

STATISTICS RELATING TO VICTORIAN COMMUNICATIONS, 1939-40.

RAILWAYS (EXCLUDING TRAMS AND ROAD MOTORS)

| | |
|--|-------------------|
| Mileage open for Trade | 4,700 |
| Revenue | 64,406,141 |
| Passenger, Ac. Income | 24,400,000 |
| Goods, Ac. Income | 27,750,000 |
| Other Services | 2,256,141 |
| Total Revenue | 54,406,141 |
| Total Working Expenses (including Interest, Exchange, Ac.) | 48,000,000 |
| Passenger Mileage | 11,818,000 |
| Number of Passengers carried | 144,000,000 |
| Goods Tonnage | 6,100,000 |
| Weight of Goods carried | 5,547,000 |
| Number of Live Stock carried | 830,000 |
| Cattle and Cattle | 30,000 |
| Horse | 211,000 |
| Pigs | 8,000,000 |
| Sheep | 8,200,000 |

LENGTH OF ALL ROADS AND STREETS

| Type of Road or Street | Total | Asphalt | Concrete | Gravel | Other |
|---|----------------|--------------|----------------|----------------|----------------|
| Wood or Stone | 10,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Portland Cement Concrete | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Asphalt Concrete and Sheet Asphalt | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Waterbound macadam and other tar or bitumen treatments for all-weather pavements | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Waterbound macadam, gravel, sand and hard lava pavements formed but not otherwise paved | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Unsurfaced roads not formed which are used for general traffic | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Total | 101,200 | 9,841 | 100,000 | 100,000 | 100,000 |

NEW REGISTRATIONS AND RENEWALS OF REGISTRATION OF MOTOR VEHICLES

| Vehicle | New Registrations | Renewals of Registration |
|---------------------|-------------------|--------------------------|
| Motor Cars—Private | 11,000 | 14,000 |
| Commercial and Hire | 1,000 | 1,000 |
| Primary Producers | 2,000 | 2,000 |
| Motor Cycles | 1,200 | 1,200 |

CIVIL AVIATION

| | |
|---------------------------|-----------|
| Flights carried out | 84,750 |
| Hours flown | 81,180 |
| Approximate Mileage | 8,770,000 |
| Passengers Carried | 4,544,996 |
| Paying | 64,813 |
| Non-paying | 6,007 |
| Total Passengers Carried | 70,810 |
| Goods, Weight Carried lb. | 400,000 |
| Mails, Weight Carried lb. | 63,000 |

POST OFFICE OPERATIONS

| | |
|------------------|-------------|
| Letters | 597,046,000 |
| Newspapers | 83,881,700 |
| Total dealt with | 680,927,700 |
| Telegrams | 4,544,996 |
| Lines connected | 107,081 |
| Instruments | 216,129 |
| Effective calls | 197,800,077 |
| Workmen | 448,129 |
| Branches | 448,129 |

REFERENCE

- SHIRE BOUNDARIES & NAMES THUS
- OTHER MUNICIPALITIES
- STATE HIGHWAYS
- MAIN ROADS
- DEVELOPMENTAL ROADS
- OTHER ROADS
- RAILWAYS & STATIONS

HUNTLY
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COMMUNICATIONS MAP OF VICTORIA

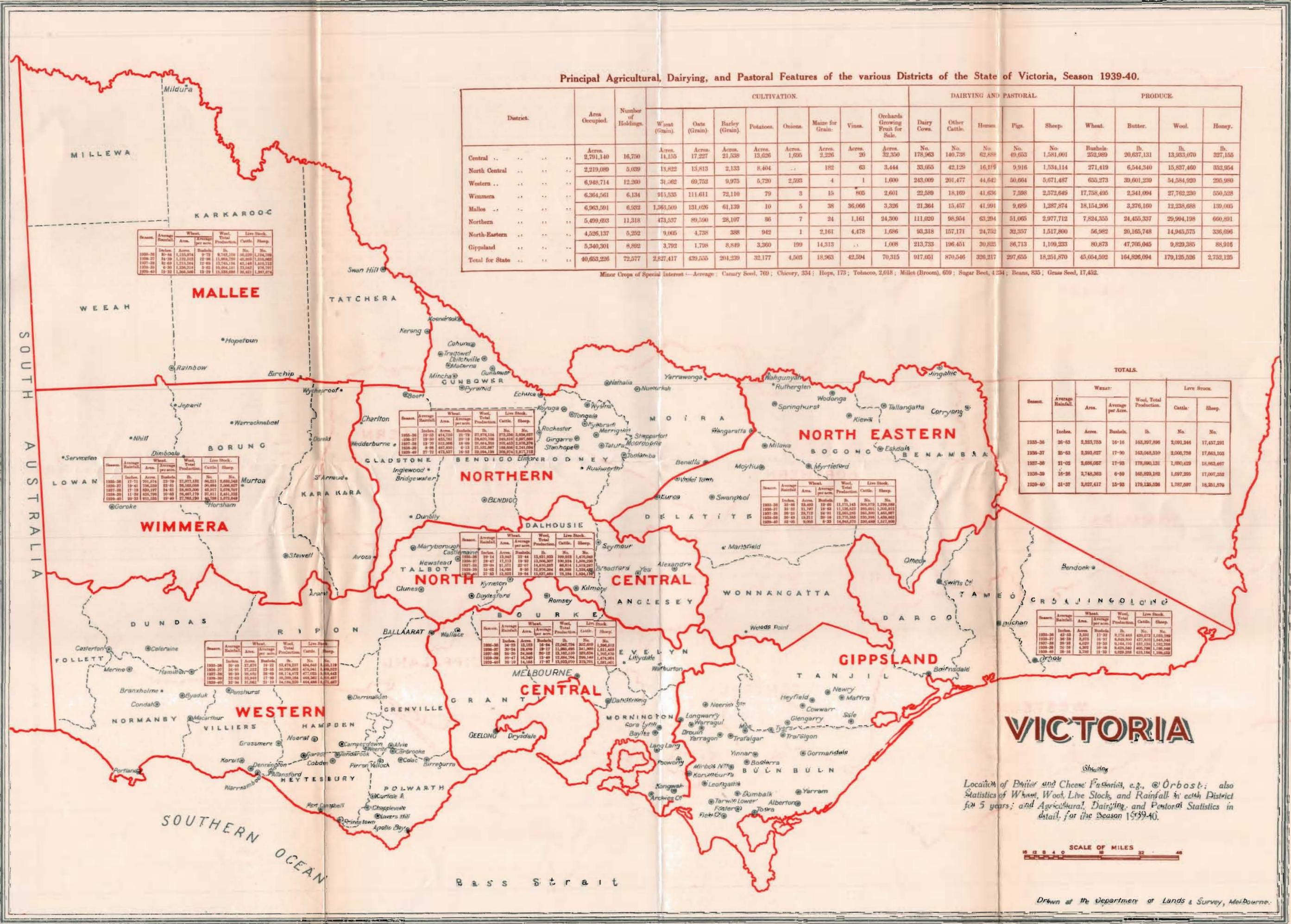
SHOWING SHIRES, PRINCIPAL ROADS, RAILWAYS, AIR AND SHIPPING ROUTES.

Prepared at the Department of Lands and Survey, Melbourne, from information supplied by the County Roads Board, various

Principal Agricultural, Dairying, and Pastoral Features of the various Districts of the State of Victoria, Season 1939-40.

| District | Area Occupied | Number of Holdings | CULTIVATION | | | | | | | | DAIRYING AND PASTORAL | | | | | PRODUCE | | | |
|-----------------|---------------|--------------------|---------------|--------------|----------------|----------|--------|-----------------|--------|---------------------------------|-----------------------|--------------|---------|---------|------------|------------|-------------|-------------|-----------|
| | | | Wheat (Grain) | Oats (Grain) | Barley (Grain) | Potatoes | Onions | Maize for Grain | Vines | Orchards Growing Fruit for Sale | Dairy Cows | Other Cattle | Horses | Pigs | Sheep | Wheat | Butter | Wool | Honey |
| | | | Acres | Acres | Acres | Acres | Acres | Acres | Acres | Acres | No. | No. | No. | No. | No. | Bushels | lb. | lb. | lb. |
| Central | 2,791,140 | 16,750 | 14,155 | 17,227 | 21,538 | 13,626 | 1,855 | 2,225 | 20 | 32,350 | 178,963 | 140,738 | 62,885 | 49,653 | 1,581,001 | 252,989 | 20,637,131 | 13,933,070 | 227,155 |
| North Central | 2,219,089 | 5,039 | 13,822 | 13,813 | 2,133 | 8,404 | .. | 182 | 63 | 3,444 | 33,653 | 42,129 | 16,179 | 9,916 | 1,534,114 | 271,419 | 6,544,340 | 15,837,460 | 352,954 |
| Western | 6,948,714 | 12,200 | 31,062 | 69,752 | 9,975 | 5,730 | 2,593 | 4 | 1 | 1,000 | 243,009 | 201,477 | 44,642 | 50,664 | 5,671,487 | 655,273 | 30,601,230 | 54,584,920 | 295,980 |
| Wimmera | 6,364,561 | 6,134 | 915,535 | 111,611 | 72,110 | 79 | 3 | 15 | 805 | 2,601 | 22,589 | 18,169 | 41,636 | 7,598 | 2,572,649 | 17,758,495 | 2,341,094 | 37,762,230 | 550,528 |
| Mallos | 6,963,591 | 6,932 | 1,265,500 | 131,626 | 61,139 | 10 | 5 | 38 | 36,066 | 3,326 | 21,264 | 15,457 | 41,991 | 9,689 | 1,287,874 | 18,154,206 | 3,376,160 | 12,238,688 | 130,005 |
| Northern | 5,499,693 | 11,318 | 473,537 | 89,590 | 28,107 | 86 | 7 | 24 | 1,161 | 24,900 | 111,020 | 98,954 | 63,294 | 51,065 | 2,977,712 | 7,824,355 | 24,455,337 | 29,994,198 | 660,891 |
| North-Eastern | 4,526,137 | 5,252 | 9,065 | 4,738 | 388 | 942 | 1 | 2,161 | 4,478 | 1,686 | 93,318 | 157,171 | 24,752 | 32,357 | 1,517,800 | 56,982 | 20,165,748 | 14,945,575 | 336,696 |
| Gippsland | 5,340,301 | 8,892 | 3,792 | 1,798 | 8,849 | 3,360 | 199 | 14,313 | .. | 1,008 | 213,733 | 196,451 | 30,825 | 86,713 | 1,109,233 | 80,873 | 47,706,045 | 9,829,385 | 88,916 |
| Total for State | 40,653,226 | 72,577 | 2,827,417 | 439,535 | 204,239 | 32,177 | 4,505 | 18,963 | 42,594 | 70,315 | 917,061 | 870,546 | 326,217 | 297,655 | 18,251,870 | 45,054,592 | 164,826,094 | 179,125,626 | 2,752,126 |

Minor Crops of Special Interest—Average: Canary Seed, 760; Chicory, 354; Hops, 173; Tobacco, 2,018; Millet (Broom), 650; Sugar Beet, 4,234; Beans, 835; Grass Seed, 17,452.



| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 19.32 | 1,239,974 | 9.79 | 8,742,139 | 65,529 |
| 1938-39 | 14.39 | 1,122,512 | 12.98 | 11,892,759 | 45,869 |
| 1937-38 | 10.49 | 1,215,564 | 12.49 | 12,761,144 | 42,149 |
| 1936-35 | 6.30 | 1,236,214 | 9.02 | 10,964,181 | 33,042 |
| 1935-34 | 10.32 | 1,268,508 | 13.29 | 13,228,688 | 36,643 |

| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 17.71 | 501,074 | 23.79 | 22,972,132 | 64,511 |
| 1938-39 | 19.41 | 706,529 | 23.41 | 26,165,006 | 59,894 |
| 1937-36 | 17.18 | 800,197 | 24.41 | 28,402,690 | 42,017 |
| 1936-35 | 11.39 | 625,799 | 19.40 | 26,467,179 | 37,611 |
| 1935-34 | 20.33 | 615,335 | 19.49 | 27,764,238 | 46,788 |

| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 19.02 | 414,729 | 21.79 | 27,376,154 | 273,234 |
| 1938-39 | 19.49 | 455,781 | 20.19 | 23,840,708 | 249,614 |
| 1937-36 | 13.70 | 512,066 | 18.49 | 20,484,359 | 235,453 |
| 1936-35 | 9.88 | 487,859 | 9.23 | 21,352,987 | 198,064 |
| 1935-34 | 21.72 | 472,027 | 16.62 | 23,384,138 | 209,974 |

| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 19.14 | 13,842 | 22.44 | 13,301,223 | 109,923 |
| 1938-39 | 19.47 | 17,212 | 19.92 | 13,006,397 | 106,924 |
| 1937-36 | 20.94 | 21,071 | 22.07 | 14,801,282 | 86,814 |
| 1936-35 | 10.02 | 14,065 | 9.55 | 12,876,384 | 68,388 |
| 1935-34 | 27.82 | 13,022 | 19.84 | 15,027,469 | 75,184 |

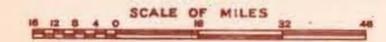
| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 24.02 | 22,042,734 | 302,609 | 1,208,419 | .. |
| 1938-39 | 20.54 | 19,496 | 19.17 | 11,980,495 | 241,909 |
| 1937-36 | 24.59 | 24,568 | 29.12 | 12,162,219 | 202,054 |
| 1936-35 | 16.240 | 13,469 | 15.49 | 12,384,704 | 209,149 |
| 1935-34 | 14.155 | 17.87 | 13,023,070 | 212,701 | 1,201,001 |

| Season | Average Rainfall | Wheat Area | Wheat Average per acre | Wool Total Production | Live Stock |
|---------|------------------|------------|------------------------|-----------------------|------------|
| Inches | Acres | Bushels | lb. | No. | No. |
| 1939-40 | 19.49 | 28,469 | 19.69 | 11,171,143 | 308,579 |
| 1938-39 | 24.02 | 21,797 | 19.83 | 11,158,623 | 295,091 |
| 1937-36 | 26.23 | 26,719 | 24.91 | 12,258,293 | 266,209 |
| 1936-35 | 30.49 | 19,211 | 20.18 | 12,770,383 | 235,298 |
| 1935-34 | 9.068 | 9.23 | 14,943,273 | 220,649 | 1,317,009 |

| Season | Average Rainfall | Wheat | | Live Stock | | |
|---------|------------------|-----------|------------------|-----------------------|-----------|------------|
| | | Area | Average per Acre | Wool Total Production | Cattle | Sheep |
| Inches | Acres | Bushels | lb. | No. | No. | |
| 1939-40 | 26.63 | 2,523,753 | 16.16 | 163,397,895 | 2,091,246 | 17,457,291 |
| 1938-39 | 20.63 | 2,393,827 | 17.90 | 163,048,510 | 2,008,739 | 17,663,103 |
| 1937-36 | 21.02 | 2,686,067 | 17.93 | 178,890,131 | 1,880,429 | 18,962,497 |
| 1936-35 | 16.26 | 2,748,362 | 6.89 | 165,829,182 | 1,697,295 | 17,007,232 |
| 1935-34 | 31.27 | 2,827,417 | 15.93 | 179,125,626 | 1,787,097 | 18,251,870 |

VICTORIA

Location of Butter and Cheese Factories, e.g., @ Orbost; also Statistics of Wheat, Wool, Live Stock, and Rainfall in each District for 5 years; and Agricultural, Dairying, and Pastoral Statistics in detail, for the Season 1939-40.



PART IX.

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. 1 and 2, which were introduced in the House of Representatives on 21st November and 11th December, 1940, 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.

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

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

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

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.

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 schedule at present in operation is known as the Customs Tariff (Canadian Preference) 1934-1939, as proposed to be amended by Customs Tariff (Canadian Preference) Proposals No. 1 of 11th December, 1940.

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.

The *Customs Tariff (Exchange Adjustment) Act 1933-1939* as proposed to be amended by Customs Tariff (Exchange Adjustment) Proposals No. 1 of 11th December, 1940, 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. An abridgment of section 5 of that Act is quoted hereunder:—

Exchange Adjustment.

The duties of Customs (other than primage duty and duty imposed by the *Customs Tariff (Industries Preservation) Act 1921-1922* or any Act amending or in substitution for that Act) which

would, but for the provisions of this Act, be payable on goods to which protective duties apply and which are admissible under the British Preferential Tariff and which are entered for home consumption on or after the fifth day of October, One thousand nine hundred and thirty-three, shall be varied in the following manner :—

(a) Whenever, at the date of exportation of any such goods, Australian currency is depreciated to the extent of not less than sixteen and two-thirds per centum in relation to the currency of the British country from which those goods are imported, a deduction from the amount of duty payable on those goods, in accordance with any law of the Commonwealth for the time being in force imposing Duties of Customs (other than primage duty and duty imposed by the *Customs Tariff (Industries Preservation) Act 1921-1922* or any Act amending or in substitution for that Act) or in accordance with Customs Tariff proposals, shall be made of—

(i) one-fourth of that amount of duty ; or

(ii) twelve and one-half per centum of the value for duty,

whichever is the less ; or

(b) Similarly, if the relative Australian currency is depreciated to the extent of not less than eleven and one-ninth per centum and less than sixteen and two-thirds per centum, the deduction shall be—

(i) one-eighth of that amount of duty ; or

(ii) six and one-quarter per centum of the value for duty,

whichever is the less.

Since the enactment of the *Customs Tariff (Exchange Adjustment) Act 1933*, 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.

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. A limited number of goods, admissible under the Intermediate Tariff, pay primage duties at the rate equivalent to the British Preferential Tariff rate.

The Customs Tariff (Special War Duty) Proposals of 2nd May, 1940, provided for the imposition of a special war duty of customs, on all imported goods other than petroleum and shale products covered by Tariff Item 229 (c), at the rate of ten per centum of the amount of all other duties collected (i.e., customs and primage duties). On 21st November, 1940, unmanufactured tobacco classifiable under Tariff Items 18, 19 and 23, was also exempted from the provisions of the Special War Duty proposals.

**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).

**Excise
Tariff.**

The Excise Tariff in operation is the Excise Tariff 1921-1939 as proposed to be amended by Excise Tariff Proposals Nos. 1 and 2 of 21st November, and 11th December, 1940, respectively. This Tariff relates only to beer, spirits, tobacco, cigars, cigarettes, certain petroleum or shale products, benzol, amylic alcohol, fusel oil, concentrated grape must, playing cards, cigarette tubes, cigarette papers, matches, wine, saccharin, snuff, wireless valves, and carbonic acid gas.

**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.

**Import
Licensing.**

The Customs (Import Licensing) Regulations were promulgated on 1st December, 1939. The regulations prohibit the importation of any goods into the Commonwealth, except under licence.

Important exceptions were, however, made to the general provision. All imports from countries in the sterling area were exempted from the licensing requirements and, subsequently, the exemption was extended to goods originating in other countries with which special monetary arrangements have been made.

At present (i.e., at May, 1941) goods from the following countries may be imported without licences :—

Empire countries (including mandated territories) *except* Canada, Newfoundland, and Hong Kong.

Egypt and the Sudan.

Netherlands Indies.

Belgian Congo and Ruanda-Urundi.

French Equatorial Africa, Cameroons under French Mandate, French Oceania (including New Caledonia), French Establishments in India.

Iceland and the Faroe Islands.

It should be noted, however, that the importation of certain listed products (including aluminium, jute products, metal-working machine tools and tetra-ethyl lead) is prohibited *from all countries*, except under licence. Generally speaking, the importation of these goods is subject to control by the Department of Supply and Development and import licences are granted only to applicants who have first obtained a certificate of approval from that Department.

The degree of restriction applied to imports from non-sterling countries has been progressively increased since the import licensing system was first established. Many classes of less essential goods are subject to a total prohibition, while others are rationed on the basis of a percentage of imports during the pre-war year, 1938-39.

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.

Countries other than Germany and Italy currently (i.e., at May, 1941) listed as "enemy territory" are:—

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 and French Somaliland, Principality of Monaco, Roumania, Bulgaria, Hungary, 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.

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.

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.

Posts, telegraphs, telephones and wireless are under the control of the Postmaster-General of the Commonwealth of Australia. Information given in the following tables refers only to the Victorian activities of the department.

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

VICTORIA—NUMBER OF POST OFFICES AND MAILS.

| Year ended 30th June— | Number of Post Offices.* | Number of Mails†— | |
|-----------------------|--------------------------|-------------------|-----------|
| | | Despatched. | Received. |
| 1936 | 2,531 | 2,465,947 | 2,356,896 |
| 1937 | 2,553 | 2,537,245 | 2,432,689 |
| 1938 | 2,564 | 2,252,009 | 2,130,580 |
| 1939 | 2,572 | 2,281,908 | 2,140,462 |
| 1940 | 2,583 | 2,362,963 | 2,126,363 |

* Excluding "Telephone" offices at which telegraph and telephone business only is transacted, viz., 1935-36, 251; 1936-37, 255; 1937-38, 256; 1938-39, 251; 1939-40, 252.

† Number of Private Bags included in 1935-36 and 1936-37.

Postal Returns—Victoria. Particulars relating to the number of letters, packets, and newspapers dealt with during 1938-39 and 1939-40 are given hereunder.

VICTORIA—NUMBER OF LETTERS, PACKETS, AND NEWSPAPERS DEALT WITH, 1938-39 AND 1939-40.

| Particulars. | 1938-39. | | | 1939-40. | | |
|-----------------------------------|---|-------------|-------------|---|-------------|-------------|
| | 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> | 241,550,500 | 28,278,000 | 269,828,500 | 245,264,300 | 28,712,800 | 273,977,100 |
| <i>Beyond the Commonwealth—</i> | | | | | | |
| Despatched .. | 8,840,200 | 3,644,000 | 12,484,200 | 6,865,800 | 2,830,200 | 9,696,000 |
| Received .. | 9,982,400 | 3,155,400 | 13,137,800 | 5,816,800 | 1,838,700 | 7,655,500 |
| Total .. | 260,373,100 | 35,077,400 | 295,450,500 | 257,946,900 | 33,381,700 | 291,328,600 |

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

VICTORIA—REGISTERED ARTICLES AND PARCELS POST, 1935-36 TO 1939-40.

| 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. |
| 1936 .. | 1,873,910 | 85,082 | 1,958,992 | 126,769 | 1,739,700 | 46,400 | 1,786,100 | 78,700 |
| 1937 .. | 1,966,683 | 101,273 | 2,067,956 | 138,135 | 1,782,200 | 46,300 | 1,828,500 | 76,200 |
| 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 |

* Including Registered Value payable and Duty Parcels.

Dead Letters—Victoria. During 1939-40 there were 262,846 letters, &c., and 136,691 packets, &c., returned direct to writers or delivered; 30,682 letters, &c., and 22,087 packets, &c., were destroyed in accordance with the Post and Telegraph Act; and 12,239 letters, &c., and 4,827 packets, &c., were returned as unclaimed to other countries. Money and valuables to the amount of £30,652 were found in postal articles sent to the Dead Letter Office as undeliverable. Postal articles numbering 9,757 were posted without address, and of that number 217 contained money and valuables to the extent of £848.

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, 1935-36 TO 1939-40.

| Heading. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
|------------------------------------|---|---|---|---|---|
| Number of Money Order Offices open | 780 | 774 | 789 | 796 | 817 |
| Money Orders Issued— | | | | | |
| Inland | { Number .. 447,513 Amount £ 2,689,175 | { Number .. 456,417 Amount £ 2,791,642 | { Number .. 493,551 Amount £ 2,936,766 | { Number .. 507,606 Amount £ 2,973,063 | { Number .. 524,544 Amount £ 3,120,385 |
| Interstate | { Number .. 75,489 Amount £ 384,046 | { Number .. 78,206 Amount £ 400,001 | { Number .. 82,951 Amount £ 412,318 | { Number .. 79,404 Amount £ 413,911 | { Number .. 98,778 Amount £ 438,618 |
| Beyond the Com- monwealth | { Number .. 39,322 Amount £ 104,601 | { Number .. 41,534 Amount £ 109,017 | { Number .. 43,099 Amount £ 114,586 | { Number .. 42,950 Amount £ 109,162 | { Number .. 39,724 Amount £ 77,025 |
| Total | { Number .. 562,324 Amount £ 3,177,822 | { Number .. 576,157 Amount £ 3,300,660 | { Number .. 619,601 Amount £ 3,463,670 | { Number .. 629,960 Amount £ 3,496,136 | { Number .. 663,046 Amount £ 3,636,028 |
| Money Orders Paid— | | | | | |
| Inland | { Number .. 447,605 Amount £ 2,685,090 | { Number .. 475,912 Amount £ 2,796,842 | { Number .. 505,216 Amount £ 2,936,506 | { Number .. 500,928 Amount £ 2,975,157 | { Number .. 524,000 Amount £ 3,140,381 |
| Interstate | { Number .. 142,733 Amount £ 675,280 | { Number .. 145,938 Amount £ 706,128 | { Number .. 142,861 Amount £ 690,744 | { Number .. 148,588 Amount £ 694,418 | { Number .. 150,266 Amount £ 676,588 |
| Beyond the Com- monwealth | { Number .. 28,760 Amount £ 87,238 | { Number .. 30,499 Amount £ 89,557 | { Number .. 30,073 Amount £ 89,606 | { Number .. 42,343 Amount £ 147,907 | { Number .. 25,043 Amount £ 75,877 |
| Total | { Number .. 619,098 Amount £ 3,447,608 | { Number .. 652,349 Amount £ 3,592,527 | { Number .. 678,150 Amount £ 3,716,856 | { Number .. 691,859 Amount £ 3,817,482 | { Number .. 699,309 Amount £ 3,892,846 |
| Postal Notes— | | | | | |
| Issued | { Number .. 6,281,363 Amount £ 2,083,199 | { Number .. 6,091,221 Amount £ 2,075,090 | { Number .. 6,338,041 Amount £ 2,183,188 | { Number .. 6,544,497 Amount £ 2,241,741 | { Number .. 6,476,137 Amount £ 2,232,187 |
| Paid—Issued with- in the State | { Number .. 3,948,072 Amount £ 1,383,811 | { Number .. 3,752,478 Amount £ 1,367,453 | { Number .. 3,825,000 Amount £ 1,416,841 | { Number .. 3,854,165 Amount £ 1,439,992 | { Number .. 3,898,827 Amount £ 1,480,670 |
| Paid — Issued in other States | { Number .. 571,796 Amount £ 216,059 | { Number .. 527,114 Amount £ 211,965 | { Number .. 542,842 Amount £ 220,470 | { Number .. 563,208 Amount £ 228,306 | { Number .. 621,326 Amount £ 242,581 |

Of the money orders issued in 1939-40, 623,322 for £3,559,003 were payable in the Commonwealth of Australia, 4,707 for £9,983 in New Zealand, 24,081 for £38,024 in the United Kingdom, and 10,936 for £29,018 in other countries. The orders paid included 674,266 for £3,816,969 issued in the Commonwealth, 13,198 for £31,705 in New Zealand, 7,809 for £30,815 in the United Kingdom, and 4,036 for £13,357 in other countries.

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

VICTORIA—TELEGRAPH BUSINESS, 1935-36 TO 1939-40.

| Heading. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40 |
|---|------------------|------------------|------------------|------------------|------------------|
| | No. | No. | No. | No. | No. |
| Number of Telegraph Offices (including Railway Telegraph Offices) | 2,411 | 2,435 | 2,452 | 2,453 | 2,474 |
| Telegrams— | | | | | |
| Within the Commonwealth— | | | | | |
| Paid and Collect Telegrams Despatched— | | | | | |
| Ordinary, Urgent and Press | 3,247,835 | 3,457,481 | 3,581,662 | 3,583,095 | 3,736,055 |
| Lettergrams | 52,963 | 47,665 | 38,657 | 33,796 | 37,688 |
| Radiograms | 3,438 | 3,231 | 2,894 | 3,055 | 1,921 |
| Unpaid Telegrams Transmitted— | | | | | |
| Service, Shipping, Meteorological | 215,680 | 229,777 | 253,930 | 299,395 | 306,876 |
| Total | 3,519,916 | 3,738,154 | 3,877,143 | 3,919,341 | 4,082,540 |
| Beyond the Commonwealth— | | | | | |
| Despatched | 233,018 | 253,480 | 248,196 | 245,479 | 238,334 |
| Received | 207,995 | 224,057 | 225,013 | 220,538 | 223,992 |
| Total Number of Telegrams dealt with | 3,960,929 | 4,215,691 | 4,350,352 | 4,385,358 | 4,544,866 |
| Revenue— | £ | £ | £ | £ | £ |
| Telegrams within the Commonwealth | 237,361 | 243,736 | 247,707 | 244,317 | 246,760 |
| Telegrams beyond the Commonwealth | 46,077 | 47,239 | 44,187 | 37,120 | 51,062 |
| Total Revenue received in State .. | 283,438 | 290,975 | 291,894 | 281,437 | 297,822 |

Information relating to the telephone service is given below for the years 1935-36 to 1939-40.

VICTORIA—TELEPHONES, 1935-36 TO 1939-40.

| Heading. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
|--|-------------|-------------|-------------|-------------|-------------|
| | No. | No. | No. | No. | No. |
| Telephone Exchanges .. | 1,651 | 1,663 | 1,682 | 1,680 | 1,685 |
| Public Telephones .. | 2,412 | 2,465 | 2,506 | 2,573 | 2,620 |
| Lines Connected .. | 128,313 | 135,751 | 143,657 | 150,570 | 157,081 |
| Instruments Connected .. | 177,397 | 187,753 | 198,761 | 208,230 | 218,128 |
| Instruments per 1,000 of Population .. | 96·0 | 101·2 | 106·5 | 110·7 | 114·6 |
| Effective—Paid Local Calls— | | | | | |
| (a) Subscribers .. | 132,051,708 | 142,524,028 | 152,305,209 | 166,528,717 | 173,986,478 |
| (b) Public Telephones .. | 8,512,110 | 9,365,548 | 10,078,118 | 10,856,620 | 11,549,253 |
| Trunk Line Calls .. | 9,778,457 | 10,322,172 | 11,007,373 | 11,197,897 | 11,853,346 |

Details of wireless licences issued in each of the years 1935-36 to 1939-40 are shown hereunder. Broadcast listeners' licences issued in Victoria at 30th June, 1940, represented nearly 29 per cent. of the total for Australia (1,212,260).

VICTORIA—WIRELESS LICENCES ISSUED.
1935-36 TO 1939-40.

| Class of Licence. | Number of Licences Issued During— | | | | |
|---------------------------|-----------------------------------|----------------|----------------|----------------|----------------|
| | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
| Coast | 1 | 1 | 1 | 1 | 1 |
| Ship | 90 | 89 | 95 | 96 | 94 |
| Aircraft | 3 | 9 | 14 | 13 | 10 |
| Land | 3 | 3 | 3 | 3 | 4 |
| Broadcasting* | 17 | 18 | 18 | 18 | 19 |
| Broadcast Listeners | 263,414 | 288,717 | 315,406 | 327,579 | 348,158 |
| Experimental | 403 | 481 | 539 | 580 | 106 |
| Portable | 4 | 6 | 5 | 4 | 2 |
| Special | 21 | 25 | 24 | 24 | 28 |
| Total | 263,956 | 289,349 | 316,105 | 328,318 | 348,422 |

* Exclusive of stations operated by the National Broadcasting Service (P.M.G.'s Department):—1935-36, 4; 1936-37, 5; 1937-38, 5; 1938-39, 5; 1939-40, 5.

Particulars concerning the revenue and expenditure of the Post and Telegraph Department in Victoria for the years 1935-36 to 1939-40 are contained in the following table:—

REVENUE AND EXPENDITURE OF POST AND TELEGRAPH DEPARTMENT IN VICTORIA, 1935-36 TO 1939-40.

| Particulars. | 1935-36. | 1936-37. | 1937-38 | 1938-39. | 1939-40. |
|---|-----------|-----------|-----------|-----------|-----------|
| Revenue.* | | | | | |
| | £ | £ | £ | £ | £ |
| Postage | 1,644,847 | 1,697,534 | 1,786,186 | 1,820,005 | 1,856,018 |
| Money Order Commission | } 69,400 | } 69,495 | } 72,897 | } 75,096 | } 74,608 |
| Poundage on Postal Notes | | | | | |
| Private Boxes and Bags .. | 13,194 | 13,640 | 14,099 | 14,512 | 14,465 |
| Miscellaneous | 122,226 | 134,061 | 136,688 | 132,632 | 136,454 |
| Total Postal | 1,849,667 | 1,914,730 | 2,009,870 | 2,042,245 | 2,081,545 |
| Telegraph | 321,752 | 347,910 | 341,796 | 341,182 | 366,780 |
| Radio | 117,660 | 136,048 | 155,926 | 152,629 | 161,422 |
| Telephones | 1,891,547 | 2,066,231 | 2,192,308 | 2,351,611 | 2,487,315 |
| Grand Total† | 4,180,626 | 4,464,919 | 4,699,900 | 4,887,667 | 5,097,062 |
| Expenditure. | | | | | |
| Salaries and Contingencies— | | | | | |
| Salaries and Payments in the | | | | | |
| Nature of Salary | 1,302,031 | 1,322,979 | 1,454,186 | 1,535,967 | 1,594,464 |
| General Expenses | 103,421 | 110,787 | 114,692 | 128,875 | 133,476 |
| Stores and Material | 35,003 | 40,568 | 48,347 | 124,363 | 51,942 |
| Mail Services | 244,544 | 251,898 | 274,692 | 287,392 | 269,599 |
| Engineering Services (other than new works) | 654,197 | 765,050 | 766,423 | 885,459 | 949,018 |
| Pensions and Retiring Allowances | 32,845 | 30,810 | 28,372 | 26,127 | 23,168 |
| Rents, Repairs, Maintenance, Fittings, &c. | 34,146 | 36,551 | 29,318 | 35,204 | 32,902 |
| Proportion of Audit Expenses .. | 2,767 | 2,900 | 2,884 | 3,150 | 3,240 |
| New Works— | | | | | |
| Telegraph, Telephone, and Wireless | 700,253 | 695,650 | 1,009,646 | 1,011,128 | 885,694 |
| New Buildings, &c. | 73,156 | 39,320 | 56,993 | 108,579 | 16,592 |
| Total Expenditure‡ | 3,182,363 | 3,296,513 | 3,785,553 | 4,146,244 | 3,960,095 |

* Including "Central Office" collections.

† Actual collections.

‡ Actual payments.

TRANSPORT.

Under the provisions of the *Transport Regulation Act* 1932, the Transport Regulation Board was appointed by the Governor in Council on 16th February, 1933, for the purposes of securing the improvement and co-ordination of means of 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 and 1935 respectively and the system evolved to implement them is made in previous issues of the *Year-Book*.

Transport
Regulation
Board.

The number of transport licences in force at 30th June, 1940, classified according to the various types of licence issued, are shown hereunder.

VICTORIA—TRANSPORT LICENCES IN FORCE AS AT 30TH JUNE, 1940.

| 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 .. | 644 | EA | Within 25 miles of Melbourne | 4,906 |
| B | Touring Omnibuses .. | 54 | EB | Within 25 miles of Ballarat | 143 |
| C | Special Service Omnibuses | 147 | | Within 25 miles of Bendigo | 134 |
| D | Permanent licences relating to commercial goods vehicles | 2,214 | EC | Within 25 miles of Geelong | 201 |
| | | | | Within 20 miles of the places of business of the owners outside the radius of Melbourne, Ballarat, Bendigo, and Geelong | 4,360 |
| | | | 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 | 599 |
| | | | 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 .. | 21,136 |
| | | | EH | (i) Carrying only 3rd Schedule goods .. | 721 |
| | | | | (ii) Racehorse floats .. | 24 |
| | | | | (iii) Tank wagons carrying only petroleum products | 32 |
| | | | | (iv) Commercial travellers' vehicles registered at the commercial rate of motor registration .. | 393 |
| | | | All other | | 989 |
| | | | Total (Discretionary) .. | 3,059 | Total (As of Right) .. |

The grand total of licences, issued at 30th June, 1940, was 36,697, and the total fees for all licences issued at that date amounted to £17,896.

Under the administration of the Transport Regulation Board, it has been possible to plan an integrated system of road passenger services.

Services to Melbourne from certain areas have been licensed and reliable time-tables instituted therewith.

Stage motor services, closely co-ordinated with railway services, have also been licensed throughout the State. This has permitted new services on thin traffic routes to areas previously isolated.

The facilities for the transportation of goods are not so satisfactory. The legislative scheme associated therewith is briefly stated in the following paragraphs :—

- (a) All motor vehicles employed to carry goods for hire or reward or in the course of trade must be brought under licence.
- (b) Licences are issued automatically for vehicles used for a series of purposes. These licences are the "licences as of right" referred to, and are designated "Ea," "Eb," "Ec," "Ed," "Ee," "Ef," "Eg," and "Eh."
- (c) If the vehicles are to be used for purposes beyond those for which automatic licensing is prescribed, the Board may grant or refuse the application.
- (d) An application will be granted only if the grant can be justified upon reasons of necessity or convenience, taking into consideration, *inter alia*, the adequacy or otherwise of any existing service for the carriage of goods.
- (e) Under the amending *Transport Regulation Act 1935*, no decision of the Board has any force or effect until it has been reviewed by the Governor in Council, who may approve or disapprove of the Board's decision or make any determination in the matter which the Board itself may have made.

Reference to the "discretionary" power of the Board in relation to the transportation of goods will be found in previous *Year-Books*.

Long distance carriers who have been licensed automatically under the "transitory" principle and not upon any basis of necessity or convenience, appear in the records as a separate group. Licences were first issued for a period of two years on 26th July, 1936. A further term of two years expired on 26th July, 1940, but in view of the unsettled conditions existing generally as a result of the war, they have been renewed on this occasion only for a period of twelve months, which will expire on 26th July, 1941.

During 1940, the *Transport Regulation (Compensation) Act, No. 4753*, was passed, under which, by voluntary surrender of licences, these transitory operators became eligible for compensation, subject to the proviso that an application for compensation could be entertained by the Board only if all transitory operators serving the same towns surrendered their licences, that is, providing there was a cessation of long distance general hire and reward carrying to these towns.

As a result of this, a number of long distance hauliers have received or are about to receive compensation, the principal services involved being those operating between Melbourne and Bendigo, Mildura, Kerang, Mansfield, and Yarram respectively.

RAILWAYS.

All railways in Victoria available for general traffic, with the two exceptions referred to on page 367, 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 345.

The succeeding tables relate to the State Railways, the St. Kilda-Brighton and Sandringham-Beamaris 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 366. Motive power in the railways is supplied by steam, electric or motor traction. Steam or motor power is used principally for country passenger and goods traffic, while electric traction 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 No. 4429*, passed by the Victorian Parliament during 1936. This Act provided *inter alia* for the reduction of railway loan liability by the sum of thirty million pounds on the first day of July, 1937, and for the establishment in the Treasury of the "Reduction of Railway Loan Liability Account" to the debit of which account was placed on the same day the said sum of Thirty million pounds. It further provided that a minimum amount of £200,000 shall be appropriated annually for the purposes of the Railways Renewals and Replacements Fund and that additional contributions to this Fund may be made by Parliament. The Act also amended section 102 of Act No. 3759 by providing that there shall not be paid to the Commissioners any moneys in respect of any matter or thing which first arose under the provisions of the above-mentioned section before the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429).

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 was as shown over page.

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC.,
EQUIPMENT AND ROLLING STOCK, 1935-36 TO 1939-40.

| At 30th June— | Railways. | | Electric Tramways. | Road Motor Services. | Total Capital Cost. |
|---------------|-------------------|--|-----------------------|----------------------------|---------------------------|
| | Lines Opened.* | Lines in Progress of Construction. | Lines Opened. | | |
| | £ | £ | £ | £ | £ |
| 1936 | 75,850,652 | 476,954 | 336,460 | 25,318 | 76,689,384 |
| 1937 | 76,361,910 | 481,066 | 336,118 | 24,124 | 77,203,218 |
| 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† |

* Including at 30th June, each year, the cost of surveys for lines not constructed viz.:—
1936, £413,771; 1937, £413,846; 1938, £34†; 1939, £63† and 1940 nil.

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

At 30th June, 1940, the cost of construction of lines open for traffic amounted to £39,405,758, 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, mentioned on page 361 amounted to £47,901,812 at 30th June, 1940. After deducting the value of securities purchased and cancelled from the National Debt Sinking Fund—£2,749,989—the total liability in respect of current loans outstanding at that date was £45,151,823. The annual interest payable on this amount, calculated at the average rate of 3·95 per cent., was £1,783,497.

In addition to the proceeds from loans, funds amounting to £5,786,729 at 30th June, 1940, 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.

The mileage and the traffic of the railways for each of the **Railways traffic.** years 1935-36 to 1939-40 are given in the following table:—

VICTORIA—RAILWAYS—MILEAGE AND TRAFFIC, 1935-36
TO 1939-40.

| Heading. | Year ended 30th June— | | | | |
|--|-----------------------|-------------|-------------|-------------|-------------|
| | 1936. | 1937. | 1938. | 1939. | 1940. |
| Miles Constructed .. | 4,777·47 | 4,777·47 | 4,777·47 | 4,815·67 | 4,815·59 |
| „ Dismantled .. | 37·63 | 37·63 | 37·63 | 37·63 | 37·63 |
| „ Closed to Traffic .. | 11·47 | 11·47 | 11·47 | 11·47 | 11·47 |
| „ Open for Traffic .. | 4,728·37 | 4,728·37 | 4,728·37 | 4,766·57 | 4,766·49 |
| Vehicle Mileage .. | 17,345,725 | 18,171,670 | 18,889,686 | 18,875,525 | 18,032,670 |
| Passenger Journeys .. | 145,817,559 | 147,744,433 | 144,051,267 | 148,543,244 | 151,279,927 |
| Goods and Live Stock Carried (Tons)* .. | 6,438,635 | 6,837,872 | 7,273,422 | 5,989,557 | 6,202,458 |

* Figures relating to Road Motor Services are included as follows:—14,541 tons in 1935-36, 14,910 tons in 1936-37, 15,953 tons in 1937-38, 13,704 tons in 1938-39, and 15,469 tons in 1939-40.

The tonnage (6,202,458) of goods and live stock carried during 1939-40, represented an increase of 212,901 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
1935-36 TO 1939-40.**

| Heading. | Year ended 30th June— | | | | |
|--|-----------------------|-------------------|------------------|------------------|------------------|
| | 1936. | 1937. | 1938. | 1939. | 1940. |
| | £ | £ | £ | £ | £ |
| Revenue— | | | | | |
| Passenger, &c., Business— | | | | | |
| Passenger Fares | 3,775,587 | 3,869,853 | 3,745,247 | 3,918,072 | 4,097,300 |
| Parcels, &c. | } 416,721 | } 425,367 | } 357,196 | 331,221 | 319,381 |
| Other | | | | 100,672 | 99,361 |
| Goods, &c., Business— | | | | | |
| Goods | 3,981,950 | 4,278,187 | 4,275,515 | 3,621,893 | 3,986,847 |
| Live Stock | 722,533 | 690,933 | 608,265 | 606,299 | 539,551 |
| Minerals | 78,064 | 73,213 | 73,741 | 60,703 | 61,422 |
| Other | .. | .. | .. | .. | 63,997 |
| Miscellaneous— | | | | | |
| Dining Car and Refreshment Services | 321,920 | 341,864 | 346,862 | 370,984 | 408,381 |
| Sale of Electrical Power | 30,945 | 34,754 | 39,454 | 41,030 | 44,323 |
| Rentals | 137,958 | 136,221 | 139,334 | 140,052 | 144,900 |
| Book Stalls | 64,036 | 66,494 | 68,327 | 72,594 | 77,478 |
| Advertising | 38,188 | 40,070 | 37,876 | 38,045 | 35,475 |
| Other* | 201,561 | 264,047 | 39,466 | 58,764 | 64,032† |
| Total | 9,769,463 | 10,221,003 | 9,809,158 | 9,360,329 | 9,942,448 |
| Expenditure— | | | | | |
| Working Expenses— | | | | | |
| Way and Works | 1,532,041 | 1,638,697 | 1,786,377 | 1,523,840 | 1,728,950 |
| Rolling Stock | 2,340,828 | 2,499,843 | 2,645,898 | 2,584,629 | 2,686,950 |
| Transportation | 2,201,131 | 2,305,865 | 2,569,196 | 2,742,199 | 2,714,934 |
| Electrical Engineering Branch Stores Branch | 201,471 | 221,943 | 248,194 | 280,262 | 330,263 |
| Pensions and Gratuities | 98,824 | 106,009 | 121,524 | 126,564 | 125,837 |
| Payment to the Superannua- tion Fund | 133,604 | 143,902 | 123,292 | 113,921 | 103,649 |
| Contribution to Railway Re- newals and Replacements Fund | 356,569 | 360,498 | 361,697 | 370,363 | 379,885 |
| Repayment to Public Account (Act No. 4499) | .. | .. | 250,000 | 225,000 | 200,000 |
| Other | 199,363 | 212,145 | 239,508 | 260,146 | 249,112 |
| Total Working Expenses | 7,063,831 | 7,488,902 | 8,345,686 | 8,276,924 | 8,569,580 |

* Including recoups, &c., of loss resulting from the working of certain lines, viz. :—
1935-36, £166,162; 1936-37, £220,038; 1937-38, Nil; 1938-39, Nil; 1939-40, Nil.

† Including recoup on account of reduction outer suburban fares, £42,000.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE, 1935-36
TO 1939-40—continued.

| Heading. | Year ended 30th June— | | | | |
|---|-----------------------|------------|------------|------------|------------|
| | 1936. | 1937. | 1938. | 1939. | 1940. |
| | £ | £ | £ | £ | £ |
| <i>Less Charged to—</i> | | | | | |
| Unemployment Relief Funds .. | 137,871 | 162,061 | 148,233 | 119,302 | 155,193 |
| Federal Aid Roads and Works Grant | .. | .. | .. | 20,000 | .. |
| Commonwealth Defence Works (Unemployment Relief) Account | .. | .. | .. | .. | 8,213 |
| Deferred Renewals Replacements, etc., Act No. 4672, Item 5 .. | .. | .. | .. | .. | 273,000 |
| Public Account Advances Act, No. 4499 .. | .. | .. | 297,400 | .. | .. |
| Working Expenses Charged to Railway Revenue .. | 6,925,960 | 7,326,841 | 7,900,053 | 8,137,622 | 8,133,174 |
| Net Revenue .. | 2,843,503 | 2,894,162 | 1,909,105 | 1,222,707 | 1,809,274 |
| Debt Charges— | | | | | |
| Interest Charges and Expenses* | 3,046,863 | 3,019,221 | 1,846,972 | 1,866,062 | 1,886,413 |
| Exchange on Interest Payments and Redemption | 302,945 | 301,017 | 184,651 | 188,693 | 197,438 |
| Contribution to National Debt Sinking Fund | .. | .. | 119,435 | 120,018 | 121,624 |
| Deficit for year .. | 506,305 | 426,076 | 241,953 | 952,066 | 396,201 |
| Proportion of Working Expenses to Revenue .. | % 70·89 | % 71·68 | % 80·54 | % 86·94 | % 81·80 |

* Including Loan Conversion Expenses.

The revenue for 1939-40 increased by £582,119 as compared with that for 1938-39. Passenger business increased by £166,077, and goods, &c., business increased by £298,925. Total working expenses increased by £292,656 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, 1935-36 TO 1939-40.

| Heading. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40 |
|--|----------|----------|----------|----------|---------|
| Average Number of Miles Open for Traffic | 4,728 | 4,728 | 4,728 | 4,762 | 4,766 |
| | £ | £ | £ | £ | £ |
| Gross Earnings per Mile .. | 2,066 | 2,162 | 2,075 | 1,966 | 2,086 |
| Working Expenses per Mile .. | 1,465 | 1,550 | 1,671 | 1,709 | 1,706 |
| Net Revenue per Mile .. | 601 | 612 | 404 | 257 | 380 |

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

Capital cost of Railways Rolling-stock. At 30th June, 1940, the capital cost of the broad-gauge rolling-stock after being written down in accordance with Act No. 4429 of 1936 was £6,544,248 of the narrow-gauge £28,928, of the electric street tramway £14,745, and of the road motor coaches and trucks £11,009.

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., 1935-36 TO 1939-40.

| Year ended 30th June— | Number of Employees at end of Year. | | | Amount of Salaries and Wages Paid during Year. |
|-----------------------|-------------------------------------|----------------|--------|--|
| | Permanent. | Supernumerary. | Total. | |
| 1936 .. | 16,520 | 6,028 | 22,548 | £ 4,901,932* |
| 1937 .. | 16,190 | 6,969 | 23,159 | 5,191,286* |
| 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 |

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

* Excludes payments on account of staff on loan to other departments.

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

The results of operating the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways for 1939-40 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, 1939-40.

(Under the control of the Railways Commissioners.)

| Heading. | St. Kilda-Brighton Electric Tramway. | Sandringham- Beaumaris Electric Tramway. | Total. |
|---|---|--|-----------|
| Average Mileage of Tramway | | | |
| Worked | 5.18 | 2.42 | 7.60 |
| Car Mileage | 503,144 | 117,742 | 620,886 |
| Number of Passengers Carried .. | 4,417,948 | 1,060,221 | 5,478,169 |
| | £ | £ | £ |
| Gross Revenue | 44,131 | 10,014 | 54,145 |
| Working Expenses | 37,229 | 7,665 | 44,894 |
| Interest Charges, &c. | 4,436* | 2,235† | 6,671 |
| Net Profit | 2,466 | 114 | 2,580 |
| Capital Expenditure at 30th June, 1940, as written down under Act 4429 of 1936— | £ | £ | £ |
| Construction of Lines | 86,434 | 38,655 | 125,089 |
| Rolling Stock | 9,442 | 5,303 | 14,745 |
| Total | 95,876 | 43,958 | 139,834 |

* Including exchange on interest payments and redemptions, £384.

† Including exchange on interest payments and redemptions, £193.

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, 1937-38 TO 1939-40.

(Under the control of the Railways Commissioners.)

| Heading. | 1937-38. | 1938-39. | 1939-40. |
|---|----------|-----------|-----------|
| Car Mileage No. | 333,454 | 347,531 | 403,814 |
| Passenger Journeys | 856,845 | 1,009,784 | 1,152,683 |
| Gross Revenue— | £ | £ | £ |
| Passenger Service | 7,775 | 9,646 | 11,756 |
| Goods Service | 12,715 | 12,948 | 14,955 |
| Working Expenses | 24,738 | 28,749 | 29,871 |
| Interest Charges* | 710 | 688 | 802 |
| Net Loss | 4,958 | 6,843 | 3,962 |
| Capital Expenditure at end of Year (less depreciation written off) | 16,599 | 23,381 | 18,144 |

* Including exchange on interest payments and redemptions, £60 in 1937-38, £58 in 1938-39 and £69 in 1939-40.

Railway accidents.

1939-40.

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 1938-39 and 1939-40.

VICTORIA—RAILWAY ACCIDENTS, 1938-39 AND 1939-40.

| Nature of Accident. | 1938-39. | | 1939-40. | |
|---|----------|----------|----------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. |
| Train Accidents— | | | | |
| Passengers | .. | 7 | .. | .. |
| Employees | 1 | 2 | .. | 4 |
| Accidents on Line (other than Train Accidents)— | | | | |
| Passengers | 5 | 222 | 1 | 173 |
| Employees | .. | 39 | 3 | 91 |
| Shunting Accidents— | | | | |
| Passengers | .. | 2 | .. | .. |
| Employees | 3 | 142 | .. | 76 |
| Other Persons | .. | 5 | 1 | 4 |
| Employees proceeding to or from Duty | .. | 1 | .. | .. |
| Accidents to Persons at Crossings .. | 24 | 37 | 13 | 21 |
| Trespassers | 15 | 9 | 18 | 4 |
| Total | 48 | 466 | 36 | 373 |
| Compensation, Damages, &c., Paid | £ 11,748 | | £ 14,908 | |

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, 1940, cost £41,923 for construction and equipment. During the year ended 30th September, 1940, the gross receipts were £5,044 and the working expenses, excluding interest, £4,969. The train mileage for the same year was 11,320, the number of passenger journeys 3,950, and the tonnage of goods and live stock carried 11,498.

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 1939-40 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, 1940, 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 £439 and £2,350 respectively. The train mileage for the year between Powelltown and Yarra Junction was 5,280, and goods carried amounted to 5,000 tons.

TRAMWAYS.

The various tramway systems in the State at 30th June, 1940 (excluding those under the control of the Railways Commissioners) comprised 7·894 miles of cable lines double track, and 158·854 miles of electric lines, of which 128·186 miles were double, and 30·668 miles single track.

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 they are included under the heading "Railways," page 361, and "All Victorian Tramways," page 371.

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

VICTORIAN TRAMWAYS, 1935-36 TO 1939-40.

(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. | | | | | | |
| 1935-36 | 140·539 | 29·321 | 23,807,660 | 181,300,917 | £ 2,118,001 | £ 1,302,003 | 986 | 4,010 |
| 1936-37 | 139·554 | 28·023 | 24,407,064 | 186,616,911 | 2,188,939 | 1,372,443 | 929 | 4,788 |
| 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 |

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, 1940, 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 and electric systems under the control of the Melbourne and Metropolitan Tramways Board for each of the last five years are given hereunder.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1935-36,
TO 1939-40.

| Financial Year | Track Open. | | Tram Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons employed |
|----------------|-------------|---------|---------------|---------------------|-------------------|-------------------|----------------|------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | Miles. | No. | £ | £ | No. | No. |
| 1935-36 | 131·299 | 5·821 | 22,234,804 | 172,991,695 | 2,040,063 | 1,211,542 | 915 | 4,670 |
| 1936-37 | 130·084 | 4·663 | 22,836,418 | 178,505,695 | 2,112,922 | 1,279,541 | 858 | 4,565 |
| 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 |

Melbourne and Metropolitan Tramways Board—Separate Systems. 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 1938-39 and 1939-40.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1938-39
AND 1939-40.

| System. | Track Open. | | Tram/Bus Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons employed. |
|---------------|-------------|---------|-------------------|---------------------|-------------------|-------------------|----------------|-------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | Miles. | No. | £ | £ | No. | No. |
| 1938-39. | | | | | | | | |
| Cable .. | 7·894 | .. | 2,452,155 | 20,826,544 | 208,999 | 170,769 | 191 | 475 |
| Electric .. | 119·450 | 5·915 | 20,528,365 | 161,267,858 | 1,967,909 | 1,247,685 | 670 | 4,008 |
| Motor Omnibus | 48·616 | .. | 2,164,930 | 11,911,439 | 128,038 | 98,263 | 113 | 331 |
| 1939-40. | | | | | | | | |
| Cable .. | 7·894 | .. | 2,106,568 | 17,771,590 | 179,814 | 145,488 | 174 | 457 |
| Electric .. | 118·746 | 6·598 | 20,654,870 | 167,510,764 | 2,050,641 | 1,313,164 | 688 | 4,029 |
| Motor Omnibus | 49·620 | .. | 2,971,410 | 17,873,644 | 192,179 | 139,841 | 115 | 388 |

The total traffic receipts of the Tramways Board during 1939-40 amounted to £2,422,634. There was also additional revenue from advertising, rents, &c., viz.:—£387 from cable tramways, £11,089 (including Municipal Guarantee, £2,965) from electric tramways and £489 from motor omnibuses, making a gross revenue for the year of £2,434,599.

The gross surplus for the year—£833,141 was made up as follows:—Cable Tramways, £34,713, Electric Tramways, £745,601, and Motor Omnibuses, £52,827. From this sum interest on loans, rates, &c., amounting to £297,387 were paid, leaving an amount of £535,754, from which appropriations were made as follows:—Victorian Consolidated Revenue, £106,346; Renewals Reserve Account, £325,939; Loan Redemption and Sinking Fund Accounts, £100,785. There was a net surplus of £5,649.

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, 1940, amounted to £2,205,985. This amount was allocated as follows:—Fire Brigades Board, £1,094,428; Licensing Fund, £435,251; and Infectious Diseases Hospital, £676,306. 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, 1940, the capital cost of the tramways vested in the Tramways Board, allowing for writing off of obsolete assets, amounted to £8,749,802, of which £461,842 was expended on cable tramways, £7,778,354 on electric tramways, and £509,606 on motor omnibuses.

In the next statement comparisons are made between the cable, electric, and bus systems operated by the Tramways Board, the receipts per mile, the cost of working, &c., being shown for the year 1939-40.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD
TRAFFIC RECEIPTS, WORKING EXPENSES, ETC.
PER MILE, ETC. 1939-40.

| 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> | Miles. |
| Cable .. | 20·486 | 11,338 | 2·428 | 80·737 | 16·575 | 1·006 |
| Electric .. | 23·827 | 8,293 | 2·938 | 63·784 | 15·258 | ·911 |
| Bus .. | 15·522 | 1,937 | 2·581 | 72·581 | 11·295 | ·823 |

**Tramways
in Extra-
Metropolitan
Cities.**

The cities, other than the metropolis, having tramway systems are :—Ballarat, with 13·84 miles of electric lines (2·33 double and 11·51 single track) ; Bendigo, with 7·87 miles of electric lines (2·40 double and 5·47 single track) ; and Geelong, with 11·80 miles of electric 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, 1935-36 TO 1939-40.

| Financial Year. | Track Open. | | Tram Mileage. | Passenger Journeys. | Traffic Receipts. | Working Expenses. | Rolling-stock. | Persons employed |
|-----------------|-------------|---------|---------------|---------------------|-------------------|-------------------|----------------|------------------|
| | Double. | Single. | | | | | | |
| | Miles. | Miles. | | | | | | |
| 1935-36 | 9·24 | 23·50 | 1,572,856 | 8,303,222 | 77,938 | 90,461 | 71 | 240 |
| 1936-37 | 9·47 | 23·36 | 1,571,546 | 8,111,216 | 76,017 | 92,902 | 71 | 223 |
| 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 |

**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, 1938-39 AND 1939-40.

| Heading. | | | 1938-39. | 1939-40. |
|------------------------------------|--------|----------|-----------|-----------|
| Route Mileage Open— | Double | .. miles | 144·464 | 143·680 |
| | Single | .. miles | 29·865 | 30·668 |
| | Total | .. miles | 174·329 | 174·348 |
| Cost of Construction and Equipment | | £ | 8,577,787 | 8,575,188 |
| Gross Revenue— | | | | |
| Traffic Receipts | | £ | 2,308,766 | 2,362,334 |
| Other | | £ | 15,913 | 11,953 |
| Total Revenue | | £ | 2,324,679 | 2,374,287 |

ALL VICTORIAN TRAMWAYS, 1938-39 AND 1939-40—*continued.*

| Heading. | 1938-39. | 1939-40. |
|--|-------------|-------------|
| Working Expenses £ | 1,593,303 | 1,630,525 |
| Net Earnings £ | 731,376 | 743,762 |
| Interest, &c. £ | 241,245 | 234,962 |
| Statutory Charges, Rates, &c. .. £ | 542,203 | 571,315 |
| Net Loss after Paying Working Expenses, Interest, &c., Statutory Charges, Rates, &c. £ | 52,072 | 62,515 |
| Tram Miles Run miles | 25,255,355 | 25,011,598 |
| Passenger Journeys No. | 196,024,350 | 199,405,459 |
| Staff Employed— | | |
| Salaried No. | 683 | 694 |
| Wages No. | 4,144 | 4,141 |
| Total Staff No. | 4,827 | 4,835 |
| Rolling Stock No. | 960 | 956 |

LICENSED VEHICLES.

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 1939-40 were as follows :—

| Description. | Number Licensed. | Amount Received. |
|--|------------------|------------------|
| Horse-drawn vehicles— | | £ |
| Wagonettes (22), Owners (16) | 38 | } 29 |
| Hackney Carriage Drivers | 24 | |
| Carters (for conveyance of goods) | 1,214 | 174 |
| Motor Vehicles— | | |
| Motor Omnibuses | 291 | 840 |
| Taxi-cabs | 550 | } 3,106 |
| Private Hire Cars | 399 | |
| Motor Cabs | 69 | |
| Chars-a-banc | 42 | |
| Other | 64 | |
| Hackney Carriage Motor Car Owners | 730 | } 2,930 |
| Hackney Carriage Motor Car Drivers | 2,930 | |
| Total Revenue | .. | 4,149 |

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 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, 1935-36 to 1939-40, are shown in the following table:—

VICTORIA—REGISTRATIONS OF MOTOR VEHICLES, ETC.,
DRIVERS' LICENCES, ETC., ISSUED, 1935-36 TO 1939-40.

| Heading. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| | No. | No. | No. | No. | No. |
| Motor Vehicles— | | | | | |
| Private Cars .. | 141,205 | 135,833 | 143,015 | 151,130 | 153,979 |
| Commercial Vehicles .. | 36,956 | 31,771 | 32,995 | 33,901 | 34,591 |
| Hire Cars .. | 2,125 | 2,052 | 2,164 | 2,261 | 2,358 |
| Primary Producers' .. | 13,220* | 36,904 | 44,579 | 47,427 | 49,549 |
| Omnibuses .. | 324 | 350 | 369 | 438 | 435 |
| Traction Engines .. | 252 | 268 | 338 | 339 | 220 |
| Trailers .. | 2,650 | 3,341 | 4,217 | 4,668 | 5,132 |
| Motor Cycles .. | 26,095 | 26,663 | 27,333 | 26,698 | 25,765 |
| Drivers' Licences .. | 289,486 | 315,826 | 340,438 | 358,417 | 370,838 |
| Dealers' Licences .. | 405 | 472 | 499 | 486 | 438 |
| Transfers .. | 96,088 | 106,880 | 127,000 | 123,392 | 110,674 |
| | £ | £ | £ | £ | £ |
| Total Revenue Received† | 1,554,922 | 1,647,223 | 1,794,652 | 1,886,794 | 1,939,735 |

* Registration of primary producers' vehicles, available only from 1st January, 1936. They were included previously with commercial vehicles.

† 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 1939-40 were in respect of:—Motor cars, £1,775,241; Motor cycles, £29,116; and Drivers' licences, £92,972.

In the next statement, details relating to new registrations and renewals of registration of motor cars and motor cycles are shown for the years 1938-39 and 1939-40 respectively.

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

| Vehicles. | 1938-39. | | | 1939-40. | | |
|---------------------|--------------------|-------------------|--------------------------------------|--------------------|-------------------|--------------------------------------|
| | New Registrations. | | Renewals of Registra- tion. | New Registrations. | | Renewals of Registra- tion. |
| | New Vehicles. | Used Vehicles. | | New Vehicles. | Used Vehicles. | |
| | No. | No. | No. | No. | No. | No. |
| Motor Cars— | | | | | | |
| Private | 15,249 | 13,718 | 122,164 | 11,503 | 14,489 | 127,987 |
| Commercial and Hire | 3,953 | 3,459 | 28,750 | 3,494 | 3,588 | 29,867 |
| Primary Producers' | 2,494 | 3,277 | 41,656 | 2,344 | 3,681 | 43,524 |
| Motor Cycles .. | 2,140 | 4,787 | 19,771 | 1,317 | 5,202 | 19,246 |

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 recorded as connected with "Methods of Transport," shown in Part III, "Vital Statistics" of this *Year-Book*, page 126.

VICTORIA—NUMBER OF TRAFFIC ACCIDENTS, NUMBER OF
PERSONS AFFECTED, 1940.

| 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 | 1,496 (1,537) | 62 (53) | 1,630 (1,650) | 3,315 (4,087) | 4,811 (5,624) |
| Metropolitan Area (excluding City of Melbourne) | 3,805 (3,856) | 195 (209) | 4,212 (4,244) | 5,462 (5,832) | 9,267 (9,688) |
| Total—Metropolitan Area .. | 5,301 (5,393) | 257 (262) | 5,842 (5,894) | 8,777 (9,919) | 14,078 (15,312) |
| Remainder of State | 1,869 (1,705) | 203 (218) | 2,489 (2,180) | 2,475 (2,462) | 4,344 (4,167) |
| Grand Total | 7,170 (7,098) | 460 (480) | 8,331 (8,074) | 11,252 (12,381) | 18,422 (19,479) |

Note.—Figures in parentheses relate to the year 1939.

In the table which follows traffic accidents during 1940 have been classified according to the description of male and female victims.

VICTORIA—TRAFFIC ACCIDENTS—PARTICULARS OF
PERSONS KILLED OR INJURED, 1940.

| Description. | Males. | | Females. | | Total. | |
|---|---------|----------|----------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. | No. | No. |
| Pedestrian | 91 | 1,435 | 52 | 881 | 143 | 2,316 |
| Driver of motor vehicle other than motor cycle | 64 | 923 | 4 | 75 | 68 | 998 |
| Driver of motor cycle | 61 | 1,014 | .. | 5 | 61 | 1,019 |
| Passenger—motor car, truck, bus, &c. | 59 | 903 | 30 | 897 | 89 | 1,800 |
| Passenger—motor cycle, side car .. | 5 | 29 | .. | 22 | 5 | 51 |
| Pillion rider | 13 | 148 | 3 | 70 | 16 | 218 |
| Pedal cyclist | 56 | 1,431 | 4 | 208 | 60 | 1,639 |
| Riding tandem or on handle or bar of bicycle | .. | 20 | .. | 12 | .. | 32 |
| Tram passenger | 3 | 34 | .. | 43 | 3 | 77 |
| Driver or passenger of horse-drawn vehicle | 8 | 118 | 2 | 17 | 10 | 135 |
| Equestrian | 3 | 12 | .. | 2 | 3 | 14 |
| Other | 2 | 29 | .. | 3 | 2 | 32 |
| Total | 365 | 6,096 | 95 | 2,235 | 460 | 8,331 |

Particulars of victims of traffic accidents during 1940 are shown according to age and sex in the following statement:—

VICTORIA—TRAFFIC ACCIDENTS—SEX AND AGE OF
PERSONS KILLED OR INJURED, 1940.

| Age Group. | Males. | | Females. | | Total. | |
|---------------------|---------|----------|----------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | No. | No. | No. | No. | No. | No. |
| 0-4 | 5 | 104 | 4 | 66 | 9 | 170 |
| 5-9 | 8 | 298 | 7 | 147 | 15 | 445 |
| 10-14 | 15 | 412 | 3 | 149 | 18 | 561 |
| 15-19 | 30 | 782 | 5 | 323 | 35 | 1,105 |
| 20-29 | 108 | 1,743 | 12 | 462 | 120 | 2,205 |
| 30-39 | 60 | 824 | 7 | 235 | 67 | 1,059 |
| 40-49 | 40 | 663 | 11 | 256 | 51 | 919 |
| 50-59 | 46 | 522 | 11 | 215 | 57 | 737 |
| 60 and over | 48 | 504 | 33 | 278 | 81 | 782 |
| Not stated | 5 | 244 | 2 | 104 | 7 | 348 |
| Total | 365 | 6,096 | 95 | 2,235 | 460 | 8,331 |

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, 1940.

| Stated Cause. | Number of Accidents. | | |
|---|----------------------|----------------------------|--------------|
| | Fatal. | Non-fatal with Injured. | Total. |
| Driver or Rider— | | | |
| Skidding on roadway | 24 | 254 | 278 |
| Failure to exercise care at intersection .. | 14 | 434 | 448 |
| Excessive speed | 19 | 144 | 163 |
| Not keeping to left | 27 | 196 | 223 |
| Swerving to avoid vehicle or other object | 5 | 174 | 179 |
| Stopping or turning in front of other vehicle or leaving kerb without warning | 10 | 247 | 257 |
| Level Crossing | 3 | 4 | 7 |
| Rounding corner carelessly or on wrong side | 2 | 35 | 37 |
| Obscured vision | 8 | 168 | 176 |
| Failing to give right of way | 9 | 111 | 120 |
| Dazzled by sun or light | 9 | 125 | 134 |
| Breaking traffic regulations or failing to obey traffic officer's signal | 4 | 101 | 105 |
| Careless, negligent, or inefficient driving .. | 74 | 1,013 | 1,087 |
| Hit and run motorist | 10 | 99 | 109 |
| Error of judgment | 16 | 719 | 735 |
| All other | 16 | 148 | 164 |
| Total | 250 | 3,972 | 4,222 |
| Vehicle— | | | |
| Defective mechanism and/or tyres | 8 | 159 | 167 |
| No lights | 8 | 45 | 53 |
| Other | .. | 5 | 5 |
| Total | 16 | 209 | 225 |
| Passenger— | | | |
| Alighting from moving vehicle | 1 | 49 | 50 |
| Falling " " " " | 1 | 11 | 12 |
| Total | 2 | 60 | 62 |
| Pedestrian— | | | |
| Walking or running on roadway, or crossing without care | 58 | 756 | 814 |
| Boarding vehicle in motion | .. | 33 | 33 |
| Stepping on to road without care | 4 | 41 | 45 |
| Other | 25 | 804 | 829 |
| Total | 87 | 1,634 | 1,721 |
| Other— | | | |
| Horses shying, bolting, or stumbling | 3 | 38 | 41 |
| Other (including not known) | 69 | 830 | 899 |
| Total | 72 | 868 | 940 |
| Grand Total | 427 | 6,743 | 7,170 |

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, 1936 TO 1940.

| Vehicle, &c. | 1936. | | 1937. | | 1938. | | 1939. | | 1940. | |
|------------------------------|---------|----------|---------|----------|---------|----------|---------|----------|---------|----------|
| | Killed. | Injured. |
| Pedal Cycle .. | No. 20 | No. 326 | No. 16 | No. 382 | No. 14 | No. 336 | No. 12 | No. 310 | No. 14 | No. 331 |
| Motor Bus .. | 2 | 56 | 7 | 74 | 8 | 53 | 4 | 60 | 6 | 85 |
| Motor Car, Truck, &c. .. | 308 | 6,139 | 341 | 5,931 | 356 | 6,239 | 400 | 6,826 | 377 | 6,915 |
| Motor Cycle .. | 28 | 606 | 35 | 650 | 28 | 645 | 40 | 606 | 41 | 707 |
| Train—Electric and Steam* .. | 22 | 13 | 3 | 2 | 2 | 1 | 3 | 2 | 3 | 1 |
| Tram—Electric and Cable .. | 10 | 172 | 9 | 149 | 10 | 148 | 14 | 155 | 8 | 155 |
| Other Vehicle .. | 9 | 45 | 9 | 40 | 8 | 36 | 2 | 29 | 7 | 33 |
| Pedestrian† .. | .. | 6 | 2 | 40 | 3 | 52 | 3 | 77 | 2 | 96 |
| Horse .. | 5 | 12 | 5 | 10 | 4 | 13 | 2 | 9 | 2 | 8 |
| Total .. | 404 | 7,375 | 427 | 7,278 | 433 | 7,523 | 480 | 8,074 | 460 | 8,331 |

* The figures for 1937, 1938 1939, and 1940 relate to those accidents which occurred at level crossings only.

† Different method of classification 1937 and onwards.

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, 1939 AND 1940.

| Type of Vehicle &c., Involved. | 1939. | | | 1940. | | |
|--------------------------------|-----------------------|----------------|-----------------|-----------------------|----------------|-----------------|
| | Number of Accidents.* | Number Killed. | Number Injured. | Number of Accidents.* | Number Killed. | Number Injured. |
| Motor Car .. | 5,119 | 333 | 5,996 | 5,047 | 287 | 6,047 |
| Motor Van .. | 201 | 7 | 251 | 182 | 10 | 204 |
| Motor Truck, Lorry .. | 838 | 88 | 974 | 866 | 97 | 1,007 |
| Motor Bus .. | 84 | 5 | 123 | 103 | 9 | 121 |
| Motor Cycle .. | 1,415 | 88 | 1,575 | 1,454 | 94 | 1,668 |
| Pedal Cycle .. | 1,912 | 74 | 1,910 | 1,798 | 62 | 1,847 |
| Tram—Electric and Cable .. | 219 | 19 | 221 | 209 | 19 | 231 |
| Tram—Electric and Steam .. | 20 | 16 | 13 | 18 | 12 | 11 |
| Horse-drawn Vehicle .. | 183 | 9 | 210 | 191 | 12 | 220 |
| Horse .. | 26 | 3 | 26 | 22 | 3 | 19 |
| Pedestrian .. | 2,251 | 180 | 2,191 | 2,350 | 144 | 2,365 |
| Other .. | .. | .. | .. | 1 | .. | 1 |

* 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 62 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 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 345 of this *Year-Book*.

VICTORIA—CIVIL AIRCRAFT, 1935-36 TO 1939-40.

| Particulars. | At 30th June— | | | | |
|---|---------------|-----------|-----------|-----------|-----------|
| | 1936. | 1937. | 1938. | 1939. | 1940. |
| Registered Owners | 28 | 22 | 36 | 38 | 28 |
| Registered Aircraft | 51 | 45 | 70 | 70 | 58 |
| Licensed Pilots— | | | | | |
| Private | 181 | 172 | 216 | 268 | (a) |
| Commercial | 57 | 84 | 104 | 107 | (a) |
| Licensed Ground Engineers | 76 | 92 | 134 | 164 | (a) |
| Licensed Navigators | 2 | 5 | 12 | 16 | (a) |
| Licensed Aircraft Radio Telephone Operators | 1 | 4 | 5 | .. | .. |
| Aerodromes— | | | | | |
| Government | 2 | 2 | 2 | 4 | 5 |
| Public | 19 | 18 | 18 | 18 | 19 |
| Government Emergency Ground .. | 10 | 11 | 11 | 10 | 8 |
| | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
| Flights carried out | 27,110 | 37,674 | 39,920 | 39,736 | 34,270 |
| Hours flown | 8,464 | 19,860 | 37,042 | 41,268 | 33,169 |
| Approximate Mileage | 637,473 | 2,081,355 | 4,439,191 | 5,089,412 | 3,770,979 |
| Passengers Carried— | | | | | |
| Paying | 15,618 | 38,528 | 72,380 | 70,887 | 64,613 |
| Non-paying | 3,710 | 5,368 | 8,154 | 8,074 | 6,297 |
| Total Passengers Carried | 19,328 | 43,896 | 80,534 | 78,961 | 70,910 |
| Goods, Weight Carried lb. | 19,409 | 204,919 | 557,836 | 850,286 | 863,567 |
| Mails, Weight Carried lb. | 11,106 | 33,703 | 51,861 | 65,270 | 63,285 |
| Accidents— | | | | | |
| Persons Killed | 3 | 2 | 1 | 21 | 3 |
| Persons Injured | 1 | 6 | 2 | 10 | 1 |

(a) Not available.