£	£	£	£	£
Revenue—					
Telegrams within the Commonwealth	247,707	244,317	246,760	274,564	376,009
Telegrams beyond the Commonwealth	44,187	37,120	51,062	55,999	95,342
Total Revenue received in State	291,894	281,437	297,822	330,563	471,351

Information relating to the telephone service is given below for the years 1937-38 to 1941-42.

VICTORIA—TELEPHONES, 1937-38 TO 1941-42.

Heading.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
	No.	No.	No.	No.	No.
Telephone Exchanges ..	1,682	1,680	1,685	1,686	1,676
Public Telephones ..	2,506	2,573	2,620	2,775	2,928
Lines connected ..	143,657	150,570	157,081	164,051	167,909
Instruments connected	198,761	208,230	218,128	228,936	237,484
Instruments per 1,000 of Population ..	106.5	110.7	114.6	118.1	121.5
Effective Paid Local Calls—					
(a) Subscribers ..	152,305,209	166,528,717	173,986,478	180,849,691	186,734,556
(b) Public Telephones	10,078,118	10,856,620	11,549,253	13,561,093	15,749,045
Trunk Line Calls ..	11,007,373	11,197,897	11,853,346	12,223,393	12,940,573

Wireless
Licences
Issued.

Details of wireless licences issued in each of the years 1937-38 to 1941-42 are shown hereunder. Broadcast listeners' licences issued in Victoria at 30th June, 1942, represented 28 per cent. of the total for Australia (1,320,073).

VICTORIA—WIRELESS LICENCES ISSUED.
1937-38 TO 1941-42.

Class of Licence.	Number of Licences Issued During—				
	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
Coast	1	1	1	1	1
Ship	95	96	94	86	82
Aircraft	14	13	10	11	9
Land	3	3	4	4	3
Broadcasting*	18	18	19	19	19
Broadcast Listeners	315,406	327,579	348,158	362,790	371,502
Experimental	539	580	106	†	†
Portable	5	4	2	2	..
Special	24	24	28	26	65
Total	316,105	328,318	348,422	362,939	371,681

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

† Operation of Experimental Stations suspended for duration of war.

Post Office
revenue and
expenditure.

Particulars concerning the revenue and expenditure of the Post and Telegraph Department in Victoria for the years 1937-38 to 1941-42 are contained in the following

table :—

REVENUE AND EXPENDITURE OF POST AND TELEGRAPH DEPARTMENT IN VICTORIA, 1937-38 TO 1941-42.

Particulars.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
<i>Revenue.</i>					
	£	£	£	£	£
Postage*	1,786,186	1,820,005	1,856,018	1,966,168	2,449,926
Money Order Commission	72,897	75,096	74,608	74,699	74,649
Poundage on Postal Notes	14,099	14,512	14,465	14,544	14,829
Private Boxes and Bags	136,688	132,632	136,454	218,862	213,820
Miscellaneous*					
Total Postal	2,009,870	2,042,245	2,081,545	2,274,273	2,753,224
Telegraph	341,796	341,182	366,780	408,517	491,785
Radio*	155,926	152,629	161,422	198,657	156,514
Telephones	2,192,308	2,351,611	2,487,315	2,648,137	2,919,470
Grand Total†	4,699,900	4,887,667	5,097,062	5,529,584	6,320,993
<i>Expenditure.</i>					
Salaries and Contingencies—					
Salaries and Payments in the					
Nature of Salary	1,454,186	1,535,967	1,594,464	1,656,788	1,837,095
General Expenses	114,692	128,875	133,476	143,530	151,212
Stores and Material	48,347	124,363	51,942	45,104	69,542
Mail Services	274,692	287,392	269,599	233,993	296,677
Engineering Services (other than new works)	766,423	885,459	949,018	976,889	1,115,140
Pensions and Retiring Allowances	28,372	26,127	23,168	20,402	18,917
Rents, Repairs, Maintenance, Fittings, &c.	29,318	35,204	32,902	32,515	43,660
Proportion of Audit Expenses	2,884	3,150	3,240	3,304	3,577
New Works—					
Telegraph, Telephones, and Wireless	1,009,646	1,011,128	885,694	814,060	765,800
New Buildings, &c.	56,993	108,579	16,592	61,191	75,897
Total Expenditure‡	3,785,553	4,146,244	3,960,095	4,037,776	4,377,517

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

TRANSPORT.

Transport
Regulation
Board.

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

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

The number of transport licences in force at 30th June, 1942, classified according to the various types of licence issued, are shown hereunder.

VICTORIA—TRANSPORT LICENCES IN FORCE AS AT 30TH JUNE, 1942.

Discretionary Licences.			Licences "As of Right."		
Type of Licence.	Permanent Licences relating to Commercial Passenger Vehicles operated as—	Number of Licences.	Type of Licence.	To operate for Hire or Reward—	Number of Licences.
A	Stage Omnibuses ..	587	EA	Within 25 miles of Melbourne	6,021
B	Touring Omnibuses ..	79	EB	Within 25 miles of Ballarat	144
C	Special Service Omnibuses	89		Within 25 miles of Bendigo	187
				Within 25 miles of Geelong	214
D	Permanent licences relating to commercial goods vehicles ..	1,551	EC	Within 20 miles of the places of business of the owners outside the radius of Melbourne, Ballarat, Bendigo, and Geelong	4,398
			ED	Primary Producers, the vehicles being operated in connexion with their business as such and in some cases for the carriage for hire or reward of their neighbours' produce ..	696
			EF	Commercial goods vehicles owned by butter or cheese factories and operated for the carriage of milk or cream and goods necessary for such factory	276
			EG	Private Carriers, the vehicles being used to carry the goods of the owners in the course of trade in connexion with their own business ..	21,106
			EH	(i) Carrying only 3rd Schedule goods ..	541
				(ii) Racehorse floats ..	31
				(iii) Tank wagons carrying only petroleum products	23
				(iv) Commercial travellers' vehicles registered at the commercial rate of motor registration	480
			All other	74	
	Total (Discretionary) ..	2,306		Total (As of Right) ..	34,171

In addition to those shown above, sundry additional and temporary licences numbering 582 were issued. This made the grand total of licences issued at the 30th June, 1942, 37,059, while the fees collected amounted to £16,674

In October, 1941, the Transport Regulation (Amendment) Act was passed. This involved a number of amendments to the existing legislation, probably the most significant being an amendment to Section 22 (g) of the *Transport Regulation Act 1933* (No. 4198).

Prior to the amending legislation, a licence "as of right" was issued in respect of any commercial goods vehicle owned by any person engaged in business and used solely by him for carrying his goods in the course of trade. Under the amending Act a licence "as of right" issues in such cases only in respect of vehicles, the load capacity of which is not in excess of 4 tons, and the licence when issued is limited to a radius of 50 miles from the owner's principal place of business.

Another important provision brings hire cars within the scope of the Transport Regulation Acts. Hitherto such vehicles, except in the metropolitan area and in the urban areas of Ballarat, Bendigo and Geelong, where they are controlled by the local authority, were not under any form of control, and although under the new legislation hire cars operating elsewhere are licensed "as of right" if the seating capacity is less than six, they are subject to the requirements of the Regulations relating to commercial passenger vehicles.

As a result of war conditions, very material changes have occurred in the State's road transport system, and these changes were accentuated by the entry of Japan into the conflict in December, 1941. Thereupon National Security (Road Transport) Regulations were promulgated, and for these were later substituted National Security (Land Transport) Regulations. Under these regulations extensive powers covering all forms of road transport were delegated to the Transport Regulation Board, acting as a Directorate of Emergency Road Transport. Steps were taken, in common with all other States in the Commonwealth, to rationalize all forms of road transport to achieve the greatest possible economies in road use. As a consequence long distance road haulage of goods ceased, and road passenger services were curtailed and co-ordinated with rail. Cartage pools have been established in the metropolitan area, with a view of eliminating unladen running as far as possible, and other avenues to secure economy in road use are being explored continuously.

**Directorate of
Emergency
Road
Transport.**

There has been a necessity also to organize extensive road services in various parts of the State, to meet the demands of the services.

In the 1940-41 *Year-Book*, reference was made to the fact that the Transport Regulation Board, with an additional member representing the Commonwealth Liquid Fuel Control Board, had been appointed Liquid Fuel Control Board for the State of Victoria under the provisions of the National Security (Liquid Fuel) Regulations. During the year another member, representing motor interests, was appointed to the Board by the Commonwealth Government.

The rationing scheme is of considerable magnitude, and involves the licensing of approximately 400,000 consumers, although this number includes, of course, persons to whom licences have been issued for motor spirit and diesel oil fuel for purposes other than use in road vehicles.

The rationing scale at the inception of rationing in 1940 was on a reasonably liberal basis, but the restrictions imposed have become progressively heavier, and very substantial savings are now being effected in the over-all consumption of these imported fuels in this State.

Coincidental with the reduction in the use of motor spirit has been a development of substitute fuels, mainly producer gas and methylated spirit (wet alcohol).

RAILWAYS.

All railways in Victoria available for general traffic, with the two exceptions referred to on page 183, are the property of the State, and are under the management of three Commissioners appointed by the Government.

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

All lines controlled by the Railways Commissioners are shown on the map opposite page 161.

The succeeding tables relate to the State Railways, the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways and the Road Motor Services, all of which are under the control of the Railways Commissioners. The operations of these tramways and the Road Motor Services are also shown separately on page 182. Steam or motor power provides the traction for country passenger and goods traffic, while electricity is used mainly for passenger traffic on suburban lines.

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

Total capital cost of railways and equipment. The total capital cost of all lines constructed and in course of construction, and of all works, rolling-stock and equipment of the Railways Department as at the end of each of the last five years, is shown in the following table.

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC.,
EQUIPMENT AND ROLLING-STOCK, 1937-38 TO 1941-42.

At 30th June—	Railways.		Electric Tramways.	Road Motor Services.	Total Capital Cost.*
	Lines Opened.	Lines in Progress of Construction.	Lines Opened.		
	£	£	£	£	£
1938	50,514,751	481,387	151,719	16,559	51,164,416
1939	51,085,894	256,854	152,412	23,382	51,518,542
1940	50,720,098	257,339	139,835	18,144	51,135,416
1941	50,723,116	258,886	135,636	7,620	51,125,256
1942	51,090,964	255,551	140,191	10,082	51,496,788

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

At 30th June, 1942, the cost of construction of lines open for traffic amounted to £39,664,122, after having been written down under Act No. 4429 of 1936.

The face value of stock and bonds allocated to the **Loan liability.** Railways Department, as reduced in accordance with Act No. 4429, amounted to £49,257,698 at 30th June, 1942. After deducting the value of securities purchased and cancelled from the National Debt Sinking Fund—£3,348,672—the total liability in respect of current loans outstanding at that date was £45,909,026. The annual interest payable on this amount, calculated at the average rate of 3·77 per cent., was £1,730,770.

In addition to the proceeds from loans, funds amounting to £6,133,193 at 30th June, 1942, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue and the National Recovery Loan and other Funds. No interest is charged on this amount.

**Railways
traffic.**

The mileage and the traffic of the railways for each of the years 1937-38 to 1941-42 are given in the following table:—

VICTORIA—RAILWAYS—MILEAGE AND TRAFFIC, 1937-38 TO 1941-42.

Heading.	Year ended 30th June—				
	1938.	1939.	1940.	1941.	1942.
Miles Constructed ..	4,777·47	4,815·67	4,815·59	4,815·59	4,845·32
" Dismantled ..	37·63	37·63	37·63	37·63	46·38
" Closed to Traffic ..	11·47	11·47	11·47	11·47	25·47
" Open for Traffic ..	4,728·37	4,766·57	4,766·49	4,766·49	4,773·47
Vehicle Mileage ..	18,889,686	18,875,525	18,032,670	18,837,283	19,170,009
Passenger Journeys ..	144,051,267	148,543,244	151,279,927	166,650,465	189,775,439
Goods and Live Stock Carried (Tons)* ..	7,273,422	5,989,557	6,202,458	6,641,249	7,526,012

* Figures relating to Road Motor Services are included as follows:—15,053 tons in 1937-38, 13,704 tons in 1938-39, 15,469 tons in 1939-40, 18,464 tons in 1940-41, and 23,372 tons in 1941-42.

The tonnage (7,526,012) of goods and live stock carried during 1941-42, represented an increase of 884,763 tons as compared with the previous year.

**Railways
revenue and
expenditure.**

The revenue and expenditure of the Railways Department during each of the last five financial years were as follows:—

**VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
1937-38 TO 1941-42.**

Heading.	Year ended 30th June—				
	1938.	1939.	1940.	1941.	1942.
Revenue—	£	£	£	£	£
Passenger, &c., Business—					
Passenger Fares ..	3,745,247	3,918,072	4,097,300	5,077,746	6,382,477
Parcels, &c. ..	357,196	331,221	319,381	328,328	407,486
Other ..	77,875	100,672	99,361	104,469	114,860
Goods, &c., Business—					
Goods ..	4,275,515	3,621,893	3,986,847	4,097,048	5,857,774
Live Stock ..	608,265	606,299	539,551	619,185	617,940
Minerals ..	73,741	60,703	61,422	93,609	108,049
Other ..	..	..	63,997	66,206	
Miscellaneous—					
Dining Car and Refreshment Services ..	346,862	370,984	408,381	519,248	674,432
Sale of Electrical Power ..	39,454	41,030	44,323	48,536	57,939
Rentals ..	139,334	140,052	144,900	160,005	171,861
Book Stalls ..	68,327	72,594	77,478	93,127	108,580
Advertising ..	37,876	38,045	35,475	37,007	35,842
Other* ..	39,466	58,764	64,032	85,706	77,597
Total ..	9,809,158	9,360,329	9,942,448	11,330,220	14,614,837

* Including recoup on account of reduction outer suburban fares, £33,750 in 1938-39, £42,900 in 1939-40, £39,000 in 1940-41, and £36,000 in 1941-42.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE. 1937-38
TO 1941-42—continued.

Heading.	Year ended 30th June—				
	1938.	1939.	1940.	1941.	1942.
Expenditure—	£	£	£	£	£
Working Expenses—					
Way and Works	1,786,377	1,523,840	1,728,950	1,799,549	2,001,561
Rolling Stock	2,645,898	2,584,629	2,686,950	2,837,571	3,177,420
Transportation	2,569,196	2,742,199	2,714,934	2,920,766	3,271,649
Electrical Engineering Branch	248,194	280,262	330,263	331,799	501,217
Stores Branch	121,524	126,564	125,837	127,034	136,196
Pensions and Gratuities ..	123,292	113,921	103,649	92,109	84,349
Payment to the Superannuation Fund	361,697	370,363	379,885	383,274	387,758
Contribution to Railway Renewals and Replacements Fund	250,000	225,000	200,000	525,000	1,500,000
Repayment to Public Account (Act No. 4499) .. ..	..	50,000	50,000	100,000	100,000
Other	239,508	260,146	249,112	236,406	574,714*
Total Working Expenses ..	8,345,686	8,276,924	8,569,580	9,353,508	11,734,864
Less Expenditure charged to special Funds	445,633	139,302	436,406	299,580	51,548
Working Expenses charged to Railway Revenue	7,900,053	8,137,622	8,133,174	9,053,928	11,683,316
Net Revenue	1,909,105	1,222,707	1,809,274	2,276,292	2,931,521
Debt Charges—					
Interest Charges and Expenses† ..	1,846,972	1,866,062	1,886,413	1,920,732	1,948,428
Exchange on Interest Payments and Redemption	184,651	188,693	197,438	206,521	209,476
Contribution to National Debt Sinking Fund	119,435	120,018	121,624	122,445	124,250
Net Result for Year ..	- 241,953	- 952,066	- 396,201	+ 26,594	+ 649,347
Proportion of Working Expenses to Revenue	%	%	%	%	%
	80·54	86·94	81·80	79·91	79·94

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

† Including Loan Conversion Expenses.

The revenue for 1941-42 increased by £3,284,617 as compared with that for 1940-41. Passenger business increased by £1,394,280, and goods, &c., business increased by £1,707,715. Total working expenses increased by £2,381,356, as compared with those of the previous year.

Railways earnings and expenses per mile open.

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

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE MILE OPEN, 1937-38 TO 1941-42.

Heading.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
Average Number of Miles open for Traffic	4,728	4,762	4,766	4,766	4,753
	£	£	£	£	£
Gross Earnings per Mile ..	2,075	1,966	2,086	2,377	3,074
Working Expenses per Mile ..	1,671	1,709	1,706	1,900	2,458
Net Revenue per Mile ..	404	257	380	478	617

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

At 30th June, 1942, the capital cost of the broad-gauge rolling-stock after being written down in accordance with **Capital cost of Railways Rolling-stock.** Act No. 4429 of 1936 was £6,561,101, of the narrow-gauge £24,193, of the electric street tramway £19,333, and of the road motor coaches and trucks £3,010.

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

VICTORIA—RAILWAYS STAFF—NUMBERS, SALARIES, ETC., 1937-38 TO 1941-42.

Year ended 30th June—	Number of Employees at end of Year.			Amount of Salaries and Wages Paid during Year.
	Permanent.	Supernumerary.	Total.	
1938 ..	15,854	8,124	23,978	£ 5,871,451
1939 ..	15,515	8,345	23,860	6,064,800
1940 ..	17,506	6,488	23,994	6,177,177
1941 ..	16,690	7,170	23,860	6,661,937
1942 ..	15,745	9,100	24,845	7,786,251

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

St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways. The results of operating the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways for 1941-42 are detailed in the following statement. As these tramways are controlled and operated by the Railways Commissioners, particulars relating to them have been included in all the preceding railway tables.

ELECTRIC STREET TRAMWAYS, 1941-42.
(Under the control of the Railways Commissioners.)

Heading.	St. Kilda-Brighton Electric Tramway.	Sandringham- Beaumaris Electric Tramway.	Total.
Average Mileage of Tramway	No.	No.	No.
Worked	5·18	2·42	7·60
Car Mileage	523,148	122,306	645,454
Passengers Carried	5,920,978	1,671,620	7,592,598
	£	£	£
Gross Revenue	59,367	15,574	74,941
Working Expenses	48,332	8,568	56,900
Interest Charges, &c.	3,943*	1,967†	5,910
Net Profit	7,092	5,039	12,131
Capital Expenditure at 30th June, 1942, as written down under Act 4429 of 1936—	£	£	£
Construction of Lines	83,597	37,261	120,858
Rolling Stock	15,489	3,844	19,333
Total	99,086	41,105	140,191

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

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

The following table gives particulars for each of the last three years of the operations of the Road Motor Services under the control of the Railways Commissioners.

VICTORIA—ROAD MOTOR SERVICES, 1939-40 TO 1941-42.
(Under the control of the Railways Commissioners.)

Heading.	1939-40.	1940-41.	1941-42.
	No.	No.	No.
Car Mileage	403,814	428,816	275,842
Passenger Journeys	1,152,683	1,333,602	1,180,941
Gross Revenue—	£	£	£
Passenger Service	11,756	14,386	9,446
Goods Service	14,955	16,418	10,611
Working Expenses	29,871	41,892	26,836
Interest Charges*	802	883	555
Net Loss	3,962	11,971	7,334
Capital Expenditure at end of Year (less depreciation written off)	18,144	7,620	10,082

* Including exchange on interest payments and redemptions, £69 in 1939-40, £79 in 1940-41, and £52 in 1941-42.

The following table shows the number of persons killed or injured in railway accidents and the amount paid in compensation, damages, &c., for the years 1940-41 and 1941-42.

**Railway
accidents.**

VICTORIA—RAILWAY ACCIDENTS, 1940-41 AND 1941-42.

Nature of Accident.	1940-41.		1941-42.*	
	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.
Train Accidents—				
Passengers .. .. .	..	..
Employees .. .. .	..	2		
Accidents on Line (other than Train Accidents)—				
Passengers	3	252		
Employees	2	106		
Shunting Accidents—				
Passengers .. .. .	..	..
Employees	2	98		
Other Persons	2	6		
Employees proceeding to or from Duty	2	..		
Accidents to Persons at Crossings ..	15	44		
Trespassers	22	9		
Total	48	517		
Compensation, Damages, &c., Paid	£ 13,266		£ 16,978	

* Not available.

Municipal railway. A railway between Kerang and Koondrook, owned and worked by the council of the Shire of Kerang, is open for general traffic. This railway, which has a 5-ft. 3-in. gauge, is 13 miles 75 chains in length and, up to 30th September, 1942, cost £41,923 for construction and equipment. During the year ended 30th September, 1942, the gross receipts were £7,872 and the working expenses, excluding interest, £7,319. The train mileage for the same year was 9,296, the number of passenger journeys 6,408, and the tonnage of goods and live stock carried 20,385.

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

Private railway. Another railway in Victoria, which does not belong to the State system, is that between Yarra Junction and Powelltown. It is 11 miles in length and has a gauge of 3 feet. During 1941-42 the traffic on this line was confined to the transport of goods. A steel tramway continuation of the line—used only for the haulage of logs and sawn timbers—extends about 8 miles beyond Powelltown. The total cost of construction up to 30th June, 1942, was £80,354 and, for the year ended on the same date, the receipts and working expenses in connexion therewith (exclusive of

depreciation and interest on capital) were £829 and £2,614 respectively. The train mileage for the year between Powelltown and Yarra Junction was 4,400 and goods carried amounted to 10,200 tons.

TRAMWAYS.

The various tramway systems in the State at 30th June, 1942 (excluding those under the control of the Railways Commissioners) comprised 162·218 miles of electric lines, of which 131·094 miles were double, and 31·124 miles single track. Cable tramways ceased operations and were replaced by motor omnibuses on 26th October, 1940. The succeeding tables contain particulars of cable tramways up to that date.

The electric street tramways, St. Kilda to Brighton and Sandringham to Beaumaris, under the management of the Victorian Railways Commissioners, are not referred to in this connexion, but are included under the heading "Railways," page 182, and "All Victorian Tramways," page 187.

The subjoined table contains particulars relating to all tramways in Victoria (with the foregoing exceptions) for each of the last five years.

VICTORIAN TRAMWAYS, 1937-38 TO 1941-42.

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

Financial Year.	Miles of Track Open.		Tram Mileage.	Number of Passenger Journeys.	Traffic Receipts.	Working Expenses.	Number of Rolling-stock.	Number of Persons Employed.
	Double.	Single.						
1937-38	140·083	29·127	24,631,822	183,440,296	£ 2,180,347	£ 1,480,474	958	4,778
1938-39	136·864	29·865	24,616,995	190,614,457	2,254,865	1,544,236	932	4,734
1939-40	136·080	30·668	24,390,712	193,927,290	2,308,189	1,585,631	928	4,740
1940-41	136·610	32·052	23,199,505	203,265,413	2,425,445	1,548,298	902	4,920
1941-42	131·094	31·124	23,705,403	245,375,185	2,861,528	1,665,026	776	4,450

Melbourne and Metropolitan Tramways Act.

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

The Board is empowered to borrow up to £5,500,000 by the issue of stock or debentures secured upon its revenues and undertakings, this being in addition to the transferred liabilities attaching to the tramways vested in it. Power is given to have an overdraft not exceeding £400,000. At 30th June, 1942, the Board had exercised its borrowing power to the extent of £5,100,000.

Melbourne and Metropolitan Tramways Board—Combined Traffic.

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

MELBOURNE AND METROPOLITAN TRAMWAYS, 1937-38 TO 1941-42.

Financial Year.	Track Open.		Tram Mileage.	Passenger Journeys.	Traffic Receipts.	Working Expenses.	Rolling-stock.	Persons Employed.
	Double.	Single.						
	Miles.	Miles.	Miles.	No.	£	£	No.	No.
1937-38	130·563	5·177	22,995,124	175,564,110	2,105,159	1,363,083	887	4,527
1938-39	127·344	5·915	22,980,520	182,094,402	2,176,908	1,418,454	861	4,483
1939-40	126·640	6·598	22,761,438	185,282,354	2,230,455	1,458,652	857	4,486
1940-41	127·170	7·982	21,575,130	193,386,248	2,336,336	1,424,138	831	4,669
1941-42	121·654	7·054	22,063,659	233,136,284	2,751,997	1,539,595	705	4,196

In the next statement the operations of the cable tramways, the electric tramways and the motor omnibus systems under the control of the Melbourne and Metropolitan Tramways Board are shown separately for the years 1940-41 and 1941-42.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1940-41 AND 1941-42.

System.	Track Open.		Tram/Bus Mileage.	Passenger Journeys.	Traffic Receipts.	Working Ex-penses.	Rolling-stock.	Persons Em-ployed.
	Double.	Single.						
	Miles.	Miles.						
1940-41.								
Cable* ..	7·894	..	686,673	5,694,201	60,800	59,079	137	457
Electric ..	119·276	7·982	20,888,457	187,422,047	2,275,536	1,365,059	694	4,212
Motor Omnibus	88·139	..	5,264,684	39,694,121	426,671	277,656	205	941
1941-42.								
Electric ..	121·654	7·054	22,063,659	233,136,284	2,751,997	1,539,595	705	4,196
Motor Omnibus	66·825	..	7,624,706	61,893,220	672,469	462,161	281	1,203

* Cable Tramways ceased operation and were superseded by Motor Omnibuses from 26th October, 1940.

The total traffic receipts of the Tramways Board during 1941-42 amounted to £3,424,466. There was additional revenue from advertising, rents, &c., viz.:—£7,760 (including Municipal Guarantee £1,272), from electric tramways, £669 from motor omnibuses, and £6,119 from other sources, making a gross revenue for the year of £3,439,015.

There was a gross surplus of £1,424,684 for the year. From this sum interest on loans, rates, &c., amounting to £367,124 were paid, leaving an amount of £1,056,288, from which appropriations were made as follows:—Victorian Consolidated Revenue, £115,428; Renewals, &c., Reserve Account, £796,076; Loan Redemption and Sinking Fund Accounts, £105,065. There was a net surplus of £40,991.

Pursuant to section 77 of the Melbourne and Metropolitan Tramways Act No. 3732, the Board is required to make certain annual payments to the Consolidated Revenue of the State. The total of such payments up to 30th June, 1942, amounted to £2,430,380. This amount was allocated as follows:—Fire Brigades Board, £1,225,823; Licensing Fund, £435,251; and Infectious Diseases Hospital, £769,306. Under the provisions of Act No. 4598 the Board was relieved of the Licensing Fund Payment as from 1st July, 1938.

Up to 30th June, 1942, the capital cost of the tramways vested in the Tramways Board, after writing off the value of obsolete assets, amounted to £9,037,266, of which £149,806 was expended on cable tramways, £7,985,416 on electric tramways, £714,841 on motor omnibuses, and £187,203 on general properties.

In the next statement comparisons are made between the electric and bus systems operated by the Tramways Board, the receipts per mile, the cost of working, &c., being shown for the year 1941-42.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD
TRAFFIC RECEIPTS, WORKING EXPENSES, ETC. PER
MILE, ETC., 1941-42.

System.	Traffic Receipts.			Percentage of Working Expenses to Total Revenue.	Working Expenses per Vehicle Mile, including Power Cost.	Average Distance per Penny.
	Per Vehicle Mile.	Per Mile of Single Track.	Per Passenger.			
	<i>d.</i>	£	<i>d.</i>	<i>d.</i>	<i>d.</i>	Miles.
Electric ..	29·935	10,992	2·833	55·813	14·041	·912
Bus ..	21·167	5,032	2·608	68·658	12·809	·934

**Tramways
in Extra-
Metropolitan
Cities.**

The cities, other than the metropolis, having electric tramway systems are:—Ballarat, with 13·84 miles of lines (2·33 double and 11·51 single track); Bendigo, with 7·87 miles of lines (2·40 double and 5·47 single track); and Geelong, with 11·80 miles of lines (4·71 double and 7·09 single track).

The traffic particulars of these lines for each of the last five years are summarized below.

TRAMWAYS IN EXTRA-METROPOLITAN CITIES, 1937-38 TO 1941-42.

Financial Year.	Track Open.		Tram Mileage.	Passenger Journeys.	Traffic Receipts.	Working Expenses.	Rolling-stock.	Persons employed.
	Double.	Single.						
	Miles.	Miles.	Miles.	No.	£	£	No.	No.
1937-38	9·52	23·95	1,636,698	7,876,186	75,188	117,391	71	251
1938-39	9·52	23·95	1,636,475	8,520,055	77,957	125,782	71	251
1939-40	9·44	24·07	1,629,274	8,644,936	77,734	126,979	71	254
1940-41	9·44	24·07	1,624,375	9,879,165	89,109	124,160	71	251
1941-42	9·44	24·07	1,641,744	12,238,901	109,531	125,431	71	254

**Summary of
All Victorian
Tramways.**

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

ALL VICTORIAN TRAMWAYS, 1940-41 AND 1941-42.

Heading.	1940-41.	1941-42.
Route Mileage Open—		
Double .. miles	144·210	138·694
Single .. miles	32·052	31·124
Total .. miles	176·262	169·818
Cost of Construction and Equipment £	8,585,739	8,324,404
Gross Revenue—		
Traffic Receipts £	2,485,901	2,936,063
Other £	10,828	8,591
Total Revenue £	2,496,729	2,944,654

ALL VICTORIAN TRAMWAYS, 1940-41 AND 1941-42—continued.

Heading.		1940-41.	1941-42.
Working Expenses	£	1,601,398	1,721,926
Net Earnings	£	895,331	1,222,728
Interest, &c.	£	208,164	243,433
Statutory Charges, Rates, &c. ..	£	750,869	929,341
Net Result after Paying Working Expenses, Interest, &c., Statutory Charges, Rates, &c.	£	Loss 63,702	Profit 49,954
Tram Miles Run	miles	23,841,085	24,352,857
Passenger Journeys	No.	209,363,864	253,367,783
Staff Employed—			
Salaried	No.	722	656
Wages	No.	4,300	3,890
Total Staff	No.	5,022	4,546
Rolling Stock	No.	930	804

LICENSED VEHICLES.

Licensed
vehicles in
Melbourne.

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

Particulars regarding licences issued during 1941-42 were as follows:—

Description.	Number Licensed.	Revenue Received.
Horse-drawn Vehicles—		£
Wagonettes (22), Owners (16)	38	} 29
Hackney Carriage Drivers	24	
Carters (for conveyance of goods)	1,060	53
Motor Vehicles—		
Motor Omnibuses	354	} 992
Taxi-cabs	550	
Private Hire Cars	450	} 2,315
Motor Cabs	69	
Chars-a-banc	29	
Other	94	
Hackney Carriage Motor Car Owners	670	
Hackney Carriage Motor Car Drivers	2,712	
Total Revenue .. ..	..	3,389

Motor
vehicles, etc.,
registrations.

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

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

The reduced fee shall continue in operation for the duration of the present war.

The total registrations of motor vehicles, &c., the number of drivers' licences &c., issued, and the revenue received therefrom by the Motor Registration Branch of the Police Department during each of the five years, 1937-38 to 1941-42, are shown in the following table:—

VICTORIA—REGISTRATIONS OF MOTOR VEHICLES, ETC.,
DRIVERS' LICENCES, ETC., ISSUED, 1937-38 TO 1941-42.

Heading.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
	No.	No.	No.	No.	No.
Motor Vehicles—					
Private Cars	143,015	151,130	153,979	145,907	121,129
Commercial Vehicles ..	32,995	33,901	34,591	34,801	34,046
Hire Cars	2,164	2,261	2,358	2,530	2,465
Primary Producers' ..	44,579	47,427	49,549	49,295	49,521
Omnibuses	369	438	435	629	636
Traction Engines' ..	338	339	220	289	209
Trailers	4,217	4,668	5,132	5,620	6,086
Motor Cycles	27,333	26,698	25,765	23,572	16,688
Drivers' Licences	340,438	358,417	370,838	365,205	339,334
Dealers' Licences	499	486	438	313	204
Transfers	127,000	123,392	110,074	90,209	43,180
Total Revenue Received*	£ 1,794,652	£ 1,886,794	£ 1,939,735	£ 1,892,590	£ 1,652,271

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

The principal items of revenue received during 1941-42 were in respect of:—Motor cars, £1,527,265; Motor cycles, £17,949; and Drivers' licences, £84,844.

In the next statement, details relating to new registrations and renewals of registration of motor cars and motor cycles are shown for the years 1940-41 and 1941-42 respectively.

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

Vehicles.	1940-41.			1941-42.		
	New Registrations.		Renewals of Registration.	New Registrations.		Renewals of Registration.
	New Vehicles.	Used Vehicles.		New Vehicles.	Used Vehicles.	
	No.	No.	No.	No.	No.	No.
Motor Cars—						
Private	4,924	14,627	126,356	1,242	13,216	106,671
Commercial and Hire	2,142	3,258	31,931	1,190	2,836	32,434
Primary Producers'	882	3,263	45,180	381	3,079	46,061
Motor Cycles	670	4,750	18,152	270	3,530	12,908

TRAFFIC ACCIDENTS.

The following statements contain particulars of traffic accidents which occurred only in the public thoroughfares of Victoria. Figures regarding accidents on private property or on railway lines, (except at level crossings), are not included. The total number of deaths shown in these statements is not comparable therefore, with those shown in Part "Vital Statistics" of this *Year-Book*, page 131.

VICTORIA—NUMBER OF TRAFFIC ACCIDENTS, NUMBER OF PERSONS AFFECTED, 1942.

Place of Occurrence.	Number of Accidents in which Persons were Killed or Injured.	Number of Persons Killed.	Number of Persons Injured.	Number of Accidents in which no Person was Killed or Injured.	Total Number of Accidents.
City of Melbourne	1,406 (1,333)	72 (50)	1,461 (1,440)	1,502 (2,423)	2,908 (3,756)
Metropolitan Area (excluding City of Melbourne)	2,417 (3,029)	189 (162)	2,625 (3,348)	2,301 (3,703)	4,718 (6,732)
Total—Metropolitan Area	3,823 (4,362)	261 (212)	4,086 (4,788)	3,803 (6,126)	7,626 (10,488)
Remainder of State	1,115 (1,338)	160 (152)	1,405 (1,785)	1,129 (1,559)	2,244 (2,897)
Grand Total	4,938 (5,700)	421 (364)	5,491 (6,573)	4,932 (7,685)	9,870 (13,385)

Note.—Figures in parentheses relate to the year 1941.

In the table which follows traffic accidents during 1942 have been classified according to the description of male and female victims.

VICTORIA—TRAFFIC ACCIDENTS—PARTICULARS OF
PERSONS KILLED OR INJURED, 1942.

Description.	Males.		Females.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.	No.	No.
Pedestrian	150	1,441	40	628	190	2,069
Driver of motor vehicle other than motor cycle	39	478	4	37	43	515
Driver of motor cycle	36	411	..	..	36	411
Passenger—motor car, truck, bus, &c.	47	594	18	406	65	1,000
Passenger—motor cycle, side car ..	..	21	..	8	..	29
Pillion rider	2	42	..	23	2	65
Pedal cyclist	53	834	3	144	56	978
Riding tandem or on handle or bar of bicycle .. .. .	..	12	1	11	1	23
Tram passenger	6	104	3	90	9	194
Driver or passenger of horse-drawn vehicle	9	123	2	20	11	143
Equestrian	5	16	1	6	6	22
Other	2	33	..	9	2	42
Total	349	4,109	72	1,382	421	5,491

Particulars of victims of traffic accidents during 1942 are shown according to age and sex in the following statement :—

VICTORIA—TRAFFIC ACCIDENTS—SEX AND AGE OF
PERSONS KILLED OR INJURED, 1942.

Age Group.	Males.		Females.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.	No.	No.
0-4	7	83	1	37	8	120
5-9	6	189	4	103	10	292
10-14	16	267	5	78	21	345
15-19	14	393	9	184	23	577
20-29	67	924	6	282	73	1,206
30-39	43	577	6	175	49	752
40-49	48	521	8	146	56	667
50-59	53	486	15	157	68	643
60 and over	84	449	15	166	99	615
Not stated	11	220	3	54	14	274
Total	349	4,109	72	1,382	421	5,491

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

Causes of accidents.

VICTORIA—CAUSES OF TRAFFIC ACCIDENTS, 1942.

Stated Cause.	Number of Accidents.		
	Fatal.	Non-fatal with Injured.	Total.
Driver or Rider—			
Skidding on roadway	14	132	146
Failure to exercise care at intersection ..	7	219	226
Excessive speed	14	51	65
Not keeping to left	16	78	94
Swerving to avoid vehicle or other object	3	79	82
Stopping or turning in front of other vehicle or leaving kerb without warning	6	99	105
Level Crossing	3	6	9
Rounding corner carelessly or on wrong side	2	41	43
Obscured vision	2	61	63
Failing to give right of way	1	27	28
Dazzled by sun or light	5	41	46
Breaking traffic regulations or failing to obey traffic officer's signal	4	48	52
Careless, negligent, or inefficient driving ..	48	530	578
Hit and run motorist	16	100	116
Error of judgment	13	297	310
All other	11	115	126
Total	165	1,924	2,089
Vehicle—			
Defective mechanism and/or tyres	12	98	110
No lights	7	55	62
Other	1	5	6
Total	20	158	178
Passenger—			
Alighting from moving vehicle	7	106	113
Falling from moving vehicle	6	54	60
Total	13	160	173
Pedestrian—			
Walking or running on roadway or crossing without care	72	904	976
Boarding vehicle in motion	2	46	48
Stepping on to road without care	2	24	26
Other	19	287	306
Total	95	1,261	1,356
Other—			
Horses shying, bolting, or stumbling	11	57	68
Other (including not known)	108	966	1,074
Total	119	1,023	1,142
Grand Total	412	4,526	4,938

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

VICTORIA—NUMBER OF PERSONS KILLED OR INJURED
IN TRAFFIC ACCIDENTS, 1938 TO 1942.

Vehicle, &c.	1938.		1939.		1940.		1941.		1942.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Pedal Cycle ..	14	336	12	310	14	331	22	336	12	307
Motor Bus ..	8	53	4	60	6	85	10	137	30	225
Motor Car, Truck, &c. ..	356	6,239	400	6,826	377	6,915	271	5,254	295	4,025
Motor Cycle ..	28	645	40	606	41	707	33	524	19	313
Train—Electric and Steam ..	2	1	3	2	3	1	5	2	7	1
Tram—Electric and Cable ..	10	148	14	155	8	155	13	173	23	353
Other Vehicle ..	8	36	2	29	7	33	5	46	15	72
Pedestrian ..	3	52	3	77	2	96	2	91	9	179
Horse ..	4	13	2	9	2	8	3	10	6	16
Total ..	433	7,523	480	8,074	460	8,331	364	6,573	421	5,491

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

VICTORIA—PERSONS KILLED OR INJURED, TYPES OF
VEHICLES, ETC., INVOLVED, 1941 AND 1942.

Type of Vehicle, &c., Involved.	1941.			1942.		
	Number of Accidents.*	Number Killed.	Number Injured.	Number of Accidents.*	Number Killed.	Number Injured.
Motor Car ..	3,687	195	4,372	2,657	205	3,086
Motor Van ..	168	10	197	143	10	178
Motor Truck, Lorry ..	773	76	923	848	94	1,032
Motor Bus ..	145	11	168	274	33	285
Motor Cycle ..	993	57	1,133	593	44	668
Pedal Cycle ..	1,534	77	1,545	1,112	60	1,117
Tram—Electric and Cable ..	243	25	290	406	34	427
Train—Electric and Steam ..	19	12	23	19	12	17
Horse-drawn Vehicle ..	198	10	220	213	16	235
Horse ..	26	3	26	32	6	27
Pedestrian ..	2,042	140	2,025	2,083	191	2,054
Other ..	..	..	..	8	3	10

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

Details of breaches of the Motor Car Act and Traffic Regulations will be found on page 143 of this *Year-Book*.

AIRCRAFT.

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

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

The main air lines of Victoria are shown on the map opposite page 161 of this *Year-Book*.

VICTORIA—CIVIL AIRCRAFT, 1937-38 TO 1941-42.

Particulars.	At 30th June—				
	1938.	1939.	1940.	1941.	1942.
Registered Owners	36	38	28	25	26
Registered Aircraft	70	70	58	38	36
Licensed Pilots—					
Private	216	268	(a)	165	47
Commercial	104	107	(a)	56	55
Licensed Ground Engineers ..	134	164	(a)	185	218
Licensed Navigators	12	16	(a)	26	16
Licensed Aircraft Radio Telegraph Operators	11	33	36	17	11
Licensed Aircraft Radio Telephone Operators	5	..	..	10	17
Aerodromes—					
Government	2	4	5	6	2
Public	18	18	19	15	13
Government Emergency Ground ..	11	10	8	7	6
	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.
Flights carried out	39,920	39,736	34,270	16,723	14,296
Hours flown	37,042	41,268	33,169	25,142	23,549
Approximate mileage	4,439,191	5,089,412	3,770,979	3,199,286	3,103,116
Passengers carried—					
Paying	72,380	70,887	64,613	81,112	83,716
Non-paying	8,154	8,074	6,297	2,768	1,988
Total Passengers carried	80,534	78,961	70,910	83,880	85,704
Goods, Weight Carried .. lb.	557,836	850,286	863,567	936,018	1,067,018
Mails, Weight Carried	51,861	65,270	63,285	93,386	180,658
Accidents—					
Persons Killed	1	21	3	..	3
Persons Injured	2	10	1	..	..

(a) Not available.