

## CHAPTER VI.

### TRANSPORT AND COMMUNICATION.

NOTE.—The statistics in this chapter cover the years 1952–53 and, where possible, 1951–52. In some cases, however, space does not permit of the inclusion of figures for 1951–52. These will be found in *Transport and Communication Bulletin* No. 43 unless otherwise specifically indicated.

#### A. SHIPPING.

##### § 1. System of Record.

In the system of recording statistics of oversea shipping, Australia is considered as a unit, and therefore only one entry and one clearance is counted for each voyage, without regard to the number of States visited (*see also* Section 5 following, paragraph 1).

On arrival at, or departure from, a port in Australia, whether from or for an oversea country or from another port in Australia, the master or agent must "enter" the vessel with the Customs authorities at the port, and supply certain prescribed information in regard to the ship, passengers and cargo. At the end of each month the information so obtained is forwarded to this Bureau. This arrangement has been in operation since 1st July, 1924.

The volume of the vessel, as distinct from the cargo it carries, is recorded in net tons, i.e., the gross tonnage or internal cubic capacity less certain deductions on account of crew spaces, engine room, water ballast and other spaces not used for passengers or cargo. It is thus a rough measure of the capacity of the vessel for cargo or passengers. The unit of measurement is the *ton register* of 100 cubic feet.

Cargo is recorded in *tons weight* or in *tons measurement* (40 cubic feet).

From 1st July, 1914 the Trade and Shipping of Australia have been recorded for the fiscal years ending 30th June.

Particulars of vessels exclusively engaged in transporting troops and war materials during the 1939–45 War years are excluded from the following tables of "oversea" and "interstate" shipping movement which, therefore, relate only to vessels engaged in normal trade (i.e., carrying part or full cargo for civil purposes), and are strictly comparable with pre-war and post-war figures.

##### § 2. Oversea Shipping.

1. Total Movement.—The following table shows the number of entrances and clearances combined of oversea vessels at Australian ports, and the aggregate net tonnage, during each of the years 1938–39 and 1948–49 to 1952–53 :—

**OVERSEA SHIPPING : ENTRANCES AND CLEARANCES (COMBINED) OF VESSELS DIRECT, AUSTRALIA.**

Particulars.	1938–39.	1948–49.	1949–50.	1950–51.	1951–52.	1952–53.
Number of Vessels ..	3,814	3,486	3,907	3,903	4,136	4,041
Net Tonnage '000 tons	13,546	15,013	17,378	17,307	18,225	17,571

The average net tonnage per vessel has risen from 2,919 tons per vessel in 1921–22 to 4,348 tons in 1952–53.

Particulars of the total oversea movement of shipping for each year from 1822 to 1920-21 will be found in Official Year Book No. 15, p. 507, and for years subsequent thereto, but not shown in the table above, in Official Year Book No. 40, p. 97.

2. **Total Oversea Shipping, States.**—The following table shows, for each State, the number of entrances and clearances of vessels direct from and to oversea countries, and the aggregate net tonnage, during the year 1952-53 :—

**OVERSEA SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS DIRECT, STATES, 1952-53.**

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	.. No.	600	314	305	242	469	51	7	1,988
	'000 net tons	2,456	1,370	1,095	975	2,579	211	18	8,704
Clearances	.. No.	500	347	401	213	543	42	7	2,053
	'000 net tons	1,907	1,515	1,516	948	2,758	204	19	8,867

3. **Shipping Communication with Various Countries.**—Records of the number and tonnage of vessels arriving from and departing to particular countries, as they are invariably made, may be misleading for the reason that the tonnage of a vessel can be recorded against one country only, notwithstanding that the same vessel on the same voyage may carry cargo or passengers to or from Australia from or to several countries. For instance, a mail steamer on a voyage from the United Kingdom to Australia, through the Suez Canal, may call at Marseilles, Genoa, Port Said, Aden and Colombo, yet can be credited only to the United Kingdom, the country where the voyage commenced, to the exclusion of all of the others from the records. Also a number of vessels touch at New Zealand ports on their voyages to and from the United States of America and Canada, but their tonnages are not included in the records of Australian shipping trade with New Zealand. Similarly, the record of shipping engaged in trade between Australia and the United Kingdom via South African ports does not show tonnage to and from South Africa, the whole of it being included in the figures for United Kingdom. In view of this defect, statistics relating to the direction of the shipping to and from Australia are restricted to the following tables in which countries situated on the main trade routes are grouped together. This grouping into larger geographical divisions to some extent avoids the limitations referred to, except, as already pointed out, in the case of Africa and New Zealand.

**OVERSEA SHIPPING : COUNTRY GROUPS FROM WHICH ENTERED OR FOR WHICH CLEARED, AUSTRALIA.**

Countries.	With Cargo or in Ballast.	Net Tonnage Entered ('000).			Net Tonnage Cleared ('000).		
		1950-51.	1951-52.	1952-53.	1950-51.	1951-52.	1952-53.
United Kingdom and European Countries .. .. .	Cargo	3,393	3,547	2,484	2,900	3,081	3,276
	Ballast	10	24	35	57	69	38
New Zealand(a) .. .. .	Cargo	484	546	541	675	828	719
	Ballast	204	210	358	40	64	34
Asiatic Countries and Pacific Islands .. .. .	Cargo	3,402	3,220	3,401	1,848	1,608	1,969
	Ballast	179	154	892	2,296	2,369	1,927
Africa(a) .. .. .	Cargo	308	144	97	342	120	94
	Ballast	4	5	99	28	17	27
North and Central America .. .. .	Cargo	582	1,088	740	375	475	442
	Ballast	3	..	3	117	608	337
South America .. .. .	Cargo	31	35	49	29	6	4
	Ballast	..	..	5	..	7	..
Total .. .. .	Cargo	8,200	8,580	7,312	6,169	6,118	6,504
	Ballast	400	393	1,392	2,538	3,134	2,363
Total Cargo and Ballast..	..	8,600	8,973	8,704	8,707	9,252	8,867

(a) See explanation above.

4. Nationality of Oversea Shipping.—Owing to war conditions, the proportion of shipping of British nationality progressively declined from 72.82 per cent. of the total tonnage entered in 1938–39 to 43.40 per cent. in 1943–44. On the other hand, the proportion of American (U.S.) shipping visiting Australia during the same period advanced from 2.61 per cent. in 1938–39 to 33.07 per cent. in 1943–44. Thereafter the trend was reversed, and in 1950–51 the proportion of British shipping entered was 70.83 per cent. and of American 2.34 per cent. In 1952–53 the proportion of British shipping entered had fallen to 64.90 per cent.

Particulars of the nationality of oversea shipping which entered Australia during each of the years 1950–51 to 1952–53 are given in the following table :—

**OVERSEA SHIPPING : NATIONALITY OF VESSELS ENTERED, AUSTRALIA.**  
(’000 Net Tons.)

Nationality.	1950-51.	1951-52.	1952-53.	Nationality.	1950-51.	1951-52.	1952-53.
<b>BRITISH—</b>				<b>FOREIGN—continued.</b>			
Australian .. ..	214	211	229	Japanese .. ..	..	3	161
Canadian .. ..	26	17	17	Norwegian .. ..	665	935	719
New Zealand .. ..	167	257	375	Panamanian(a) .. ..	..	501	386
United Kingdom .. ..	5,452	5,160	4,839	Swedish .. ..	196	184	267
Other British .. ..	232	182	189	Other Foreign .. ..	660	242	213
<b>In Cargo .. ..</b>	<b>5,781</b>	<b>5,522</b>	<b>4,732</b>	<b>In Cargo .. ..</b>	<b>2,419</b>	<b>3,058</b>	<b>2,580</b>
<b>In Ballast .. ..</b>	<b>310</b>	<b>305</b>	<b>917</b>	<b>In Ballast .. ..</b>	<b>90</b>	<b>88</b>	<b>475</b>
<b>Total British .. ..</b>	<b>6,091</b>	<b>5,827</b>	<b>5,649</b>	<b>Total Foreign .. ..</b>	<b>2,509</b>	<b>3,146</b>	<b>3,055</b>
<b>Proportion of total .. ..</b>	<b>70.83</b>	<b>64.94</b>	<b>64.90</b>	<b>Proportion of total .. ..</b>	<b>29.17</b>	<b>35.06</b>	<b>35.10</b>
<b>FOREIGN—</b>				<b>ALL NATIONALITIES—</b>			
American (U.S.) .. ..	201	246	205	In Cargo .. ..	8,200	8,580	7,312
Danish .. ..	154	129	109	Proportion of total% .. ..	95.35	95.62	84.01
Dutch .. ..	326	397	470	In Ballast .. ..	400	393	1,392
French .. ..	115	101	148	Proportion of total% .. ..	4.65	4.38	15.99
German .. ..	..	27	10	<b>Total, All Nationalities .. ..</b>	<b>8,600</b>	<b>8,973</b>	<b>8,704</b>
Italian .. ..	192	381	367				

(a) Not available prior to 1st July, 1951.

The Australian tonnage which entered Australian ports from overseas during the year 1952–53 represented 2.63 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Island trade.

The proportion of oversea shipping tonnage which entered Australia in cargo fell from 88.87 per cent. in 1938–39 to 79.37 per cent. in 1947–48, but thereafter rose to 95.62 per cent. in 1951–52. The proportion declined to 84.01 per cent. in 1952–53. The proportion of shipping which cleared in cargo, however, declined from 87.64 per cent. in 1938–39 to 66.12 per cent. in 1951–52, the trend over the period being generally downward. In 1952–53 the proportion rose to 73.35 per cent.

### § 3. Shipping at Principal Ports.

1. Total Shipping, Australia.—The following table shows the total volume of shipping—oversea, interstate and coastwise—which entered the principal ports of Australia during the years 1951–52 and 1952–53. Warships are excluded from the table. Corresponding figures for each year from 1947–48 will be found in *Transport and Communication Bulletin* No. 44.

## TOTAL SHIPPING : ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA.

Port of Entry.	1951-52.		1952-53.		Port of Entry.	1951-52.		1952-53.	
	Num-ber.	Net Tons.	Num-ber.	Net Tons.		Num-ber.	Net Tons.	Num-ber.	Net Tons.
		('000).		('000).			('000).		('000).
<i>New South Wales—</i>					<i>South Australia—</i>				
Sydney ..	3,938	8,201	4,163	8,540	Adelaide ..	2,659	4,950	2,783	5,151
Newcastle ..	2,233	3,235	2,283	3,497	Port Lincoln ..	286	421	257	398
Port Kembla ..	507	1,561	540	1,626	Port Pirie ..	295	658	396	750
					Wallaaroo ..	311	263	192	170
					Whyalla ..	417	1,274	468	1,449
<i>Victoria—</i>					<i>Western Australia—</i>				
Melbourne ..	2,316	8,585	2,416	8,368	Fremantle ..	1,009	5,256	943	4,948
Geelong ..	223	718	386	989	Albany ..	66	287	49	178
					Bunbury ..	54	134	73	192
					Carnarvon ..	105	159	114	172
<i>Queensland—</i>					Geraldton ..	103	287	110	291
Brisbane ..	815	2,703	960	3,081	Yampi ..	74	53	130	320
Bowen ..	98	148	86	189	<i>Tasmania—</i>				
Cairns ..	249	462	303	613	Hobart ..	296	1,255	360	837
Gladstone ..	74	204	113	318	Burnie ..	163	233	221	300
Mackay ..	54	130	67	182	Devonport ..	173	194	207	223
Rockhampton ..	79	129	105	216	Launceston ..	223	313	475	401
Thursday Island ..	74	22	60	22	<i>Northern Territory—</i>				
Townsville ..	257	836	275	882	Darwin ..	37	75	37	65

2. Total Shipping—Australia, New Zealand and United Kingdom.—The following table shows the total shipping tonnage which entered the principal ports of Australia during 1952-53, and of New Zealand and the United Kingdom during 1953.

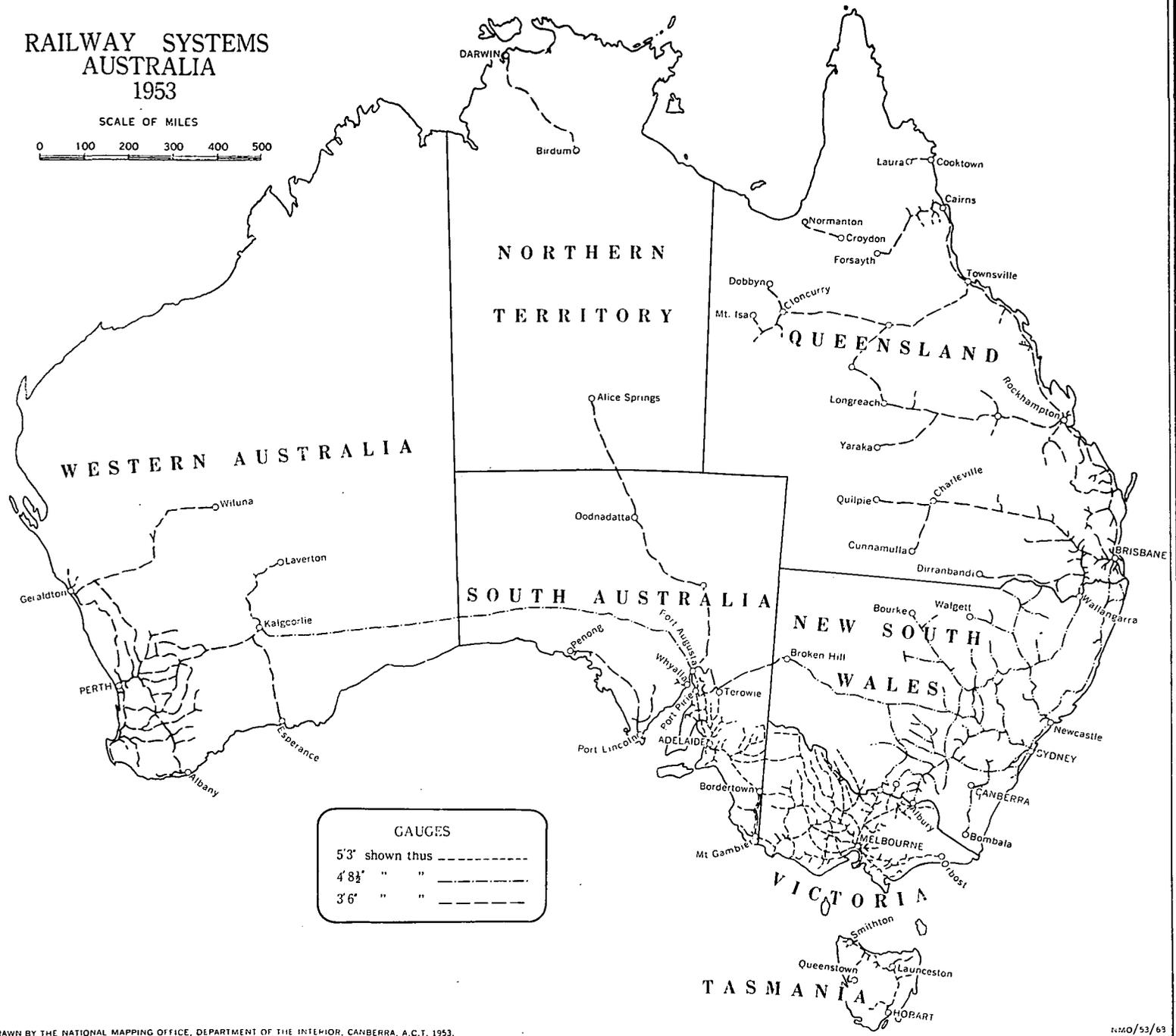
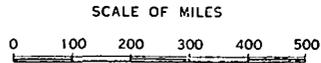
TOTAL SHIPPING : ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM.  
(’000 Net Tons.)

Port.	Net Tonnage Entered.	Port.	Net Tonnage Entered.	Port.	Net Tonnage Entered.
<b>AUSTRALIA—</b>		<b>AUSTRALIA—continued.</b>		<b>ENGLAND AND WALES—</b>	
Sydney (N.S.W.) ..	8,540	Geraldton (W.A.) ..	291	<i>continued.</i>	
Melbourne (Vic.) ..	8,368	Devonport (Tas.) ..	223	Hull ..	4,968
Adelaide (S.A.) ..	5,151	Rockhampton (Qld.) ..	216	Manchester (including Runcorn) ..	4,187
Fremantle (W.A.) ..	4,948	<b>NEW ZEALAND—</b>		Dover ..	3,860
Newcastle (N.S.W.) ..	3,497	Wellington ..	3,758	Swansea ..	3,455
Brisbane (Qld.) ..	3,081	Auckland ..	2,362	Bristol ..	3,393
Port Kembla (N.S.W.) ..	1,626	Lyttleton ..	2,285	Harwich ..	3,261
Whyalla (S.A.) ..	1,449	Otago ..	1,010	Tyne Ports ..	3,216
Geelong (Vic.) ..	989	Napier ..	422	Middlesbrough ..	2,897
Townsville (Qld.) ..	882	New Plymouth ..	386	Plymouth ..	1,947
Hobart (Tas.) ..	837	Bluff ..	384	<b>SCOTLAND—</b>	
Port Pirie (S.A.) ..	750	<b>ENGLAND AND WALES—</b>		Glasgow ..	4,756
Cairns (Qld.) ..	613	London ..	22,899	<b>NORTHERN IRELAND—</b>	
Launceston (Tas.) ..	401	Liverpool (including Birkenhead) ..	15,084	Belfast ..	977
Port Lincoln (S.A.) ..	398	Southampton ..	14,581		
Yampi (W.A.) ..	320				
Gladstone (Qld.) ..	318				
Burnie (Tas.) ..	300				

## § 4. Vessels Built and Registered.

1. Vessels Built.—The following table shows the number and tonnage of vessels built in Australia during each of the calendar years 1938 and 1949 to 1953, so far as such information can be ascertained from the Shipping Registers of the various States. The Merchant Shipping Act, under which vessels are registered in Australia, does not, however, make it compulsory to register vessels under 15 tons burden if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners.

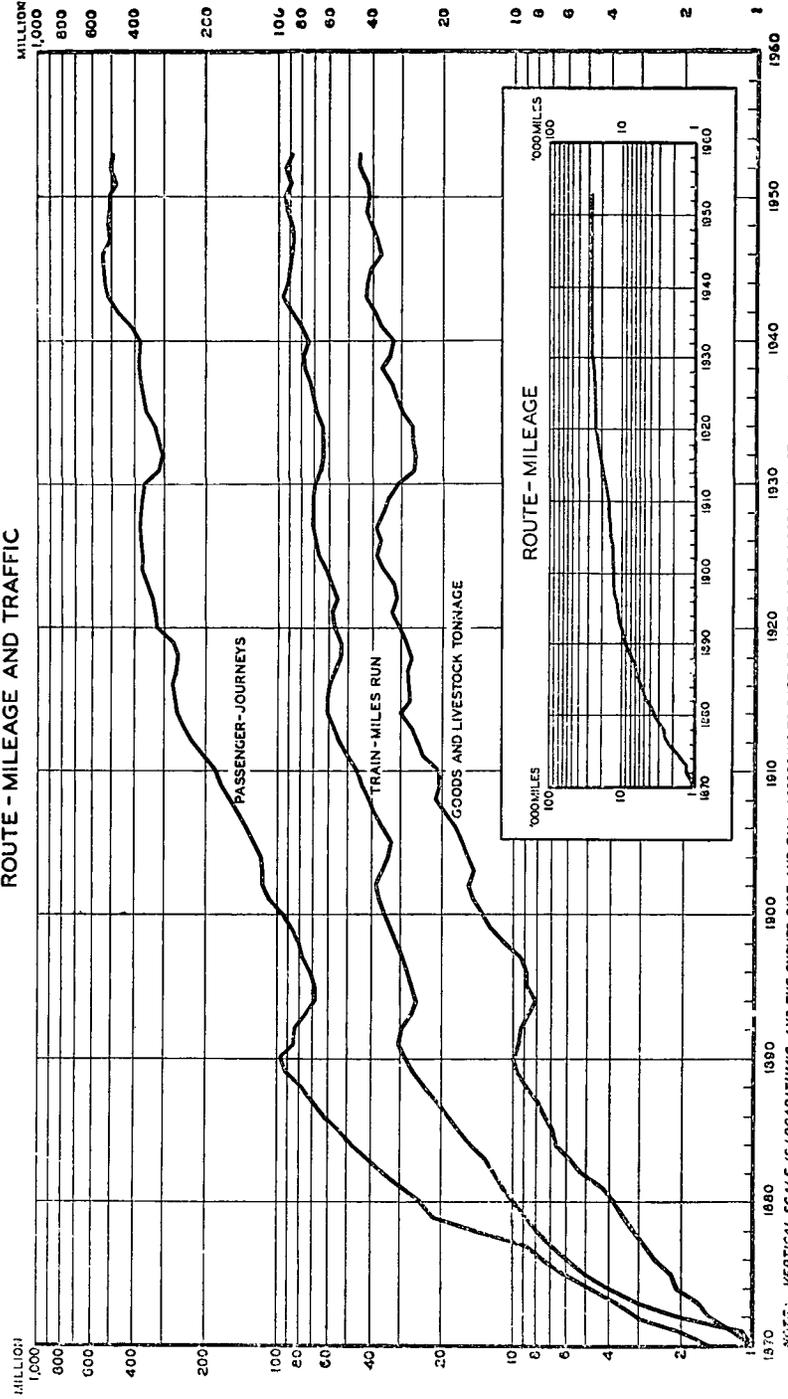
# RAILWAY SYSTEMS AUSTRALIA 1953



# GOVERNMENT RAILWAYS: AUSTRALIA, 1870 TO 1953

RATIO GRAPH

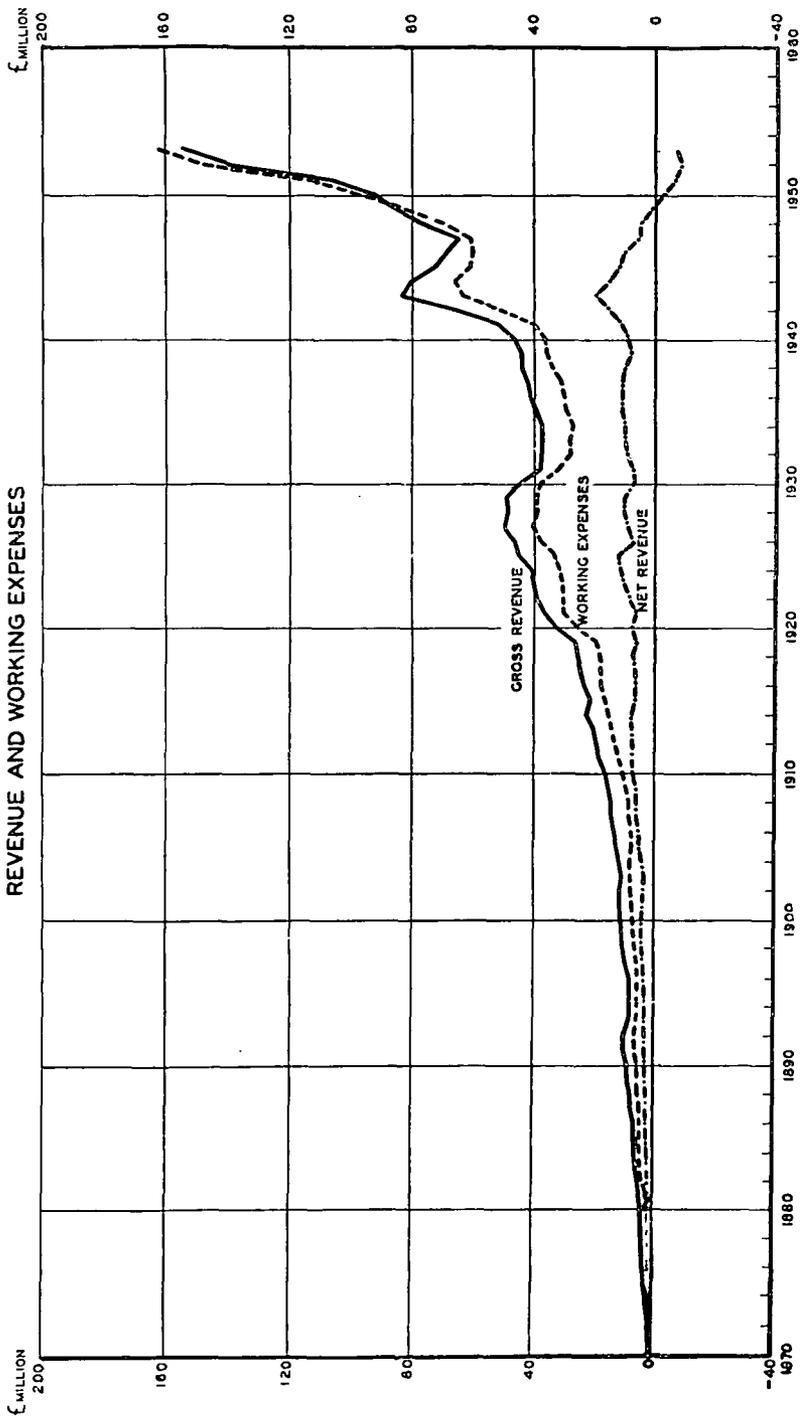
## ROUTE - MILEAGE AND TRAFFIC



NOTE:— VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INCREASE OR DECREASE. ACTUAL NUMBERS ARE INDICATED BY SCALE.

# GOVERNMENT RAILWAYS : AUSTRALIA, 1870 TO 1953

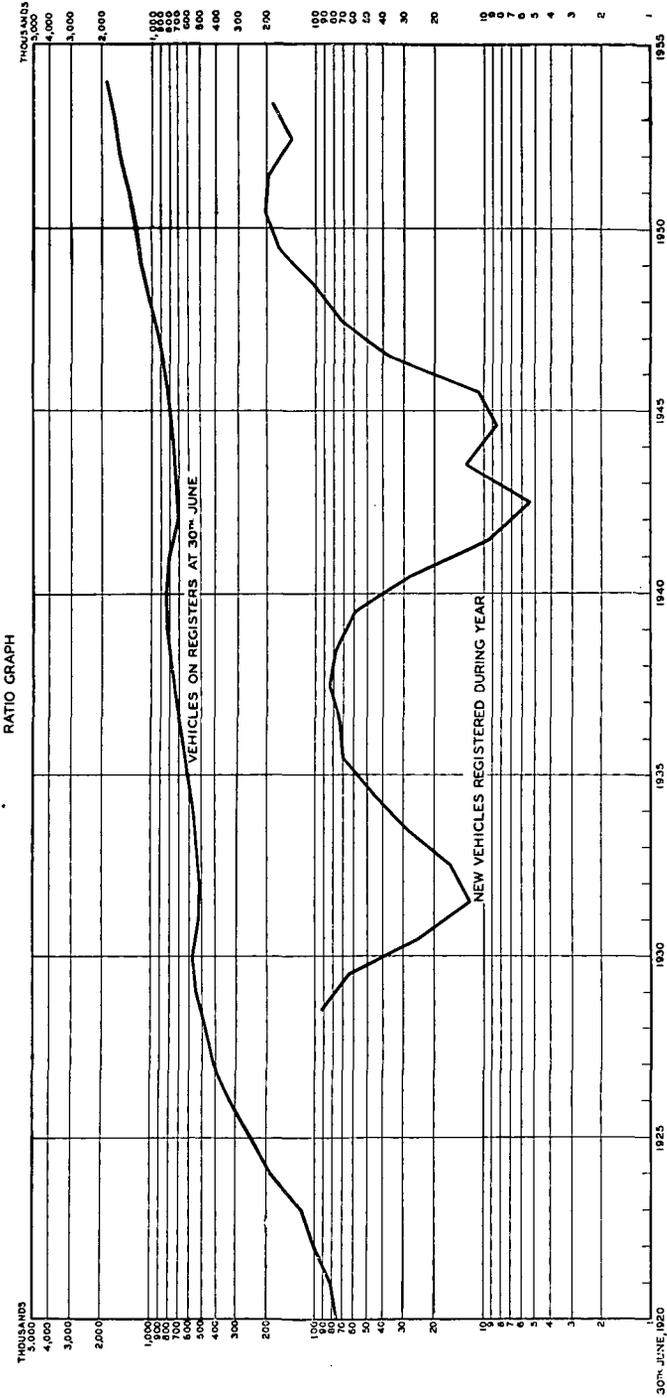
## REVENUE AND WORKING EXPENSES



NOTE—Gross Revenue excludes Government Grants.

# MOTOR VEHICLE REGISTRATIONS : AUSTRALIA, 1920 to 1954

(EXCLUDING MOTOR CYCLES)



NOTE: - VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INCREASE OR DECREASE. ACTUAL NUMBERS ARE INDICATED BY SCALE.

(See pages 169-70)

VESSELS BUILT AND REGISTERED IN AUSTRALIA.

Year.	Steam.		Motor.(a)		Sailing.		Total.					
	Tonnage.		Tonnage.		Tonnage.		Tonnage.					
	No.	Gross.	Net.	No.	Gross.	Net.	No.	Gross.	Net.			
1938 .. ..	..	..	..	11	721	394	..	..	..	11	721	394
1949 .. ..	2	9,673	5,427	9	726	383	..	..	..	11	10,399	5,810
1950 .. ..	2	8,005	4,141	9	1,213	648	..	..	..	11	9,218	4,789
1951 .. ..	2	13,515	7,522	9	5,435	2,843	..	..	..	11	18,950	10,365
1952 .. ..	1	4,054	2,070	7	2,520	1,382	1	5	3	9	6,579	3,455
1953 .. ..	3	11,744	6,647	4	7,889	4,051	3	23	22	10	19,656	10,720

(a) Includes vessels with auxiliary motors.

2. Vessels Registered.—The following table shows the number and net tonnage of steam, sailing and other vessels on the register of each State on 31st December, 1953 :—

VESSELS ON STATE REGISTERS, 31st DECEMBER, 1953.

State or Territory.	Steam and Motor.		Sailing.				Barges, Hulks, Dredges, etc., not self-propelled.		Total.	
	No.	Net Tons.	Propelled by Sail only.		Fitted with Auxiliary Power.		No.	Net Tons.	No.	Net Tons.
			No.	Net Tons.	No.	Net Tons.				
New South Wales	311	68,237	38	2,274	87	1,186	13	1,562	449	73,259
Victoria ..	179	160,591	49	595	51	1,483	40	16,069	319	178,738
Queensland ..	90	28,683	64	1,218	60	826	8	944	222	31,671
South Australia	82	28,325	15	307	39	2,089	39	6,172	175	36,893
Western Australia	76	6,814	211	3,140	53	1,304	4	351	344	11,609
Tasmania ..	41	6,417	44	1,458	85	2,194	2	559	172	10,628
Northern Territory	..	..	16	154	9	177	..	..	25	331
Australia ..	779	299,067	437	9,146	384	9,259	106	25,657	1,706	343,129

3. World Shipping Tonnage.—Issues of the Official Year Book prior to No. 39 contained tables, compiled from *Lloyd's Register of Shipping*, showing the number and gross tonnage of steam, motor and sailing vessels owned by the various maritime countries of the world. The tables are not repeated in this issue, but the following information is derived from the same source.

At 1st July, 1953, the total steamers, motorships and sailing vessels of 100 gross tons and upwards throughout the world amounted to 32,603 with a gross tonnage of 93,978,000. Of these totals, steamers numbered 17,864 for 64,237,000 gross tons, motorships 13,933 for 29,115,000 gross tons and sailing vessels and barges 806 for 626,000 gross tons. In addition, there were 3,210 oil tankers of 100 gross tons and upwards with a gross tonnage of 21,964,000. Australian steamers, motorships and sailing vessels, 364 for 579,000 gross tons, constituted 1.12 per cent. and 0.62 per cent. respectively of the total numbers and tonnage. There were no Australian oil tankers of 100 gross tons and upwards registered.

§ 5. Interstate Shipping.

1. System of Record.—*Interstate Shipping* comprises two elements: (a) Vessels engaged solely in interstate trade; and (b) Vessels trading between Australia and oversea countries and in the course of their voyage proceeding from one State to another. (It should be mentioned that these vessels, except under special circumstances, do not engage in interstate carrying.) No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the oversea vessels (b) some

explanation is necessary. Each State desires that its shipping statistics (which are prepared in this Bureau) should show in full its shipping communication with overseas countries, but at the same time it is necessary to avoid any duplication in the statistics for Australia as a whole. In order to meet these dual requirements, a vessel arriving in any State from an overseas country—say the United Kingdom—*via* another State, is recorded in the second State as from the United Kingdom *via States*, thus distinguishing the movement from a direct overseas entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom *via* other States. On an inward voyage the *clearance* from the first State to the second State is a *clearance* interstate, and is included with interstate tonnage in conformity with the pre-federation practice of the States, and to preserve the continuity of State statistics. Thus, movements of ships which are, from the standpoint of Australia as a whole, purely coastal movement, must for the individual States be recorded as “Overseas *via* other States” or “Interstate” according to the direction of the movement. The significance of the record of these movements will be more clearly seen from the following tabular presentation of the inward and outward voyages to and from Australia of a mail steamer which, it is presumed, reaches Fremantle (Western Australia) and then proceeds to the terminal port of the voyage—Sydney (New South Wales)—*via* South Australia and Victoria. From the terminal port the vessel will commence the outward voyage, and retrace its inward track.

## ITINERARY OF AN OVERSEA VESSEL ON AUSTRALIAN COAST.

Particulars.	Recorded as—	
	For the State and for Australia.	For the States.
<b>Inward Voyage—</b>		
Enters Fremantle from United Kingdom	Overseas direct	Interstate direct
Clears Fremantle for Adelaide	.. ..	.. ..
Enters Adelaide from United Kingdom	.. ..	.. ..
<i>via</i> Fremantle	.. ..	Overseas <i>via</i> States
Clears Adelaide for Melbourne	.. ..	Interstate direct
Enters Melbourne from United Kingdom	.. ..	.. ..
<i>via</i> Adelaide	.. ..	Overseas <i>via</i> States
Clears Melbourne for Sydney	.. ..	Interstate direct
Enters Sydney from United Kingdom <i>via</i>	.. ..	.. ..
Melbourne	.. ..	Overseas <i>via</i> States
<b>Outward Voyage—</b>		
Clears Sydney for United Kingdom <i>via</i>	.. ..	.. ..
Melbourne	.. ..	Overseas <i>via</i> States
Enters Melbourne from Sydney	.. ..	Interstate direct
Clears Melbourne for United Kingdom <i>via</i>	.. ..	.. ..
Adelaide	.. ..	Overseas <i>via</i> States
Enters Adelaide from Melbourne	.. ..	Interstate direct
Clears Adelaide for United Kingdom <i>via</i>	.. ..	.. ..
Fremantle	.. ..	overseas <i>via</i> States
Enters Fremantle from Adelaide	.. ..	Interstate direct
Clears Fremantle for United Kingdom	Overseas direct	.. ..

From the method outlined above, the requirements for Australia and for the individual States are ascertained as follows. (a) The aggregate of all ships recorded for each State as “Overseas direct” gives the overseas shipping for Australia as a whole; (b) the aggregate for all ships recorded in any State as “Overseas direct” plus those recorded as “Overseas *via* States” gives the total *overseas shipping* for that State; and (c) the aggregate for all ships recorded as “Overseas *via* States” may also be used, together with those recorded as “Interstate direct”, to furnish figures showing the total interstate *movement* of shipping.

It should be remembered, however, that all overseas vessels do not follow the same itinerary as the vessel in the table above.

2. Interstate Movement.—(i) *Interstate Direct*. The following table shows the number of entrances and the net tonnage of vessels recorded into each State from any other State (including overseas vessels on interstate direct voyages) during each of the years 1950–51 to 1952–53. The shipping of the Murray River, between the States of New South Wales, Victoria and South Australia, is excluded.

**INTERSTATE MOVEMENT OF SHIPPING : ENTRANCES OF VESSELS INTERSTATE DIRECT.**

State or Territory.	Number.			Net Tons ('000).		
	1950-51.	1951-52.	1952-53.	1950-51.	1951-52.	1952-53.
New South Wales .. ..	1,122	1,189	1,469	3,391	3,516	4,141
Victoria .. ..	1,288	1,322	1,549	3,399	3,612	3,934
Queensland .. ..	395	413	494	993	1,034	1,162
South Australia .. ..	790	807	859	2,889	3,203	3,054
Western Australia .. ..	484	512	497	2,472	2,603	2,575
Tasmania .. ..	796	795	864	759	806	759
Northern Territory .. ..	20	27	29	30	44	40
<b>Australia .. ..</b>	<b>4,895</b>	<b>5,065</b>	<b>5,761</b>	<b>13,933</b>	<b>14,818</b>	<b>15,665</b>

From 1938-39 the total net tonnage of interstate shipping declined steadily each year until 1942-43, when it represented only 38 per cent. of the total for the pre-war year. It remained practically unchanged during the next three years, but increased by almost one-third in 1946-47. By 1952-53 the total had risen to 79 per cent. of the 1938-39 total.

(ii) *Oversea via States.* To ascertain the aggregate movement of shipping between the States, including the total interstate movement of oversea vessels, the figures in the following table, which show the number of entrances and clearances of vessels to and from oversea countries via other Australian States and the aggregate tonnage, must be added to those in the preceding table.

**INTERSTATE MOVEMENT OF SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS OVERSEA VIA OTHER AUSTRALIAN STATES, 1952-53.**

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances No.	494	585	233	315	39	97	1	1,764
'000 net tons	2,759	3,322	1,263	1,871	186	510	7	9,918
Clearances No.	474	441	172	287	36	103	..	1,513
'000 net tons	2,538	2,552	886	1,521	194	531	..	8,222

Oversea vessels moving interstate are with few exceptions not engaged in the active interstate trade of Australia, but are merely proceeding to the several States in continuation of their oversea voyages.

(iii) *Total, Australia.* The following table shows the total interstate movement of shipping, including oversea vessels travelling oversea via States and interstate direct, for each of the years 1938-39 and 1948-49 to 1952-53 :-

**INTERSTATE MOVEMENT OF SHIPPING : TOTAL, AUSTRALIA.**

Particulars.	1938-39.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Entrances .. No.	9,603	6,213	6,588	6,723	6,694	7,525
'000 net tons	29,977	20,651	23,110	23,852	24,072	25,583
Clearances .. No.	9,669	6,212	6,710	6,754	6,652	7,481
'000 net tons	30,000	20,553	23,296	23,946	23,875	25,359

(iv) *Total, States.* The following table shows, for each State, the number of entrances and clearances of vessels from and for other States (including the interstate movement of oversea vessels) during the year 1952-53, together with the aggregate net tonnage.

## INTERSTATE MOVEMENT OF SHIPPING : TOTAL, STATES, 1952-53.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	1,963	2,134	727	1,174	536	961	30	7,525
	'000 net tons	6,900	7,256	2,425	4,925	2,761	1,269	47	25,583
Clearances	No.	2,062	2,090	654	1,167	482	997	29	7,481
	'000 net tons	7,371	7,074	2,005	4,887	2,648	1,331	43	25,359

3. **Shipping Engaged Solely in Interstate Trade.**—The following table shows, for each State, the number of entrances direct from other States, of vessels engaged solely in interstate trade during the year 1952-53, together with the net tonnage.

## SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE : ENTRANCES, 1952-53.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aus- tralia.
Ships Entered	..	1,229	1,237	345	607	182	836	29	4,555
Net Tons	'000	3,067	2,117	617	2,062	689	630	40	9,222

4. **Interstate and Coastal Shipping Services.**—The following table shows particulars, so far as they are available, of all vessels engaged in the regular interstate or coastal services at the end of each of the years 1950 to 1953 compared with the year 1939 :—

## INTERSTATE AND COASTAL SHIPPING SERVICES : AUSTRALIA.

Particulars.		1939.	1950.	1951.	1952.	1953.
Number of companies operating	..	34	31	32	31	31
Number of vessels	..	162	179	173	173	172
Tonnage	{ Gross ..	351,066	490,496	492,558	494,580	501,782
	{ Net ..	199,585	272,801	272,003	273,824	277,294
Horse-power (Nominal)	..	39,096	57,500	47,027	47,126	49,159
Number of passengers for which licensed (a)	{ 1st class ..	3,385	2,003	2,171	2,244	2,208
	{ 2nd class and steerage ..	1,370	559	706	648	621
Complement of Crew	{ Masters and officers ..	565	650	629	652	650
	{ Engineers ..	589	736	738	742	751
	{ Other ..	4,365	4,985	4,907	4,884	4,886

(a) Excluding purely day-passenger accommodation.

NOTE.—This table excludes particulars of a small number of chartered vessels for which returns could not be obtained.

## § 6. Shipping Cargo.

1. **Oversea and Interstate Cargo.**—(i) *Australia.* The table hereunder shows the aggregate tonnage of oversea cargo discharged and shipped and the tonnage of interstate cargo shipped in Australian ports for the years 1948-49 to 1952-53 compared with the year 1938-39. Cargo which was stated in cubic feet has been converted to tons measurement on the basis of 40 cubic feet to the ton.

## SHIPPING CARGO MOVEMENT : AUSTRALIA.

('000.)

Year.	Oversea Cargo.				Interstate Cargo.	
	Discharged.		Shipped.		Shipped.	
	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.
1938-39	4,208	2,191	5,138	1,093	7,221	1,731
1948-49	5,849	2,572	5,423	1,366	6,230	1,173
1949-50	7,686	3,576	5,061	1,388	6,419	1,207
1950-51	9,084	3,989	5,405	1,295	6,723	1,326
1951-52	9,727	4,682	4,487	1,231	7,997	1,324
1952-53	7,733	1,929	6,045	1,452	8,447	1,275

(ii) *Principal Ports.* The following table shows the tonnage of overseas and interstate cargo discharged and shipped at principal ports during 1952-53.

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1952-53.  
('000.)

Port.	Discharged.				Shipped.			
	Oversea.		Interstate.		Oversea.		Interstate.	
	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.
Sydney .. .. .	1,712	731	489	339	700	387	337	369
Newcastle .. .. .	413	..	1,789	..	315	2	2,531	..
Port Kembla .. .. .	165	..	1,846	..	295	..	547	..
Other .. .. .	..	..	..	..	29	14	4	2
<b>Total, New South Wales .. .. .</b>	<b>2,290</b>	<b>731</b>	<b>4,124</b>	<b>339</b>	<b>1,339</b>	<b>403</b>	<b>3,419</b>	<b>371</b>
Melbourne .. .. .	2,112	609	2,051	189	630	504	393	262
Geelong .. .. .	321	18	220	..	377	1	11	1
Portland .. .. .	41	3	3	..	9	..	..	..
<b>Total, Victoria .. .. .</b>	<b>2,474</b>	<b>630</b>	<b>2,274</b>	<b>189</b>	<b>1,016</b>	<b>505</b>	<b>404</b>	<b>263</b>
Brisbane .. .. .	529	138	203	220	396	101	51	69
Cairns .. .. .	51	4	24	18	145	4	106	22
Townsville .. .. .	38	12	31	24	180	7	85	2
Other .. .. .	57	1	26	21	296	12	392	5
<b>Total, Queensland .. .. .</b>	<b>725</b>	<b>155</b>	<b>284</b>	<b>283</b>	<b>1,017</b>	<b>124</b>	<b>634</b>	<b>98</b>
Port Adelaide .. .. .	726	234	1,134	203	543	137	196	205
Port Pirie .. .. .	96	..	95	..	422	..	157	..
Walleroo .. .. .	56	2	..	..	173	..	43	..
Whyalla .. .. .	7	..	300	..	112	..	2,526	..
Other .. .. .	60	..	48	..	304	..	40	..
<b>Total, South Australia .. .. .</b>	<b>945</b>	<b>236</b>	<b>1,577</b>	<b>203</b>	<b>1,554</b>	<b>137</b>	<b>2,962</b>	<b>205</b>
Fremantle .. .. .	913	114	250	250	714	76	37	55
Bunbury .. .. .	40	..	1	..	133	24	5	43
Geraldton .. .. .	60	..	..	..	144	50	17	..
Yampi .. .. .	..	..	2	..	..	..	554	..
Other .. .. .	54	4	5	4	17	25	15	10
<b>Total, Western Australia .. .. .</b>	<b>1,067</b>	<b>118</b>	<b>258</b>	<b>254</b>	<b>1,008</b>	<b>175</b>	<b>628</b>	<b>108</b>
Hobart .. .. .	159	32	363	25	69	86	200	26
Devonport .. .. .	21	..	15	21	10	4	41	22
Launceston .. .. .	1	27	..	148	..	18	..	120
Other .. .. .	19	..	68	30	32	..	154	62
<b>Total, Tasmania .. .. .</b>	<b>200</b>	<b>59</b>	<b>446</b>	<b>224</b>	<b>111</b>	<b>108</b>	<b>395</b>	<b>230</b>
Darwin (Northern Territory) .. .. .	32	..	32	..	..	..	5	..
<b>AUSTRALIA .. .. .</b>	<b>7,733</b>	<b>1,929</b>	<b>8,995</b>	<b>1,492</b>	<b>6,045</b>	<b>1,452</b>	<b>8,447</b>	<b>1,275</b>

Corresponding figures for the year 1951-52 may be found in *Transport and Communication Bulletin* No. 43, p. 46.

2. Oversea Cargo by Nationality of Vessels.—The following table shows the total oversea cargo discharged and shipped combined, according to the nationality of the vessels, during the years 1950-51 to 1952-53 :—

**OVERSEA CARGO DISCHARGED AND SHIPPED : NATIONALITY OF VESSELS,  
AUSTRALIA.  
(‘000.)**

Vessels Registered at Ports in—	1950-51.		1951-52.		1952-53.	
	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.
<b>British Countries—</b>						
Australia .. .. .	164	98	136	74	162	83
United Kingdom .. .. .	9,128	3,590	7,879	3,678	7,294	2,286
Canada .. .. .	8	46	10	8	45	..
New Zealand .. .. .	77	35	131	231	334	231
Other British .. .. .	341	169	282	136	232	87
<b>Total British .. .. .</b>	<b>9,718</b>	<b>3,988</b>	<b>8,438</b>	<b>4,127</b>	<b>8,067</b>	<b>2,687</b>
Proportion of Total %	67.07	75.47	59.36	69.80	58.55	79.45
<b>Foreign Countries—</b>						
Denmark .. .. .	344	70	324	65	298	20
France .. .. .	211	38	222	56	226	29
Germany .. .. .	..	..	51	44	35	..
Italy .. .. .	167	77	311	184	299	43
Japan .. .. .	..	..	15	..	291	4
Netherlands .. .. .	456	160	687	198	822	138
Norway .. .. .	1,517	409	1,972	555	1,681	121
Panama .. .. .	(a)	(a)	977	34	684	37
Sweden .. .. .	404	271	414	263	576	118
United States of America ..	303	161	371	246	347	151
Other Foreign .. .. .	1,369	110	432	141	451	34
<b>Total Foreign .. .. .</b>	<b>4,771</b>	<b>1,296</b>	<b>5,776</b>	<b>1,786</b>	<b>5,710</b>	<b>695</b>
Proportion of Total %	32.93	24.53	40.64	30.20	41.45	20.55
<b>Grand Total .. .. .</b>	<b>14,489</b>	<b>5,284</b>	<b>14,214</b>	<b>5,913</b>	<b>13,777</b>	<b>3,382</b>

(a) Prior to 1st July, 1951, separate figures for vessels of Panamanian nationality were not available.

Owing to war conditions the proportion of cargo carried in British vessels decreased from 72.43 per cent. in 1938-39 to 41.37 in 1943-44, but increased to 77.51 per cent. in 1946-47. It has since declined, and in 1952-53 was 62.67 per cent.

### § 7. Control of Shipping.

1. War-time Control.—An account of the action taken by the Commonwealth Government to control and regulate shipping throughout Australian waters during the 1939-45 War was given in Official Year Book No. 36, pp. 121-130.

2. Post-war Control and Developments.—A brief account of the post-war control of shipping and the establishment of the Australian Stevedoring Industry Board and the Australian Shipping Board will be found in Official Year Book No. 39, pp. 147-8.

The Maritime Industry Commission established during the 1939-45 War under National Security legislation was abolished on 19th December, 1952. Permanent legislation to cover many of the matters formerly dealt with by the Commission was enacted in 1952 in the form of amendments to the Navigation Act 1912-1950 by Act No. 109 of 1952 (*see* page 150).

As at 31st December, 1953, the Australian Shipping Board operated 39 vessels totalling 143,707 gross tons, of which four vessels totalling 24,331 gross tons were operated on time charter from private owners. The Government-owned shipping, totalling 119,376 gross tons (of which two vessels totalling 4,601 gross tons were on charter to private companies or other shipping organizations), comprised thirteen "A" or River Class vessels of an average of 5,149 gross tons, three "B" Class vessels of an average of 3,936 gross tons, eight "D" Class vessels of an average of 2,336 gross tons, five "E" Class vessels of an average of 584 gross tons, all of which were built in Australian yards, plus four vessels, totalling 14,422 gross tons, which were built overseas.

In the international sphere, ratification is still being awaited from 21 ship-owning nations of a Convention establishing an Inter-Governmental Maritime Consultative Organization within the framework of the United Nations. The major objectives of this Organization are to provide machinery for co-operation among Governments with shipping engaged in international trade, and to encourage the removal by Governments of discriminatory action and unnecessary restrictions regarding such shipping.

This Organization is designed to replace the United Maritime Consultative Council which was established on a tentative basis after the expiry of the war-time United Maritime Authority and Combined Adjustment Board.

Up to 1st July, 1954, ratifications by fourteen countries had been lodged, and there is a possibility of the seven others ratifying in the near future, thus bringing the organization into force.

### § 8. Miscellaneous.

1. **Lighthouses.**—A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light so far as particulars were available was published in *Transport and Communication Bulletin* No. 14.

2. **Distances by Sea.**—The distances by sea between the ports of the capital cities of Australia and the most important ports in other countries which trade with Australia are shown in *Transport and Communication Bulletin* No. 44.

3. **Shipping Freight Rates.**—The *Quarterly Summary of Australian Statistics* shows a list of the ruling freight rates for general merchandise in respect of both oversea and interstate shipments. At 31st December, 1953, the rate for general merchandise from Australia to the United Kingdom and Continent was 155s. od. per ton weight or measurement while the rates for wheat (bagged) and wool (greasy) were respectively 95s. od. per ton weight and 2.76d. less 7 per cent. per lb. These rates, which are expressed in sterling, are subject to an adjustment of 25½ per cent. when freight is prepaid in Australia.

4. **Depth of Water at Main Ports.**—A table, compiled from information supplied by the Director of Navigation, showing the depth of water available and tides at principal ports of Australia at 1st January, 1954, is included in *Transport and Communication Bulletin* No. 44.

5. **Shipping Casualties.**—Courts of Marine Inquiry are constituted by a Magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping casualties reported on or near the coast during the years 1949 to 1953 are shown in the table below. This information also was furnished by the Director of Navigation.

## SHIPPING LOSSES AND CASUALTIES : AUSTRALIA.

Year.	Shipping Losses.			Shipping Casualties.		
	Vessels.	Net Tons.	Lives Lost.	Vessels.	Net Tons.	Lives Lost.
1949 ..	3	3,705	12	155	435,935	12
1950 ..	4	9,735	20	191	611,084	22
1951 ..	5	2,908	5	205	650,718	5
1952 ..	1	197	16	153	431,851	16
1953 ..	..	..	..	85	242,972	..

6. **Commonwealth Navigation and Shipping Legislation.**—By Section 51 (i) of the Commonwealth Constitution, the Parliament of the Commonwealth is empowered to make laws in respect of trade and commerce with other countries and among the States. By Section 98 the power in this particular respect is further defined as extending to navigation and shipping.

A review of the introduction and development of the Navigation Act 1912-1950 was given in Official Year Book No. 40, pp. 110-2. Amendments to the Principal Act were made by the Navigation Act 1952, the provisions of which covered the settlement of maritime industrial disputes, standards of accommodation to be provided on ships and the engagement and discipline of seamen.

Other shipping Acts under the Trade and Commerce power of the Commonwealth are the Sea Carriage of Goods Act 1924, the Seamen's Compensation Act 1911-1949, and the Seamen's War Pensions and Allowances Act 1940-1952.

7. **Ports and Harbours.**—A report on "The Turn-round of Ships in Australian Ports" was submitted to the Commonwealth Government by Henry Basten, C.M.G., on 4th January, 1952. The report deals with all factors affecting the turn-round of ships and congestion in Australian ports and the measures that might be taken to effect improvement on both short-term and long-term bases.

## B. GOVERNMENT RAILWAYS.

1. **General.**—The policy of Government ownership and control of railways has been adopted in each State and at 30th June, 1953, 24,607 route-miles were owned by the State Governments and 2,201 route-miles by the Commonwealth Government. In the following tables details of the four lines owned by the Commonwealth are grouped and shown with the totals for the various State-owned systems. Separate particulars for each Commonwealth line are shown in the *Transport and Communication Bulletin* issued by this Bureau.

In some States, there are comparatively small privately-owned railway systems offering passenger and freight services to the public. Details of these private railways were included in Official Year Book No. 39 and previous issues, but owing to their relative unimportance and the incomplete nature of the statistics available the series has been discontinued.

2. **Railway Communication in Australia.**—An account of the progress of railway construction in Australia since the opening of the first line in 1854 will be found in Official Year Books No. 6, p. 681 and No. 22, p. 259. The main ports on the mainland are connected by lines running approximately parallel to the coast and are the focal points of lines which radiate inland to the agricultural, mining and pastoral areas of the continent to a distance which reaches 600 miles at some points. However, Darwin in the Northern Territory is not connected by rail to any other port in Australia. A 3 ft. 6 in. gauge railway extends southward from Darwin to Birdum, a distance of 317 miles, and from Port Augusta in South Australia northwards to Alice Springs in Central Australia, a distance of 771 miles. The report by the late Sir Harold Clapp to the Commonwealth

Government, details of which appear in Official Year Book No. 37, p. 146, did not recommend the linking of the termini at Alice Springs and Birdum.\* An all-weather road was built to cover the intervening distance and much goods traffic now passes along this road. The travelling times of trains on the main lines of Australia are being lessened and the haulage capacity increased by the introduction of diesel and diesel-electric locomotives. Eleven diesel-electric locomotives now operate all train services on the Trans-Australia Railway between Port Pirie and Kalgoorlie, and, in the near future, steam locomotive power on the Central and North Australia Railways will be replaced by diesel-electric power. The State railway systems also are making increasing use of diesel-electric locomotives, particularly to lessen the time taken on long-distance passenger and goods services.

3. **Standardization of Railway Gauges.**—A summary of the report and recommendations relating to the standardization of Australia's railway gauges on the basis of a 4 ft. 8½ in. gauge, made in March, 1945 at the request of the Commonwealth Government by the late Sir Harold Clapp, then Director-General of Land Transport, Commonwealth Department of Transport, together with an outline of the agreement between the Commonwealth Government and the States of New South Wales, Victoria and South Australia regarding the standardization of railway gauges in their respective States is contained in Official Year Book No. 37 (Chapter V.—Transport and Communication, pp. 146–9). The agreement, which was signed in 1946, was ratified by the Governments of the Commonwealth, of Victoria and of South Australia, but not by the New South Wales Government. After some time had elapsed and New South Wales had failed to ratify the agreement, the Commonwealth Government decided to enter into a separate agreement with South Australia, and the necessary legislation was enacted in 1949 by each Government concerned. Action was also taken to invite the Victorian Government to discuss the subject of a separate agreement, but to date there has been no legislative action. The Commonwealth–South Australia Agreement provides for the same standardization work to be carried out in South Australia as would have been carried out had New South Wales ratified the original Commonwealth–Three States Agreement, and that over a period of years the Commonwealth should contribute 70 per cent. and South Australia be responsible for the remaining 30 per cent. of the estimated cost.

4. **Government Railways: Lines under Construction and Lines Authorized, 1952–53.**—

(i) *Lines under Construction.* In spite of the great extensions of State railways since 1875 and also the construction of various railways by the Commonwealth Government, there are still, in some States, immense areas of country which are as yet practically undeveloped, and in which little in the nature of permanent settlement has been accomplished. The general policy of the States was to extend the existing lines inland in the form of light railways as settlement increased, and while it is true that lines which were not likely to be commercially successful in the immediate future have been constructed from time to time for the purpose of encouraging settlement, the general principle that the railways should be self-supporting was kept in view.

(a) *New South Wales.* Practically all work on construction projects was suspended early in 1952–53 owing to lack of funds. The work at Circular Quay to provide the connecting link between St. James and Wynyard stations was continued until October, 1952, while that on the eastern suburbs railway was suspended in August, 1952. The duplication and deviation of the main northern line between Branxton and Muswellbrook and the quadruplication of the Lidcombe to Penrith line were continued until September, 1952, small sections of each line being completed and brought into use.

(b) *Victoria.* The work on the duplication and electrification of sections of the Gippsland line continued throughout the year. Sections of line from Longwarry to Yarragon (18 miles) and from Nar Nar Goon to Tynong (3½ miles) were completed and brought into service. Earthworks for the remaining sections between Dandenong and Longwarry were nearing completion and track-laying was in progress between Pakenham and Nar Nar Goon. Some earthworks and retaining walls were completed in connexion with the duplication of the Ashburton line. Progress was made with the erection of the overhead wiring structures.

\* This is, however, provided for in the Commonwealth–South Australia Agreement referred to in para. 3.

(c) *Queensland.* Duplication of small sections of suburban line was completed and the sections were placed in service during the year. Progress in the quadruplication of the Roma Street to Corinda suburban line was confined to earthworks and bridge widening. However, shortage of funds caused the suspension of work on this project and on the electrification of the Brisbane suburban railway. The Callide Coalfield Railway was completed during the year.

(d) *South Australia.* The 5 ft. 3 in. gauge line from Naracoorte to Mount Gambier was officially opened at Mount Gambier on 23rd June, 1953. Although broad gauge working was introduced immediately, a considerable amount of work still remained to be completed, both along the line and in the yards at Mount Gambier. A start was made on the earthworks for the conversion of the Mount Gambier-Millicent line to 5 ft. 3 in. gauge.

(e) *Other.* At 30th June, 1953, there was no railway construction work in progress in Western Australia or Tasmania or for the Commonwealth Government.

(ii) *Lines Authorized for Construction.* In the States of New South Wales, Victoria, Queensland, South Australia and Western Australia at 30th June, 1953 there were certain lines authorized for construction but not commenced. These lines were authorized many years ago, some as early as 1910 and none later than 1933. Particulars may be found in Official Year Book No. 36, p. 133. There have been no later authorizations.

5. *Grafton-South Brisbane (Uniform Gauge) Line.*—For particulars of the construction of the Grafton-South Brisbane (Uniform Gauge) Line completed in 1930, which constituted the first step towards uniform gauge railway communication between the capitals of the mainland States, see Official Year Books No. 31, p. 122 and No. 38, p. 165.

6. *Mileage Open for Traffic, all Lines.*—Almost all the railways open for general traffic in Australia are owned and controlled by the State or Commonwealth Governments. Private lines have been laid down for the purpose of opening up forest lands, mining districts or sugar areas. These lines are not generally used for the conveyance of passengers or the public conveyance of goods.

The following table shows the route-mileage of Commonwealth and State lines open in each State at different periods since the inauguration of railways in Australia in 1854 up to the year 1952-53 :—

**GOVERNMENT RAILWAYS : ROUTE-MILEAGE OPEN.**  
(Miles.)

At 30th June—	N.S.W. (a)	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1855(b) ..	14	2	..	7	..	..	..	..	23
1861(b) ..	73	114	..	56	..	..	..	..	243
1871(b) ..	358	276	218	133	..	45	..	..	1,030
1881(b) ..	996	1,247	800	832	92	45	..	..	4,012
1891 ..	2,182	2,763	2,195	1,666	198	351	145	..	9,500
1901 ..	2,846	3,237	2,801	1,736	1,355	457	145	..	12,577
1911 ..	3,762	3,523	3,868	1,935	2,376	470	145	..	16,079
1921 ..	5,043	4,267	5,752	3,408	3,992	630	199	5	23,296
1931 ..	6,247	4,514	6,529	3,898	4,634	665	317	5	26,809
1941 ..	6,368	4,518	6,567	3,809	4,835	642	490	5	27,234
1951 ..	6,354	4,445	6,560	3,805	4,682	613	490	5	26,954
1952 ..	6,354	4,453	6,560	3,805	4,567	613	490	5	26,847
1953 ..	6,354	4,419	6,560	3,805	4,562	613	490	5	26,808

(a) Includes route-mileage under the control of the Victorian Railways Department as follows—1931, 203 route-miles; 1941 and later years, 241 route-miles.

(b) At 31st December.

The next table shows for each State the length of Government lines open in relation to both population and area at 30th June, 1953.

GOVERNMENT RAILWAYS : ROUTE-MILEAGE OPEN AT 30th JUNE, 1953.  
(Miles.)

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-mileage open	6,354	4,419	6,560	3,805	4,562	613	490	5	26,808
Per 1,000 of population.	1.85	1.85	5.18	5.03	7.33	1.97	28.71	0.17	3.04
Per 1,000 square miles	20.53	50.28	9.78	10.01	4.67	23.38	0.94	5.32	9.01

7. Classification of Lines according to Gauge, 1952-53.—The next table shows the route-mileage of Government railways open in each State and Territory at 30th June, 1953, classified according to gauge.

GOVERNMENT RAILWAYS : GAUGES, AT 30th JUNE, 1953.  
(Route-miles.)

Gauge.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in. ..	(a) 241	4,308	..	(b)1,594	..	..	..	..	6,143
4 ft. 8½ in. ..	6,113	..	69	654	454	..	..	5	7,295
3 ft. 6 in. ..	..	..	6,461	1,557	4,108	613	490	..	13,229
2 ft. 6 in. ..	..	111	..	..	..	..	..	..	111
2 ft. 0 in. ..	..	..	30	..	..	..	..	..	30
Total ..	6,354	4,419	6,560	3,805	4,562	613	490	5	26,808

(a) Under the control of the Victorian Railways Department.

(b) Includes 124 route-miles of mixed 5 ft. 3 in. and 3 ft. 6 in. gauge.

NOTE.—The table above includes 2,201 miles of Commonwealth Government railways as follows:—  
4 ft. 8½ in. gauge—South Australia 654 miles, Western Australia 454 miles and Australian Capital Territory 5 miles; 3 ft. 6 in. gauge—South Australia 598 miles and Northern Territory 490 miles.

8. Summary of Operations, 1952-53.—In the following table a summary is shown of the working of Government railways open in Australia during the year ended 30th June, 1953:—

GOVERNMENT RAILWAYS : SUMMARY OF OPERATIONS, 1952-53.

Particulars.	Commonwealth Railways.	State Railways.	Total.
Route-mileage open 30th June, 1953 .. miles	2,201	24,607	26,808
Gross revenue .. .. £'000	2,710	152,122	154,832
"    "    per train-mile .. .. pence	374.16	401.68	401.16
Working expenses .. .. £'000	(a) 2,728	158,826	161,554
"    "    per train-mile .. .. pence	376.63	419.38	418.58
Net revenue .. .. £'000	— 18	— 6,704	— 6,722
"    "    per train-mile .. .. pence	— 2.47	— 17.70	— 17.42
Train-miles run .. .. '000	1,738	90,891	92,629
Passenger-journeys .. .. '000	190	497,430	497,620
Goods, etc., carried .. .. '000 tons	660	43,723	44,383
Average number of employees(b) .. ..	2,526	133,393	135,919
"    earnings per employee .. .. £	686	849	796

(a) Excludes amounts paid for Commissioner's salary (£3,500), Government contributions under the Superannuation Act (£44,394), Accident and Insurance Fund (£22,947) and proportion of salaries of Auditor-General's staff (£2,000).

(b) Excludes construction staff except in respect of Victoria.

NOTE.—Minus sign (—) denotes loss.

9. Summary, States, 1952-53.—The following table shows, for Government railways in Australia, particulars of the mileage open, cost of construction and equipment, passengers and goods carried and train-miles run during 1952-53.

## GOVERNMENT RAILWAYS : SUMMARY, 1952-53.

System.	Mileage Open.(a)		Cost of Construction and Equipment during Year.	Passenger-journeys.	Goods and Livestock Carried.	Train-miles Run.(b)
	Route.	Track.				
	Miles.	Miles.	£'000.	'000.	'000 tons.	'000.
New South Wales ..	6,113	8,443	17,163	271,699	(c)19,121	(d)40,193
Victoria ..	(e) 4,660	(e) 6,065	6,756	162,857	9,192	17,690
Queensland ..	6,560	7,501	5,180	35,819	7,351	(c) 18,564
South Australia ..	2,553	3,163	3,305	17,565	4,543	7,199
Western Australia ..	4,108	4,685	6,049	6,339	2,619	5,255
Tasmania ..	613	707	1,118	3,151	897	1,990
Commonwealth ..	2,201	2,364	2,101	190	660	1,738
Australia ..	26,808	32,928	41,672	497,620	44,383	92,629

(a) At 30th June, 1953.

(b) Excludes assistant and light miles.

(c) Partly estimated.

(d) Estimated.

(e) Includes 241 miles in New South Wales.

10. **Gross Revenue.**—(i) *General.* The gross revenue is composed of (a) receipts from coaching traffic, including the carriage of mails, horses, parcels, etc., by passenger trains; (b) receipts from the carriage of goods and livestock; and (c) rents and miscellaneous items. State Government grants are excluded. Details of these grants made during 1952-53 are as follows:—£800,000 for the working of country development lines in New South Wales; £3,000 towards reduction in outer suburban fares and £1,798,278 to limit interest payments to 1 per cent. on loan liability in Victoria; £4,050,000 towards working expenses and £800,000 towards interest payments in South Australia; and £10,000 for sick leave funds in Tasmania.

(ii) *Coaching, Goods and Miscellaneous Receipts.* (a) *Summary.* In the following table the gross revenue is shown for the years 1950-51 to 1952-53, together with the revenue per average route-mile worked and per train-mile run:—

## GOVERNMENT RAILWAYS : GROSS REVENUE.(a)

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
TOTAL GROSS REVENUE. (£'000.)								
1950-51 ..	49,448	18,651	19,772	7,315	6,968	1,337	2,153	105,644
1951-52 ..	68,910	24,186	23,357	9,457	8,885	1,798	2,925	139,518
1952-53 ..	72,676	31,864	25,985	11,891	7,667	2,039	2,710	154,832
GROSS REVENUE PER AVERAGE ROUTE-MILE WORKED. (£.)								
1950-51 ..	8,089	3,979	3,014	2,865	1,648	2,180	978	3,919
1951-52 ..	11,273	5,160	3,561	3,704	2,160	2,932	1,329	5,198
1952-53 ..	11,889	6,811	3,961	4,658	1,866	3,327	1,231	5,772
GROSS REVENUE PER TRAIN-MILE RUN. (Pence.)								
1950-51 ..	311.38	307.13	255.65	275.19	234.38	154.87	280.69	285.93
1951-52 ..	413.33	341.99	300.54	326.86	313.53	206.24	371.70	358.63
1952-53 ..	433.96	432.29	335.94	396.40	350.13	245.96	374.16	401.16

(a) Excludes Government grants, see para. 10 (1) above.

(b) *Distribution.* The following table shows the gross revenue for the year 1952-53 classified according to the main three sources of receipts and the proportion of the total receipts obtained from each source.

GOVERNMENT RAILWAYS : DISTRIBUTION OF GROSS REVENUE, 1952-53.

System.	Gross Revenue.			Proportion of Total.		
	Coaching.	Goods and Livestock.	Miscellaneous.	Coaching.	Goods and Livestock.	Miscellaneous.
	£'000.	£'000.	£'000.	%	%	%
New South Wales ..	17,664	48,728	6,284	24.30	67.05	8.65
Victoria .. .. .	10,498	19,381	1,985	32.95	60.82	6.23
Queensland .. ..	4,196	21,007	782	16.15	80.84	3.01
South Australia ..	1,771	9,233	887	14.89	77.65	7.46
Western Australia ..	987	6,203	477	12.87	80.91	6.22
Tasmania .. .. .	214	1,776	49	10.50	87.10	2.40
Commonwealth .. ..	690	1,798	222	25.46	66.35	8.19
<b>Australia .. .. .</b>	<b>36,020</b>	<b>108,126</b>	<b>10,686</b>	<b>23.27</b>	<b>69.83</b>	<b>6.90</b>

NOTE.—Details of gross revenue classified according to coaching, goods and livestock and miscellaneous receipts for the years 1943-44 to 1952-53 are shown in *Transport and Communication Bulletin* No. 44.

11. *Working Expenses.*—(i) *General.* In order to make an adequate comparison of the working expenses as between the several States and Territories, allowance should be made for the variation of gauges and of physical and traffic conditions, not only on the different systems of the State and Commonwealth railways, but also on different portions of the same systems. When traffic is light, the proportion of working expenses to revenue is naturally greater than when traffic is heavy; and this is especially true in Australia, where ton-mile rates are in many cases based on a tapering principle—i.e., a lower rate per ton-mile is charged upon merchandise from remote interior districts—and where on many of the lines there is but little back loading.

Working expenses, wherever presented in the Railways section of this chapter, exclude interest, sinking fund, exchange and certain other payments (*see paras. 12 and 13 following*).

During the war years large amounts were set aside by the Railways as reserves, mainly to provide for depreciation and accrued leave, to be expended as circumstances permit. Particulars of these amounts, which were included in working expenses and which in the year 1942-43 aggregated nearly £10,000,000 and over the whole period about £30,000,000, were given in *Official Year Book* No. 38, page 175.

(ii) *Working Expenses.* The following table shows the total working expenses, the ratio of working expenses to gross revenue and working expenses per average route-mile worked and per train-mile run for the years 1950-51 to 1952-53 :—

GOVERNMENT RAILWAYS : WORKING EXPENSES.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Australia.
							(a)	
<b>TOTAL WORKING EXPENSES.</b>								
(£'000.)								
1950-51 ..	49,168	20,811	19,427	9,992	8,932	2,009	2,434	112,773
1951-52 ..	64,020	29,612	24,646	13,505	11,016	2,567	2,808	148,174
1952-53 ..	66,452	34,008	27,979	15,013	12,510	2,864	2,728	161,554

GOVERNMENT RAILWAYS: WORKING EXPENSES—*continued.*

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Australia.
RATIO OF WORKING EXPENSES TO GROSS REVENUE. (Per cent.)								
1950-51 ..	99.43	111.58	98.26	136.60	128.17	150.35	113.04	106.74
1951-52 ..	92.90	122.43	105.51	142.81	123.98	142.81	95.99	106.20
1952-53 ..	91.44	106.73	103.67	126.26	163.18	140.44	100.66	104.34
WORKING EXPENSES PER AVERAGE ROUTE-MILE WORKED. (£).								
1950-51 ..	8,043	4,440	2,961	3,914	2,112	3,278	1,106	4,184
1951-52 ..	10,473	6,318	3,757	5,290	2,678	4,188	1,276	5,521
1952-53 ..	10,871	7,270	4,265	5,881	3,045	4,672	1,239	6,023
WORKING EXPENSES PER TRAIN-MILE RUN. (Pence.)								
1950-51 ..	309.62	342.63	251.19	375.90	300.41	232.84	317.29	305.21
1951-52 ..	384.00	418.72	317.11	466.79	388.72	294.54	356.80	380.88
1952-53 ..	396.80	461.38	361.71	500.49	571.34	345.42	376.63	418.58

(a) See para. 8, note (a), page 153.

(iii) *Distribution.* The following table shows the total working expenses for the year 1952-53 classified according to the main four expenditure headings.

GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES, 1952-53.  
(£'000.)

Branch.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wth. (a)	Aust.
Maintenance of Way and Works .. ..	11,220	6,653	6,492	2,310	2,245	639	818	30,377
Rolling Stock .. ..	26,710	12,273	13,391	7,632	5,681	1,289	1,220	68,196
Transportation and Traffic .. ..	15,186	8,439	6,436	3,594	2,673	583	500	37,411
Other .. ..	13,336	6,643	1,660	1,477	1,911	353	190	25,570
Total .. ..	66,452	34,008	27,979	15,013	12,510	2,864	2,728	161,554

(a) See para. 8, note (a), page 153.

12. *Net Revenue.*—The following table shows for the years 1950-51 to 1952-53 the net revenue, i.e., the excess of gross revenue over working expenses, the amount of such net revenue per average route-mile worked and per train-mile run, the interest on railway loan expenditure and the profit or loss after paying interest:—

## GOVERNMENT RAILWAYS: NET REVENUE, INTEREST, AND PROFIT OR LOSS.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
TOTAL NET REVENUE. (£'000.)								
1950-51 ..	280	-2,159	344	-2,677	-1,963	-673	(a)-280	-7,128
1951-52 ..	4,890	-5,426	-1,288	-4,048	-2,131	-770	(a) 177	-8,656
1952-53 ..	6,224	-2,144	-1,993	-3,122	-4,844	-825	(a)-18	-6,722

GOVERNMENT RAILWAYS: NET REVENUE, INTEREST, AND PROFIT OR LOSS—*continued.*

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
NET REVENUE PER AVERAGE ROUTE-MILE WORKED. (£.)								
1950-51 ..	46	- 461	53	-1,049	- 464	-1,098	(a)-128	-264
1951-52 ..	800	-1,158	-196	-1,586	- 518	-1,256	(a) 53	-323
1952-53 ..	1,018	- 459	-304	-1,223	-1,179	-1,345	(a)- 5	-251

NET REVENUE PER TRAIN-MILE RUN. (Pence.)								
1950-51 ..	1.76	-35.56	4.46	-100.71	- 66.03	-77.97	a-36.60	-19.29
1951-52 ..	29.33	-76.73	-16.57	-139.93	- 75.19	-88.30	a 14.90	-22.25
1952-53 ..	37.16	-29.09	-25.77	-104.09	-221.21	-99.46	a- 2.47	-17.42

INTEREST PAYMENTS. (£'000.)								
1950-51 ..	5,620	2,069	1,586	1,028	717	162	296(b)	11,560
1951-52 ..	6,122	2,041	1,669	1,065	716	196	290(b)	12,181
1952-53 ..	6,342	2,128	1,874	1,077	841	222	290(b)	12,856

PROFIT OR LOSS. (£'000.)								
1950-51 ..	-5,340	-4,228	-1,242	-3,705	-2,680	- 835	(a)-576	-18,688
1951-52 ..	-1,232	-7,467	-2,957	-5,113	-2,847	- 966	(a)-173	-20,837
1952-53 ..	- 118	-4,272	-3,867	-4,199	-5,685	-1,047	(a)-308	-19,578

(a) See para. 8, note (a), page 153. (b) Includes Commonwealth Government share of interest on Uniform Gauge Railway, £82,375.

NOTE.—Minus sign (-) denotes loss.

In the graphs accompanying this chapter the gross and net revenue and working expenses are shown from 1870 to 1953.

13. Exchange.—Exchange on interest payments abroad and certain other charges are not included in the table above. These items are not charged against the railways in Queensland and Western Australia and have been excluded for the purposes of comparison. In the remaining States the amounts paid on account of exchange during 1952-53 were:—New South Wales, £574,000; Victoria, £148,075; South Australia, £75,101; and Tasmania, £5,826.

14. Traffic.—(i) *General.* Reference has already been made to the difference in the traffic conditions on many of the lines. These conditions differ not only in the several State and Commonwealth systems, but also on different lines in the same system, and apply to both passenger and goods traffic. By far the greater part of the population of Australia is confined to a fringe of country near the coast, more especially in the eastern and southern districts. A large proportion of the railway traffic between the chief centres of population is therefore carried over lines in the neighbourhood of the coast, and is thus, in some cases, open to seaborne competition. In recent years competition from road and air transport has become an important factor.

The following table shows particulars for the years 1950-51 to 1952-53 :—

**GOVERNMENT RAILWAYS : TRAFFIC.**

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Australia.
<b>PASSENGER-JOURNEYS.</b> ( <sup>'000.</sup> )								
1950-51 ..	268,567	141,313	34,118	17,177	11,543	3,182	186	476,086
1951-52 ..	268,168	165,131	35,003	18,269	10,536	3,186	191	500,484
1952-53 ..	271,699	162,857	35,819	17,565	6,339	3,151	190	497,620
<b>PASSENGER-JOURNEYS PER AVERAGE ROUTE-MILE WORKED.</b> (Number.)								
1950-51 ..	43,934	30,150	5,201	6,728	2,730	5,191	85	17,636
1951-52 ..	43,868	35,232	5,336	7,156	2,562	5,197	87	18,647
1952-53 ..	44,446	34,813	5,460	6,880	1,543	5,140	86	18,550
<b>GOODS AND LIVESTOCK CARRIED.</b> ( <sup>'000 Tons.</sup> )								
	(a)							
1950-51 ..	18,324	7,539	7,096	3,794	3,033	861	591	41,238
1951-52 ..	19,817	9,204	6,741	4,351	3,063	889	694	44,759
1952-53 ..	19,121	9,192	7,351	4,543	2,619	897	660	44,383
<b>GOODS, ETC., CARRIED PER AVERAGE ROUTE-MILE WORKED.</b> (Tons.)								
1950-51 ..	2,998	1,608	1,082	1,486	717	1,405	269	1,530
1951-52 ..	3,242	1,964	1,028	1,704	745	1,450	315	1,668
1952-53 ..	3,128	1,965	1,121	1,779	638	1,463	300	1,654

(a) Partly estimated.

(ii) *Metropolitan and Country Passenger Traffic and Revenue, 1952-53.* A further indication of the difference in passenger traffic conditions is obtained from the comparison of the volume of metropolitan and suburban and country traffic during 1952-53 shown below.

**GOVERNMENT RAILWAYS : METROPOLITAN AND SUBURBAN AND COUNTRY PASSENGER TRAFFIC AND RECEIPTS, 1952-53.**

System.	Passenger-journeys. ( <sup>'000.</sup> )			Revenue. (£ <sup>'000.</sup> )		
	Metropolitan and Suburban.	Country.	Total.	Metropolitan and Suburban.	Country.	Total.
New South Wales ..	(a)	(a)	271,699	(a)	(a)	(b)15,871
Victoria ..	154,997	7,860	162,857	5,622	3,749	9,371
Queensland ..	29,245	6,574	35,819	683	2,419	3,102
South Australia ..	16,074	1,491	17,565	520	839	1,359
Western Australia ..	5,471	868	6,339	155	543	698
Tasmania ..	2,356	795	3,151	47	126	173
Commonwealth ..	..	190	190	..	516	516
Australia ..	(a)	(a)	497,620	(a)	(a)	31,090

(a) Not available.

(b) Estimated.

(iii) *Goods Traffic.* (a) *Classification.* Some indication of the differing conditions of the traffic in each system may be gained by an examination of the tonnage of the various classes of commodities carried, and of the revenue derived therefrom. The following table shows the number of tons of various commodities carried during 1952-53.

**GOVERNMENT RAILWAYS : CLASSIFICATION OF COMMODITIES CARRIED, 1952-53.**

( '000 Tons.)

System.	Coal, Coke and Shale.	Other Minerals.	Grain and Flour.	Wool.	Live-stock.	All Other Com-modities.	Total.
New South Wales ..	(a)	(a)	(b)1,074	(c) 186	(c)1,244	16,617	19,121
Victoria ..	1,840	123	1,821	130	612	4,666	9,192
Queensland ..	(d)1,518	(e) 682	(f) 2,703	69	784	1,595	7,351
South Australia ..	921	832	1,056	50	215	1,469	4,543
Western Australia ..	465	231	729	21	132	1,041	2,619
Tasmania ..	174	45	(f) 45	5	23	605	897
Commonwealth ..	421	8	7	4	68	152	660
Australia ..	(g)	(g)	(g)	465	3,078	26,145	44,383

(a) Included with "All Other Commodities". (b) Grain only. (c) Estimated.  
 (d) Excludes shale. (e) Includes shale. (f) Agricultural produce. (g) Not available.

(b) *Revenue.* The following table shows the revenue derived from goods and live-stock traffic during 1952-53 :—

**GOVERNMENT RAILWAYS : REVENUE FROM GOODS AND LIVESTOCK TRAFFIC, 1952-53.**

( £'000.)

System.	Coal, Coke and Shale.	Other Minerals.	Grain and Flour.	Wool.	Live-stock.	All Other Com-modities.	Total.
New South Wales ..	8,658	(a)	(a)	(a)	3,738	36,332	48,728
Victoria ..	1,918	161	2,662	670	1,435	12,535	19,381
Queensland ..	(b)2,239	(c)1,589	(d)4,056	895	2,549	9,679	21,007
South Australia ..	339	2,117	1,392	279	677	4,429	9,233
Western Australia ..	634	377	979	105	309	3,799	6,203
Tasmania ..	345	108	(d) 81	18	57	1,167	1,776
Commonwealth ..	633	18	11	24	211	901	1,798
Australia ..	14,766	(e)	(e)	(e)	8,976	68,842	108,126

(a) Included with revenue from "All Other Commodities". (b) Excludes revenue from shale.  
 (c) Includes revenue from shale. (d) Agricultural produce. (e) Not available.

(iv) *Passenger-mileage.* The following table shows particulars of passenger-mileage in respect of the Government railways in Australia for the years 1950-51 to 1952-53.

**GOVERNMENT RAILWAYS : PASSENGER-MILEAGE SUMMARY.**

Year ended 30th June—	Passenger Train-miles.	Total Passenger-miles.	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey.	Passenger Earnings.				Density of Traffic (a).
					Gross.	Per Average Route-mile Worked.	Per Passenger-mile.	Per Passenger Train-mile.	
( '000.)	( '000.)	( '000.)	(Miles.)	(£'000.)	(£)	(d.)	(d.)		
<b>NEW SOUTH WALES.</b>									
1951	(b)	(b)	(b)	(b)	c 13,557	2,218	(b)	(b)	(b)
1952	(b)	(b)	(b)	(b)	c 15,474	2,531	(b)	(b)	(b)
1953	21,925	(b)	(b)	(b)	c 15,871	2,596	(b)	173.74	(b)

GOVERNMENT RAILWAYS : PASSENGER-MILEAGE SUMMARY—*continued.*

Year ended 30th June—	Passenger Train-miles. (‘000.)	Total Passenger-miles. (‘000.)	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey. (Miles.)	Passenger Earnings.				Density of Traffic. (a)
					Gross. (£‘000.)	Per Average Route-mile Worked. (£)	Per Passenger-mile. (d.)	Per Passenger Train-mile. (d.)	
VICTORIA.									
1951	9,693	1,521,106	157	10.76	6,430	1,372	1.02	159.21	324,537
1952	11,196	1,780,854	159	10.78	8,116	1,732	1.09	173.98	380,037
1953	11,933	1,805,506	151	11.09	9,371	2,003	1.25	188.48	385,957
QUEENSLAND.(d)									
1951	6,753	(b)	(b)	(b)	2,971	458	(b)	105.59	(b)
1952	6,916	(b)	(b)	(b)	2,915	444	(b)	101.16	(b)
1953	7,087	(b)	(b)	(b)	2,971	453	(b)	100.63	(b)
SOUTH AUSTRALIA.									
1951	3,640	274,174	75	16.96	1,098	430	0.96	72.40	107,393
1952	3,951	281,364	71	15.40	1,279	501	1.09	77.72	110,209
1953	4,052	275,341	68	15.68	1,359	532	1.18	80.52	107,850
WESTERN AUSTRALIA.									
1951	2,528	173,227	69	15.01	831	197	1.15	78.89	40,971
1952	2,147	147,907	69	14.04	911	221	1.48	101.77	35,961
1953	1,584	109,574	69	17.28	698	170	1.53	105.70	26,673
TASMANIA.									
1951	949	38,200	40	12.00	168	274	1.05	42.49	62,316
1952	927	38,539	42	12.09	177	289	1.10	45.77	62,869
1953	887	36,039	41	11.44	173	282	1.15	46.67	58,792
COMMONWEALTH.(e)									
1951	533	60,700	114	326.18	411	187	1.63	185.07	27,578
1952	583	60,446	104	316.58	501	228	1.99	206.31	27,463
1953	641	62,885	98	330.71	516	234	1.97	192.94	28,571

(a) Total passenger-miles per average route-mile worked. (b) Not available. (c) Estimated.  
 (d) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (e) Railways controlled by Commonwealth Government.

(v) *Ton-mileage.* Particulars of ton-mileage in respect of Government railways in Australia are shown in the following table for each of the years 1950-51 to 1952-53.

## GOVERNMENT RAILWAYS : TON-MILEAGE SUMMARY.

Year ended 30th June—	Goods Train-miles. (‘000.)	Total Ton-miles. (‘000.)	Average Freight-paying Load per Train-mile. (Tons.)	Average Haul per Ton. (Miles.)	Goods and Livestock Earnings.				Density of Traffic. (a)
					Gross. (£‘000.)	Per Average Route-mile Worked. (£)	Per Ton-mile. (d.)	Per Goods Train-mile. (d.)	
NEW SOUTH WALES.									
1951	(b)	2,783,470	(b)	152	28,351	4,638	2.45	(b)	455,336
1952	(b)	2,906,947	(b)	147	43,361	7,093	3.58	(b)	475,535
1953	14,364	2,800,366	195	146	48,728	7,971	4.18	814	458,100
VICTORIA.									
1951	4,882	1,057,051	217	140	9,992	2,132	2.27	491	225,528
1952	5,777	1,280,191	222	139	13,319	2,842	2.50	553	273,136
1953	5,757	1,262,454	219	137	19,381	4,143	3.68	808	269,870

## GOVERNMENT RAILWAYS : TON-MILEAGE SUMMARY—continued.

Year ended 30th June—	Goods Train-miles.	Total Ton-miles.	Average Freight-paying Load per Train-mile.	Goods and Livestock Earnings.					Density of Traffic. (a)
				Average Haul per Ton.	Gross.	Per Average Route-mile Worked.	Per Ton-mile.	Per Goods Train-mile.	
(‘000.)	(‘000.)	(Tons.)	(Miles.)	(£’000.)	(£)	(d.)	(d.)		
QUEENSLAND.(c)									
1951	11,592	1,252,442	108	182	14,752	2,273	2.83	305	192,951
1952	11,506	1,265,664	110	196	17,887	2,756	3.39	373	194,988
1953	11,252	1,275,179	113	180	20,390	3,141	3.84	435	196,453
SOUTH AUSTRALIA.									
1951	2,739	510,122	186	135	5,305	2,078	2.50	465	199,813
1952	2,993	592,818	198	136	7,062	2,766	2.86	566	232,205
1953	3,148	613,771	195	135	9,233	3,617	3.61	704	260,412
WESTERN AUSTRALIA.									
1951	4,607	459,973	100	152	5,362	1,268	2.80	280	108,792
1952	4,654	469,748	101	153	7,150	1,739	3.65	369	114,210
1953	3,671	409,591	112	156	6,203	1,510	3.63	406	99,706
TASMANIA.									
1951	1,122	79,915	71	93	1,108	1,807	3.33	237	130,367
1952	1,164	88,696	76	100	1,539	2,510	4.16	317	144,692
1953	1,102	83,689	76	93	1,776	2,898	5.09	387	136,524
COMMONWEALTH.(d)									
1951	1,308	133,747	102	226	1,408	640	2.53	258	60,767
1952	1,306	151,248	116	218	2,009	913	3.19	369	68,718
1953	1,097	128,408	117	194	1,798	817	3.36	391	58,341

(a) Total ton-miles per average route-mile worked. (b) Not available. (c) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (d) Railways controlled by the Commonwealth Government.

15. Rolling Stock.—(i) *Systems, 1952-53.* The following table shows the number of rolling stock of Government railways at 30th June, 1953. Further details may be found in *Transport and Communication Bulletin* No. 44.

## GOVERNMENT RAILWAYS : ROLLING STOCK AT 30TH JUNE, 1953.

System.	Locomotives.				Coaching Stock.(a)	Goods Stock.	Service Stock.
	Steam.	Diesel Electric.	Other.	Total.			
New South Wales ..	1,186	22	5	1,213	3,854	25,734	1,162
Victoria ..	590	28	18	636	2,441	22,435	1,035
Queensland ..	855	10	1	866	1,477	22,981	1,322
South Australia ..	357	11	..	368	724	8,490	511
Western Australia..	439	..	7	446	634	11,864	644
Tasmania ..	102	32	6	140	190	2,589	96
Commonwealth ..	145	13	..	158	182	1,607	460
Australia ..	3,674	116	37	3,827	(b)9,554	95,700	5,230

(a) Includes all brake vans. and South Australia.

(b) Includes 52 interstate coaching stock jointly owned by Victoria

(ii) *Australia, 1949 to 1953.* The following table shows the number of rolling stock of Government railways at 30th June for each of the years 1949 to 1953.

## GOVERNMENT RAILWAYS : ROLLING STOCK.

At 30th June—	Locomotives.				Coaching Stock.(a)	Goods Stock.	Service Stock.
	Steam.	Diesel Electric.	Other.	Total.			
1949 .. ..	3,512	4	24	3,540	9,183	85,139	5,123
1950 .. ..	3,508	6	30	3,544	9,200	86,230	5,110
1951 .. ..	3,598	18	28	3,644	9,240	89,397	5,220
1952 .. ..	3,696	70	30	3,796	9,393	91,577	5,229
1953 .. ..	3,688	113	37	3,838	9,570	95,714	5,230

(a) See notes to table above.

16. Accidents.—The following table shows particulars of the number of persons killed or injured through train accidents and the movement of rolling stock on the Government railways of Australia during 1952-53 :—

## GOVERNMENT RAILWAYS : ACCIDENTS(a), 1952-53.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'wth.	Aust.
Persons Killed ..	63	59	19	15	21	6	..	183
Persons Injured ..	525	546	96	92	179	12	7	1,457

(a) Excludes accidents to railway employees.

17. Consumption of Coal, Oil and Petrol.—The following table shows the quantities and values of coal, oil and petrol consumed by the various Government Railway Departments during 1952-53 :—

## GOVERNMENT RAILWAYS : COAL, OIL AND PETROL CONSUMED, 1952-53.

Particulars.	N.S.W.	Vic.	Qld.	S. Aust.	W. Aust.	Tas.	C'wth.	Aust.
<b>Coal—</b>								
Locomotives .. '000 tons	1,388	379	705	269	282	48	39	3,110
£'000	4,723	2,783	1,594	1,615	1,031	107	303	12,156
Other purposes '000 tons	543	8	12	7	9	(a)	1	580
£'000	2,127	39	30	37	31	1	7	2,272
<b>Oil—</b>								
Lubrication .. '000 gals.	429	295	531	(b)	133	41	61	(b)
£'000	148	81	178	(b)	44	16	23	(b)
Diesel and Distillate								
'000 gals.	16,642	1,700	759	896	1,382	695	933	23,027
£'000	1,265	180	81	84	118	44	09	1,841
Furnace Oil .. '000 gals.	435	14,126	374	14,354	..	86	202	29,577
£'000	36	1,034	33	891	..	7	15	2,016
Other purposes '000 gals.	143	1,034	310	(b)	1,113	67	511	(b)
£'000	23	104	41	(b)	114	14	47	(b)
<b>Petrol—</b>								
Rail Cars .. '000 gals.	128	71	120	334	54	..	5	712
£'000	20	11	19	49	8	..	1	108

(a) 333 tons. (b) Not available.

18. Staff Employed and Salaries and Wages Paid.—The following table shows details of the average staff employed and the salaries and wages paid by the Government railways of Australia during 1952-53. Corresponding figures for 1951-52 will be found in *Transport and Communication Bulletin* No. 43.

**GOVERNMENT RAILWAYS : AVERAGE STAFF EMPLOYED, AND SALARIES  
AND WAGES PAID, 1952-53.**

System.	Number of Operating Staff.			Number of Construction Staff. (a)			Total Salaries and Wages Paid.	Average Earnings Per Employee.
	Salaried.	Wages.	Total.	Salaried.	Wages.	Total.		
New South Wales	9,232	41,782	51,014	663	5,671	6,334	£46,693	£814
Victoria	(b) 5,075	b 23,165	b 28,240	(c)	(c)	(c)	23,053	516
Queensland	4,337	23,926	28,263	13	455	468	22,145	771
South Australia	1,964	8,959	10,923	11	1,371	1,382	10,079	819
Western Australia	2,013	10,292	12,305	2	22	24	9,301	756
Tasmania	347	2,301	2,648	21	187	208	1,925	574
Commonwealth	356	2,170	2,526	5	284	289	1,929	686
<b>Australia</b>	<b>23,324</b>	<b>112,595</b>	<b>135,919</b>	<b>715</b>	<b>7,990</b>	<b>8,705</b>	<b>115,125</b>	<b>796</b>

(a) In Victoria, Queensland and Western Australia a considerable amount of construction work is carried out by private contractors and the staff engaged are therefore not under the control of the Railways Commissioners. (b) Includes number of construction staff. (c) Included with number of operating staff.

**C. TRAMWAYS.**

1. Systems in Operation.—(i) *General.* Tramway systems are in operation in all the capital cities and in a number of the larger towns of Australia.

Since 1st April, 1947, when the last private company system to operate (the Kalgoorlie-Boulder electric tramway system in Western Australia) was taken over by the Eastern Goldfields Transport Board, all systems have been operated by governmental or municipal authorities. From 1941-42 all systems have been electric.

In many parts of Australia private lines used for special purposes in connexion with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways and the traffic on them has nothing in common with that of the street tramways for the conveyance of passengers, which are dealt with in the present section.

In recent years there has been considerable replacement of electric tramway services by motor omnibus services. The tramway systems at Newcastle (New South Wales) and Kalgoorlie and Fremantle (Western Australia) were replaced by motor omnibus services on 11th June, 1950, 10th March, 1952 and 8th November, 1952 respectively. The Launceston municipal transport system has been converted to the use of trolley-buses and omnibuses. Tramcars ceased operating in Launceston on 13th December, 1952.

Particulars of trolley-bus services in New South Wales, South Australia, Western Australia and Tasmania are included with tramways. In Queensland they are included with Government and municipal omnibus services (see Division D. of this chapter).

(ii) *Total Mileage Open and Classification of Lines.* The following table shows, for each State, the total route-mileage of tramway lines open for general passenger traffic at 30th June, 1953, classified (a) according to the controlling authority; (b) according to gauge. Trolley-bus route-mileage also is shown.

**ELECTRIC TRAMWAYS : ROUTE-MILEAGE OPEN AT 30th JUNE, 1953.**  
(Miles.)

Particulars—	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
<b>ACCORDING TO CONTROLLING AUTHORITY.</b>							
Government	126	174	..	..	33	..	333
Municipal	..	..	67	96	..	(a) 48	(a) 211
<b>Total</b>	<b>126</b>	<b>174</b>	<b>67</b>	<b>96</b>	<b>33</b>	<b>(a) 48</b>	<b>(a) 544</b>
<b>ACCORDING TO GAUGE.</b>							
Tramways—							
5 ft. 3 in.	..	5	..	..	..	..	5
4 ft. 8½ in.	120	169	67	73	..	..	429
3 ft. 6 in.	..	..	..	..	15	(b)	(b) 15
Trolley-buses	6	..	..	23	18	(b) 7	(b) 54
<b>Total</b>	<b>126</b>	<b>174</b>	<b>67</b>	<b>96</b>	<b>33</b>	<b>(a) 48</b>	<b>(a) 544</b>

(a) Includes particulars of Hobart Municipal Council's electric tramway, trolley-bus and omnibus services. (b) Excludes Hobart.

2. Summary of Operations, Australia.—The following table gives a summary of the working of all electric tramway systems in Australia for the years 1948-49 to 1952-53:—

ELECTRIC TRAMWAYS : SUMMARY OF OPERATIONS, AUSTRALIA.(a)

Particulars.	Unit.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Average mileage open for traffic ..	route-mile	589	555	567	553	537
	track-mile	1,048	1,014	1,017	997	968
Tramcars(b) .. .. .	..	3,376	3,248	3,085	2,984	2,814
Cost of construction and equipment during year .. .. .	£'000.	(c)		1,205	2,075	911
Gross revenue(d) .. .. .	..	12,239	11,785	13,610	15,121	15,968
Working expenses(e) .. .. .	..	12,211	12,477	14,553	17,109	18,420
Net revenue .. .. .	..	28	-62	-943	-1,988	-2,452
Interest .. .. .	..	504	472	491	536	682
Ratio of working expenses to gross revenue .. .. .	per cent.	99.77	105.87	106.93	113.15	115.36
Car-miles run .. .. .	'000	81,530	72,708	71,746	67,923	65,895
Gross revenue per car-mile run ..	d.	36.03	38.90	45.33	53.43	58.16
Working expenses per car-mile run ..	d.	35.95	41.18	48.68	60.45	67.09
Net revenue per car-mile run ..	d.	0.08	-2.28	-3.15	-7.02	-8.93
Passenger-journeys .. .. .	'000	875,922	754,483	749,138	685,724	647,417
Passenger-journeys per car-mile run ..	..	10.74	10.38	10.44	10.10	9.82
Average gross revenue per passenger-journey .. .. .	d.	3.36	3.75	4.36	5.29	5.92
Persons employed at end of year(f) ..	..	g 19,015	g 17,561	16,566	18,309	h 16,051
Accidents .. .. .	..	..	..	..	..	..
Persons killed .. .. .	..	81	61	71	72	72
„ injured .. .. .	..	5,518	4,942	5,409	5,448	3,255

(a) Includes particulars of Hobart Municipal Council Omnibus Service 1948-49 to 1952-53 and Launceston Municipal Council Omnibus Service 1951-52 and 1952-53. (b) Includes trolley-buses. (c) Not available. (d) Excludes Government grants. (e) Includes provision of reserves for depreciation, etc. (f) Includes motor omnibus employees, South Australia. (g) Includes motor omnibus employees, Western Australia. (h) Excludes 2,303 employees in New South Wales who cannot be distributed between tramways and omnibuses.

NOTE.—Minus sign (—) denotes loss.

3. Traffic and Accidents.—Particulars of the traffic of electric tramways and the accidents which occurred in the movement of rolling stock are shown in the following table for each State during 1952-53:—

ELECTRIC TRAMWAYS : TRAFFIC AND ACCIDENTS, 1952-53.

State.	Average Mileage Open for Traffic.		Number of Tram-cars. (a)	Car-miles Run.	Pas-senger-journeys.	Average Number of Pas-senger-journeys per Car-mile.	Accidents.	
	Route-miles.	Track-miles.					Persons—	
							Killed.	Injured.
New South Wales ..	126	240	925	(b) 18,134	210,173	11.59	(c) 23	(c) 1,205
Victoria ..	174	323	867	24,341	225,213	9.25	23	1,100
Queensland ..	67	124	422	9,839	107,891	10.97	8	645
South Australia ..	96	163	313	8,020	57,926	7.22	(d) 14	(d) 139
Western Australia ..	33	59	143	2,565	20,611	8.04	3	120
Tasmania(e) ..	41	59	144	2,996	25,603	8.55	1	46
Australia ..	537	968	2,814	65,895	647,417	9.82	72	3,255

(a) Includes trolley-buses. (b) Estimated. (c) Excludes accidents to employees. (d) Includes particulars for Government and Municipal Controlled Omnibus Services. (e) Includes particulars of Hobart and Launceston Municipal Council Omnibus Services.

4. State Details.—(i) General. For details of the various systems operating in the several States see Official Year Book No. 37 and issues prior to No. 32.

(ii) Summary of Operations. The following table shows particulars of the working of electric tramways in each State of Australia for the years 1950-51 to 1952-53.

ELECTRIC TRAMWAYS : SUMMARY OF OPERATIONS.

Year ended 30th June—	Mileage Open for Traffic at 30th June. (Route-miles.)	Cost of Construction and Equipment during year. (£'000.)	Gross Revenue. (a) (£'000.)	Working Expenses. (b) (£'000.)	Net Revenue. (£'000.)	Interest. (£'000.)	Ratio of Working Expenses to Gross Revenue. (Per cent.)	Car-miles Run. ('000.)	Passenger-journeys. ('000.)	Persons employed at end of year.
NEW SOUTH WALES.										
1951	134	201	5,010	5,892	-882	140	117.60	624,065	253,170 (d)	5,367
1952	130	935	5,185	7,093	-1,908	158	136.79	619,036	219,808 (d)	6,022
1953	126	151	5,245	7,285	-2,040	174	138.90	618,134	210,173 (e)	4,831
VICTORIA.										
1951	174	295	4,187	4,064	123	75	97.07	23,411	257,888	4,860
1952	174	286	4,909	4,872	37	88	99.25	23,736	235,678	5,572
1953	174	195	5,463	5,359	104	111	98.10	24,341	225,213	5,414
QUEENSLAND.(f)										
1951	67	240	1,675	1,627	48	105	97.17	9,350	108,359	2,475
1952	67	219	2,067	1,997	70	106	96.60	9,805	108,213	2,957
1953	67	96	2,171	2,137	34	107	98.42	9,839	107,891	2,397
SOUTH AUSTRALIA.										
1951	96(g)	285	1,670(h)	1,888	-218	122	113.07	9,203	68,737(i)	2,405
1952	96(g)	285	1,670(h)	1,888	-218	122	113.07	9,203	68,737(i)	2,405
1953	96(g)	244	1,851(h)	2,371	-520	170	128.10	8,020	57,926(i)	2,290
WESTERN AUSTRALIA.										
1951	48	12	574	615	-41	24	107.05	3,438	34,443	820
1952	43	76	650	724	-74	32	111.46	3,229	27,116	724
1953	33	113	588	673	-85	33	114.37	2,565	20,611	537
TASMANIA.										
1951	(j) 48	(j) 172	(j) 494	(j) 467	(j) 27	(j) 25	(j) 94.51	(j) 2,279	(j) 26,541	(j) 639
1952	(j) 50	(k) 275	(k) 640	(k) 535	(k) 105	(k) 30	(k) 83.54	(k) 2,914	(k) 26,172	(k) 629
1953	(j) 48	(k) 112	(k) 650	(k) 595	(k) 55	(k) 33	(k) 91.61	(k) 2,996	(k) 25,603	(k) 582
AUSTRALIA.(l)										
1951	567	1,205	13,610	14,553	-943	491	106.93	71,746	749,138	16,566
1952	560	2,076	15,121	17,109	-1988	536	113.15	67,923	685,724	18,309
1953	544	911	15,968	18,420	-2452	628	115.36	65,895	647,417	16,051

(a) Excludes Government grants. (b) Includes provision of reserves for depreciation, etc. (c) Estimated. (d) Excludes administrative staff not distributable between omnibus and tramway services. (e) Excludes 1,722 administrative staff and 581 salaried staff who cannot be distributed between omnibus and tramway services. (f) Excludes trolley-bus services, particulars of which are included with omnibus services. (g) Includes capital expenditure on motor omnibus services. (h) Excludes depreciation. (i) Includes motor omnibus employees of Adelaide Municipal Tramways Trust. (j) Includes particulars of Hobart Municipal Council Omnibus Service. (k) Includes particulars of Hobart and Launceston Municipal Council Omnibus Services. (l) See notes (a) to (k).

D. MOTOR OMNIBUS SERVICES.

1. General.—Motor omnibus services have been in operation for some years in the capital cities and some of the larger towns of the States of Australia, and in the Australian Capital Territory.

Governmental and municipal authorities operate certain services and the others are run by private operators; in the States the former are run in conjunction with the existing electric tramway systems.

2. Government and Municipal Services.—(i) *Summary of Operations, 1952-53.* The following table gives a summary of the operations during the year ended 30th June, 1953 of omnibus systems controlled by governmental and municipal authorities.

**MOTOR OMNIBUS SERVICES : GOVERNMENT AND MUNICIPAL, 1952-53.**

Particulars.	N.S.W.	Vic.	Qld. (a)	S.A.	W.A.	Tas. (b)	A.C.T.	Aust.
Length of route .. miles	466	69	409	27	2,984	533	45	4,533
Omnibuses .. ..	1,166	344	272	111	222	45	65	2,225
Capital cost during year .. £'000	1,098	184	117	(c)	82	13	..	1,494
Gross revenue(d) .. ..	5,392	1,489	805	265	1,045	199	125	9,320
Working expenses .. ..	£'000 (e) 7,341	1,593	849	395	911	191	185	11,465
Omnibus-miles run .. ..	'000 30,928	8,075	5,652	1,984	7,058	1,128	847	55,672
Passenger-journeys .. ..	'000 207,611	61,045	32,483	8,645	24,949	1,729	(f)	336,462
Persons employed .. ..	(g) 5,315	1,383	584	(h)	(i) 161	58	162	(j) 7,663

(a) Includes particulars of trolley-bus services. (b) Excludes Hobart and Launceston Municipal Council Services. (c) Separate particulars for trams and omnibuses not available—total included with tramways (*see* p. 165). (d) Excludes Government grants. (e) Includes estimate of administrative and general charges. (f) Not available. (g) Excludes administrative staff not distributable between omnibus and tramway services. (h) Not available, employees interchangeable with electric tramway employees and included therewith (*see* p. 165). (i) Excludes 567 Government employees. (j) *See* notes (g) to (i).

(ii) *Summary of Operations, Australia.* The following table gives a summary of the working of motor omnibus services in Australia under governmental and municipal control during each of the five years ended 1952-53.

**MOTOR OMNIBUS SERVICES : GOVERNMENT AND MUNICIPAL, AUSTRALIA.**

Particulars.	Unit.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Length of route .. ..	miles	3,268	3,208	3,994	4,458	4,533
Number of omnibuses .. ..	..	1,728	1,962	1,981	2,160	2,225
Capital cost during year(a) ..	£'000	(b)	(b)	1,600	2,334	(c) 1,494
Gross revenue(a) .. ..	£'000	5,433	6,307	7,572	8,542	9,320
Working expenses(a) .. ..	£'000	5,872	6,743	8,234	10,298	11,465
Net revenue(a) .. ..	£'000	-439	-436	-662	-1,756	-2,145
Ratio of working expenses to gross revenue(a) .. ..	per cent.	108.09	106.91	108.74	120.56	123.01
Omnibus-miles run(a) .. ..	'000	48,739	53,817	53,548	54,124	55,672
Gross revenue per omnibus-mile run(a) .. ..	d.	26.75	28.12	33.94	37.87	40.18
Working expenses per omnibus-mile run(a) .. ..	d.	28.91	30.06	36.90	45.66	49.43
Net revenue per omnibus-mile run(a) .. ..	d.	-2.16	-1.94	-2.96	-7.79	-9.25
Passenger-journeys(a) .. ..	'000	309,096	325,079	340,314	333,200	d 336,462
Passenger-journeys per omnibus-mile run(a) .. ..	..	6.33	6.04	6.36	6.16	(d) 6.14
Average gross revenue per passenger-journey(a) .. ..	d.	4.22	4.66	5.34	6.15	(d) 6.65
Number of persons employed (a) (e) .. ..	..	7,077	7,721	7,720	8,174	7,663

(a) Excludes Hobart Municipal Council Service 1948-49 to 1952-53 and Launceston Municipal Council Service 1951-52 and 1952-53. (b) Not available. (c) Excludes South Australia. (d) Excludes Australian Capital Territory. (e) *See* relevant notes to table above.

NOTE.—Minus sign (-) denotes loss.

3. Private Services.—(i) *General.* Particulars of motor omnibus services under the control of private operators are recorded in the States of New South Wales, Victoria, South Australia and Western Australia only.

In New South Wales, particulars are compiled for the Metropolitan and Newcastle Transport districts only, and in Victoria for the Metropolitan district only, but in South Australia and in Western Australia particulars of all services throughout the State are included.

(ii) *Summary of Operations.* The following table shows the operations of motor omnibus services under the control of private operators in New South Wales, Victoria, South Australia and Western Australia during each of the years ended June, 1951 to 1953 :—

MOTOR OMNIBUS SERVICES : PRIVATE.

Year.	Number of Omnibuses.	Omnibus-miles Run. ( <sup>0</sup> 000 miles.)	Passenger-journeys. ( <sup>0</sup> 000).	Value of Plant and Equipment. (£ <sup>0</sup> 000.)	Gross Revenue. (£ <sup>0</sup> 000.)	Persons Employed.
NEW SOUTH WALES.(a)						
1950-51 ..	823	18,221	99,740	1,032	1,995	1,418
1951-52 ..	790	17,358	94,917	999	2,342	1,289
1952-53 ..	792	20,613	87,274	950	2,347	1,273
VICTORIA.(b)						
1950-51 ..	(c) 425	19,292	83,628	(d)	1,414	1,027
1951-52 ..	407	17,985	79,928	(d)	1,601	972
1952-53 ..	420	17,548	84,006	(e) 473	1,839	905
SOUTH AUSTRALIA.						
1950-51 ..	(b) 116	6,031	12,470	(d)	573	(d)
1951-52 ..	116	5,926	12,516	(d)	593	(d)
1952-53 ..	116	5,972	12,816	(d)	633	(d)
WESTERN AUSTRALIA.						
1950-51 ..	399	12,645	34,346	767	1,106	1,050
1951-52 ..	393	12,331	34,546	910	1,432	976
1952-53 ..	379	11,976	34,592	1,047	1,576	944

(a) Metropolitan and Newcastle Transport districts only.  
 (c) Excludes omnibuses held in reserve.

(b) Metropolitan area only.  
 (d) Not available.  
 (e) Vehicles only.

E. FERRY (PASSENGER) SERVICES.

1. *General.*—Ferry services to transport passengers are operated in Sydney and Newcastle, New South Wales, on the Swan River at Perth in Western Australia, and on the Derwent River at Hobart and in Devonport, Tasmania. Control is exercised both by Governmental authorities and by private operators. In Victoria and Queensland the services operated are not extensive, and there are no ferry services in South Australia.

2. *Summary of Operations.*—The operations of ferry passenger services in New South Wales, Western Australia and Tasmania during the years 1950-51 to 1952-53 are summarized in the following table. Particulars of passengers carried on vehicular ferries are not included.

## FERRY (PASSENGER) SERVICES.

Year.		Number of Vessels.	Passenger Accom- modation.	Passenger- journeys. (‘000.)	Gross Revenue. (£.)	Persons Employed.
NEW SOUTH WALES—SYDNEY AND NEWCASTLE.						
1950-51	.. ..	39	22,793	20,274	612,661	389
1951-52	.. ..	37	22,179	20,654	667,405	495
1952-53	.. ..	37	20,288	20,959	702,689	456
WESTERN AUSTRALIA—PERTH.						
1950-51	.. ..	4	785	712	10,311	18
1951-52	.. ..	4	785	670	11,472	16
1952-53	.. ..	4	785	577	12,383	17
TASMANIA—HOBART AND DEVONPORT.						
1950-51	.. ..	7	1,570	966	20,002	31
1951-52	.. ..	6	1,537	944	23,556	27
1952-53	.. ..	6	1,537	1,112	26,908	27

## F. MOTOR VEHICLES.

1. **Motor Industry.**—Chapter XXIV.—Manufacturing Industry of this Year Book contains summarized information on the motor industry of Australia and includes therein some data on the imports of motor bodies and chassis. Chapter VII.—Trade contains further data on imports, including those of petroleum products.

2. **Registration.**—The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia. Particulars regarding methods of registration, licences, fees payable, etc., in each State and Territory at 30th June, 1952 were given in Official Year Book No. 40, pp. 135-8.

3. **Taxi-cabs and Other Hire Vehicles.**—In the capital cities of the States and in many of the provincial centres taxi-cabs and other vehicles ply for hire under licence granted by either the Commissioner of Police or the local government authority concerned. As most of these vehicles are independently controlled by individuals or small companies, it has not been possible to obtain complete data in respect of their operations.

4. **Motor Omnibuses.**—In both urban and provincial centres motor omnibus traffic has assumed considerable proportions during recent years and in some States the railway and tramway systems run motor services complementary to their main services. There has been a considerable replacement also, during the last few years, of existing tramway services by trolley-bus and motor-bus services. (See Divisions C. and D. of this chapter.)

5. **Motor Vehicles on the Register, etc.**—(i) *Registrations and Revenue.* The following table shows particulars of the registration of motor vehicles, licences issued and revenue received for 1952-53 and a summary for Australia for each of the years 1938-39 and 1949-50 to 1952-53. A graph showing for all motor vehicles other than motor cycles the registrations in force at 30th June of each year from 1920 to 1953 will be found on p. 142.

MOTOR VEHICLES : REGISTRATIONS AND REVENUE,  
(Excluding Defence Service Vehicles.)

State or Territory and Year.	Number of Motor Vehicles Registered at 30th June.(a)				Per 1,000 of Population at 30th June.	Number of Drivers' and Riders' Licences in force at 30th June.	Gross Revenue derived from—			
	Motor Cars.(b)	Commercial Vehicles.(c)	Motor Cycles.	Total.			Vehicle Registrations and Motor Tax. (£'000.)	Drivers' and Riders', etc., Licences. (£'000.)	Other Sources. (£'000.)	Total. (£'000.)
STATES AND TERRITORIES, 1952-53.										
N. S. Wales	364,982	203,472	45,100	613,554	178	870,048	7,675	675	1,709	10,059
Victoria	376,123	130,172	33,533	539,828	226	645,962	4,474	323	878	5,675
Queensland	132,704	110,117	23,400	266,221	210	280,943	3,556	111	789	4,456
S. Australia	124,127	57,796	23,779	205,702	272	243,844	1,525	187	48	1,760
W. Aust.	69,917	56,463	15,565	141,945	228	159,539	1,019	63	144	1,226
Tasmania	35,431	19,391	5,723	60,545	195	72,306	484	36	140	660
Nor. Terr.	1,580	2,881	691	5,152	302	5,746	9	3	..	12
A.C.T.	4,375	2,033	539	6,947	234	9,982	37	5	1	43
Australia	1,109,239	582,325	148,330	1,839,894	208	2,288,370	18,779	1,403	3,709	23,891

SUMMARY, AUSTRALIA.

	(e)									
1938-39	562,271	258,025	79,237	899,533	129	1,238,497	6,318	508	258	7,084
1949-50	768,558	501,721	133,979	1,404,258	172	1,845,265	9,596	863	1,812	12,271
1950-51	883,610	551,057	145,684	1,580,351	187	1,985,821	12,333	1,101	2,435	15,869
1951-52	1,032,358	583,247	154,579	1,770,184	205	2,194,167	15,996	1,336	3,607	20,939
1952-53	1,109,239	582,325	148,330	1,839,894	208	2,288,370	18,779	1,403	3,709	23,891

(a) Excludes trailers (100,713), road tractors, etc. (17,795), and dealers' plates (6,887). (b) Includes taxis and hire cars. (c) Includes lorries, vans, buses and utilities. (d) Includes 56,439 vehicles registered as primary producers' vehicles. (e) Includes primary producers' vehicles, Victoria.

(ii) *Relation to Population.* The table hereunder shows the number of vehicles (excluding motor cycles) registered per 1,000 of population in each State and Territory at 31st December, 1921, and at 30th June for each of the years 1939 and 1949 to 1953.

MOTOR VEHICLES (EXCLUDING MOTOR CYCLES) REGISTERED PER 1,000 OF POPULATION.

(Excluding Defence Service Vehicles.)

Date.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
31st Dec., 1921	15	16	8	24	12	13	(a)	..	15
30th June, 1939	107	125	118	137	133	96	218	174	118
„ 1949	122	149	149	174	148	127	223	149	140
„ 1950	135	168	164	191	164	135	223	173	155
„ 1951	150	181	181	209	179	151	234	199	170
„ 1952	160	212	187	228	194	163	249	214	187
„ 1953	165	212	192	240	203	176	261	216	192

(a) Not available.

6. *New Vehicles Registered.*—(i) *States and Territories, 1952-53.* The following table shows the number of new vehicles registered in each State and Territory during 1952-53. A graph showing the number of new motor vehicles (excluding motor cycles) registered during each of the years 1929 to 1953 will be found on p. 142.

## NEW MOTOR VEHICLES REGISTERED, 1952-53.

(Excluding Defence Service Vehicles.)

Vehicles.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Total.
Motor cars ..	31,340	28,598	12,163	10,204	6,891	3,368	139	414	93,117
Commercial vehicles, etc. ..	18,717 (a)	12,011	9,243	5,447	4,976	1,724	247	225	52,590
Motor cycles ..	3,042	2,523	1,966	1,819	1,416	474	(b)	49	(c) 11,289
Total ..	53,099	43,132	23,372	17,470	13,283	5,566 (d)	386	688	156,996

(a) Includes vehicles registered as primary producers' vehicles. (b) Not available. (c) Excludes Northern Territory. (d) Excludes motor cycles.

(ii) *Australia*. Particulars of the number of new vehicles registered in Australia during the years 1938-39 and 1948-49 to 1952-53 are shown in the following table:—

## NEW MOTOR VEHICLES REGISTERED : AUSTRALIA.(a)

(Excluding Defence Service Vehicles.)

Vehicles.	1938-39.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Motor cars ..	54,107	66,471	115,012	127,671	125,319	93,117
Commercial vehicles, etc.(b)	24,927	36,678	57,946	77,933	73,461	52,590
Motor cycles ..	7,370	22,226	26,782	27,151	22,155	c 11,289
Total ..	86,404	125,375	199,740	232,755	220,935	c 156,996

(a) Excludes Northern Territory for years prior to 1952-53. (b) Includes vehicles registered as primary producers' vehicles, Victoria. (c) Excludes motor cycles registered in the Northern Territory.

7. *World Motor Vehicle Statistics, 1953*.—Particulars of motor vehicle registrations throughout the world were included in issues of the *Official Year Book* prior to No. 39. This information was derived from the results of the *World Motor Census*, conducted by the *American Automobile* magazine. Detailed information is not repeated in this issue, but the following particulars from the same source show that there were 81,638,418 motor cars, trucks and omnibuses registered in various countries of the world at 1st January, 1954. This was an increase of 7.6 per cent. on the figure for the previous year, 75,886,942, and was the highest figure attained to that date. Of these vehicles, 54,942,888 or 67.3 per cent. of the world total were in the United States of America, and Australian registrations amounted to 2.1 per cent.

8. *Survey of Motor Vehicles, 1947-48*.—A survey of motor vehicles (excluding motor cycles) on the roads during 1947-48 was carried out by the Commonwealth Statistician in collaboration with the Government Statisticians and Road Transport authorities in the States. Results were published in a series of bulletins dealing with each State separately and with Australia as a whole, and summarized particulars were included in *Transport and Communication Bulletin* No. 40, 1948-49 published by this Bureau. Similar surveys, but of modified scope, have been carried out for later periods in respect of new vehicles only. The results have been published by this Bureau in the *Transport and Communication Bulletin* and, since July, 1951, in the *Monthly Bulletin of Registrations of New Motor Vehicles*. Information contained in the latter includes the make, type and horse-power of new motor vehicles registered in each State and Territory.

## G. ROAD TRAFFIC ACCIDENTS.

1. **General.**—Prior to the year 1949–50 it was not possible to make proper comparisons between States of the number of accidents recorded, because of the differences in legislation regarding the reporting of accidents and the degree to which the legislation could be enforced. However, arrangements were made, in co-operation with the Australian Road Safety Council and the various police and transport authorities concerned, to obtain the numbers of road traffic accidents on a comparable basis from all States in respect of the year ended 30th June, 1950 and subsequent years. This has been achieved by restricting the statistics so that they relate only to those accidents which result in death or bodily injury to any person, or in damage in excess of £10 to property. It should be noted, however, that the comparability of the statistics between States even on this basis still depends on the degree to which accidents so defined are in fact recorded by the police. It is considered that there is little difference in the recording of accidents as between States for 1949–50 and subsequent years, except in the case of Western Australia, where statistics shown relate to all accidents which occurred in the metropolitan area and, in the remainder of the State, for periods prior to 1st January, 1953, only to those which involved fatal or “near-fatal” injury. Since that date statistics for Western Australia have been collected on a basis comparable with that for the other States.

For further particulars of traffic accidents see the *Transport and Communication Bulletin*.

2. **Total Accidents Reported, 1952–53.**—(i) *Summary.* The following table shows, for each State and the Australian Capital Territory during the year 1952–53, the total accidents reported to the police, the number of accidents involving casualties, and the number of persons killed or injured—totals and per 100,000 of mean population and per 10,000 motor vehicles registered.

## ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES : ACCIDENTS RECORDED AND CASUALTIES, 1952–53.

State or Territory.	Total Accidents Reported. (a)	Accidents Involving Casualties. (b)	Persons Killed.			Persons Injured.(c)		
			Number.	Per 100,000 of Mean Population.	Per 10,000 Motor Vehicles Registered.	Number.	Per 100,000 of Mean Population.	Per 10,000 Motor Vehicles Registered.
N.S. Wales ..	24,382	9,944	663	19	11	12,459	364	203
Victoria ..	16,351	10,098	515	22	10	12,564	532	233
Queensland ..	14,916	5,748	301	24	11	7,152	573	269
South Australia ..	8,154	1,908	136	18	7	2,449	327	119
W. Australia(d)	7,510	2,688	182	30	13	3,373	551	238
Tasmania ..	3,664	1,028	56	18	9	1,246	403	206
Aust. Cap. Ter.	318	131	3	11	4	162	570	233
<b>Total, 1952–53</b>	<b>75,295</b>	<b>31,633</b>	<b>1,856</b>	<b>21</b>	<b>10</b>	<b>39,405</b>	<b>451</b>	<b>215</b>
<b>Total, 1951–52</b>	<b>68,110</b>	<b>31,144</b>	<b>2,054</b>	<b>24</b>	<b>12</b>	<b>38,376</b>	<b>450</b>	<b>217</b>

(a) Total accidents causing death or injury to persons or damage exceeding £10 to property. (b) Accidents involving persons killed, and persons injured to an extent requiring surgical or medical treatment. (c) Persons injured to an extent requiring surgical or medical treatment. (d) Includes, for the metropolitan area, all accidents causing death or injury to persons or damage exceeding £10 to property. For the remainder of the State, prior to 1st January, 1953, only those accidents causing fatal or “near-fatal” injuries are included. Since that date statistics have been collected on a basis comparable with that for the other States.

(ii) *Riders, Drivers, Pedestrians, etc., Killed or Injured.* The following table shows, the number of persons killed and the number injured during 1952–53 in each State and the Australian Capital Territory, classified into riders, drivers, pedestrians, etc.

**ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGH-FARES : RIDERS, DRIVERS, PEDESTRIANS, ETC., KILLED OR INJURED, 1952-53.**

Riders, Drivers, Pedestrians, etc.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
<b>PERSONS KILLED.</b>								
Drivers of Motor Vehicles	121	86	59	22	23	8	..	319
Motor Cyclists .. ..	104	79	51	47	41	14	I	337
Pedal Cyclists .. ..	41	52	17	12	19	3	I	145
Passengers (all types) (a) ..	200	129	102	28	54	14	I	528
Pedestrians .. ..	196	165	67	26	45	17	..	516
Other Classes (b) .. ..	I	4	5	I	..	..	..	II
Not Stated .. ..	..	..	..	..	..	..	..	..
<b>Total .. ..</b>	<b>663</b>	<b>515</b>	<b>301</b>	<b>136</b>	<b>182</b>	<b>56</b>	<b>3</b>	<b>1,856</b>

	<b>PERSONS INJURED.(c)</b>							
					(d)			
Drivers of Motor Vehicles	2,332	2,396	1,181	428	532	209	25	7,103
Motor Cyclists .. ..	1,937	1,722	1,591	664	777	264	32	6,987
Pedal Cyclists .. ..	962	1,442	949	336	423	156	36	4,304
Passengers (all types) (a) ..	4,518	4,212	2,451	719	1,154	383	48	13,485
Pedestrians .. ..	2,660	2,711	950	296	473	228	21	7,339
Other Classes (b) .. ..	39	81	30	6	13	6	..	175
Not Stated .. ..	II	..	..	..	I	..	..	12
<b>Total .. ..</b>	<b>12,459</b>	<b>12,564</b>	<b>7,152</b>	<b>2,449</b>	<b>3,373</b>	<b>1,246</b>	<b>162</b>	<b>39,405</b>

(a) Includes pillion riders. (b) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles. (c) Persons injured to an extent requiring surgical or medical treatment. (d) Includes all persons injured (i.e., requiring surgical or medical treatment) in the metropolitan area but in the remainder of the State, prior to 1st January, 1953, only those suffering "near-fatal" injuries. Since that date statistics have been collected on a basis comparable with that for the other States.

(iii) *Ages of Persons Killed or Injured.* The following table shows the age groups of persons killed or injured in traffic accidents in each State and the Australian Capital Territory during 1952-53 :-

**ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGH-FARES : AGES OF PERSONS KILLED OR INJURED, 1952-53.**

Age Group (Years).	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
<b>PERSONS KILLED.</b>								
Under 5 .. ..	30	18	10	4	10	2	..	74
5 and under 7 .. ..	15	8	3	I	3	..	..	30
7 " " 17 .. ..	41	34	19	9	17	6	..	126
17 " " 21 .. ..	85	48	33	17	21	9	..	213
21 " " 30 .. ..	143	113	74	43	39	10	I	423
30 " " 40 .. ..	67	59	37	15	16	8	..	202
40 " " 50 .. ..	76	56	40	9	18	9	I	209
50 " " 60 .. ..	59	62	29	15	15	4	..	184
60 and over .. ..	146	117	56	23	34	8	I	385
Not Stated .. ..	I	..	..	..	9	..	..	10
<b>Total .. ..</b>	<b>663</b>	<b>515</b>	<b>301</b>	<b>136</b>	<b>182</b>	<b>56</b>	<b>3</b>	<b>1,856</b>

	<b>PERSONS INJURED.(a)</b>							
					(b)			
Under 5 .. ..	443	459	222	68	113	40	6	1,351
5 and under 7 .. ..	339	384	170	45	60	34	3	1,035
7 " " 17 .. ..	1,302	1,371	840	242	391	191	24	4,361
17 " " 21 .. ..	1,683	1,364	1,216	398	545	190	33	5,429
21 " " 30 .. ..	2,999	3,126	1,772	654	796	296	60	9,703
30 " " 40 .. ..	1,849	1,966	1,067	405	405	171	17	5,880
40 " " 50 .. ..	1,316	1,541	684	269	284	92	7	4,193
50 " " 60 .. ..	962	1,132	559	184	223	68	7	3,135
60 and over .. ..	1,178	1,121	552	184	229	75	4	3,343
Not Stated .. ..	388	100	70	..	327	89	I	975
<b>Total .. ..</b>	<b>12,459</b>	<b>12,564</b>	<b>7,152</b>	<b>2,449</b>	<b>3,373</b>	<b>1,246</b>	<b>162</b>	<b>39,405</b>

(a) Persons injured to an extent requiring surgical or medical treatment. (b) See note (d) to table above.

(iv) *Accidents Recorded and Casualties, classified according to Type of Vehicle, Road User, etc., Involved.* The following table shows, for the year 1952-53, the number of accidents in which each of several classes of vehicles, road users, etc., were involved. The accidents involving casualties and persons killed and injured are similarly classified.

**ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES : ACCIDENTS RECORDED AND CASUALTIES, CLASSIFIED ACCORDING TO TYPE OF VEHICLE, ROAD USER, ETC., INVOLVED, AUSTRALIA, 1952-53.(a)**

Particulars.	Motor Vehicle.	Motor Cycle.	Pedal Cycle.	Tram.	Animal and Animal-drawn Vehicle.	Pedestrian.	Fixed Object.	Other Vehicle.
Total Accidents Reported <sup>b</sup>	68,970	11,340	4,811	2,033	2,528	7,395	7,043	383
Accidents Involving Casualties ..	26,004	8,556	4,505	932	677	7,359	1,852	177
Persons Killed ..	1,559	443	151	52	31	507	129	53
Persons Injured <sup>(c)</sup> ..	32,921	9,887	4,695	1,114	769	7,440	2,447	232

(a) It should be noted that, as accidents and casualties classified according to one type of road user, etc., may also be classified according to another, these totals cannot be added across to obtain grand totals. The table excludes 62 accidents reported for which no cause was stated, of which 38 involved casualties—4 persons killed and 40 persons injured. (b) Total accidents causing death or injury to persons or damage exceeding £10 to property. (c) Persons injured to an extent requiring surgical or medical treatment.

It will be seen, therefore, that motor vehicles were involved in 68,970 accidents, of which 26,004 involved casualties (1,559 persons killed and 32,921 persons injured). The 68,970 accidents in which motor vehicles were involved comprised 32,303 collisions with other motor vehicles, 6,974 with motor cycles, 3,408 with pedal cycles, 1,244 with trams, 2,004 with animals and animal-drawn vehicles, 6,026 with pedestrians, 6,352 with fixed objects, 301 with vehicles other than those mentioned, 9,696 instances of overturning or leaving the roadway, and 662 accidents to passengers only. The particulars of accidents in which motor cycles, pedal cycles, etc., were involved with motor vehicles are also included under their respective headings in the table above. Consequently, since the figures in each column refer to the *total* accidents in which the particular type of vehicle, etc., was involved, any aggregation across would result, through duplication, in considerable overstatement of the actual totals.

3. **Persons Killed or Injured in Road Traffic Accidents.**—The following table shows the numbers of persons killed or injured in road traffic accidents in each State and the Australian Capital Territory during the years 1938-39 and 1948-49 to 1952-53 :—

**ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES : PERSONS KILLED OR INJURED.**

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.	Per 10,000 Motor Vehicles Registered.
<b>PERSONS KILLED.</b>									
1938-39 ..	552	418	173	118	126	43	3	1,433	16
1948-49 ..	564	426	169	119	90	53	3	1,424	12
1949-50 ..	561	501	202	170	142	64	3	1,643	12
1950-51 ..	699	581	218	197	167	57	7	1,926	12
1951-52 ..	741	603	251	172	194	87	6	2,054	12
1952-53 ..	663	515	301	136	182	56	3	1,856	10
<b>PERSONS INJURED.(a)</b>									
1938-39 ..	8,388	7,428	4,026	(b)3,536	(c) 937	1,300	38	25,653	285
1948-49 ..	9,253	8,225	4,017	2,025	(c) 747	952	91	25,310	207
1949-50 ..	10,405	10,538	4,771	2,514	(d)1,929	1,154	136	31,447	224
1950-51 ..	11,817	11,364	5,512	2,332	(d)2,686	1,212	172	35,095	223
1951-52 ..	12,637	12,531	6,561	2,497	(d)2,771	1,215	164	38,376	217
1952-53 ..	12,459	12,564	7,152	2,449	(d)3,373	1,246	162	39,405	215

(a) Persons injured to an extent requiring surgical or medical treatment. (b) Includes all persons injured whether surgical or medical treatment was required or not. (c) Includes persons injured and detained in hospital only. (d) Includes all persons injured (i.e., requiring surgical or medical treatment) in the metropolitan area but in the remainder of the State, prior to 1st January, 1953, only those suffering "near-fatal" injuries. Since that date statistics have been collected on a basis comparable with that for the other States.

## H. AVIATION.

1. **Historical.**—A short review of the progress of civil aviation in Australia up to the date of foundation of a Civil Aviation Administration appears in Official Year Book No. 16, pp. 334-5.

2. **Foundation and Administration of Civil Aviation.**—A brief account of the foundation and objects of this Administration will be found in Official Year Book No. 19, p. 299. Official Year Book No. 38 and earlier issues contain information on the control of civil aviation by the Board (1936) and later (1939) by the Department of that name. The Acts defining the broad principles of operation of the administration of civil aviation and the Regulations amplifying them, and the principal functions of the administration are also described.

The Department was partially re-organized in June, 1954 to provide for the more effective distribution of duties and responsibilities among senior officers. This included the appointment of an additional Assistant Director-General to the executive staff to control all ground facilities. The number of Divisions was increased from six to nine—the three administrative Divisions (Air Transport and External Relations; Administration, Personnel and Establishments; and Finance and Stores) remained unchanged, while in the technical field the Division of Airports remained unchanged; the Division of Air Navigation became the Division of Flying Operations; the Division of Airways was divided into two—Division of Airways Operations and Division of Airways Engineering; and the status of two Branches—Aviation Medicine and Accident Investigation and Analysis—was raised to that of Divisions.

3. **International Activity.**—(i) *International Organizations.* A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council and the South Pacific Air Transport Council appeared in Official Year Book No. 37 and particulars of subsequent activity in the international field were included in issue No. 38. I.C.A.O. had a membership of 63 nations at 3rd June, 1954. Australia has continued her representation on the Council, a position which she has held since the organization was established in 1947. The Commonwealth was represented at the eighth I.C.A.O. Assembly meeting at Montreal in June, 1954. The eighth meeting of the South Pacific Air Transport Council was held at Melbourne in June and July, 1954. Further details will be found in Official Year Book No. 39 and earlier issues.

(ii) *International Air Services.* On 16th March, 1954, the British, Australian and New Zealand Governments jointly announced major changes in the organization of trans-Pacific and trans-Tasman airline operations. As a result, Qantas Empire Airways and British Overseas Airways Corporation continued in parallel partnership on the Kangaroo route between Australia and London and British Commonwealth Pacific Airlines' trans-Pacific services between Australia and North America were taken over by Q.E.A., on 15th May, 1954. When B.O.A.C.'s services are extended to San Francisco these Q.E.A. services will connect with them. Tasman Empire Airways Limited now connects with these world routes at both Sydney and Nadi (Fiji). Tasman Empire Airways—now owned by the Australian and New Zealand Governments as equal partners—operates the service between Australia and New Zealand and between Auckland and Nadi, the aircraft being based in New Zealand.

One result of these major changes has been that on a basis of route-mileage Q.E.A. has moved up in world ranking from ninth to fifth place. The company now operates services to the United Kingdom through the Middle East, to Japan via Hong Kong and Manila, to South Africa across the Indian Ocean, to North America, to the British Solomon Islands, and through Noumea to the New Hebrides. Their total route-miles as at 30th June, 1954 numbered 45,133 and stops are made in thirty overseas countries or dependencies.

Q.E.A. is now re-equipping these services with ten Super Constellation aircraft, the first of which went into operation on the trans-Pacific service on 15th May, 1954, followed by operation on the Sydney-London service on 2nd August, 1954. DC-6 aircraft with which B.C.P.A. had operated the Pacific service were meanwhile taken over by T.E.A.L.





to operate their first landplane service between Australia and New Zealand, a service that was inaugurated on 14th May, 1954. Elimination of the trans-Tasman flying-boat service, which was initiated in 1939 with Short Empire flying-boats (later replaced with Solent flying-boats), has meant that Wellington, New Zealand, which has no large land airport in proximity, has ceased to be a terminal. The services now link Sydney with both Auckland and Christchurch and Melbourne with Christchurch.

4. **Regular Air Services within Australia.**—As a result of negotiations conducted between major airline operators unprofitable duplication of services on some routes has been largely eliminated without detriment to the convenience of air travellers generally. Further negotiations between the major operators and the Government resulted in the transfer of certain services to other operators and the elimination of competition on intermediate routes.

In September, 1953 an increase of 2½ per cent. in fares on most trunk routes was authorized, and a further 5 per cent. increase was authorized in August, 1954.

5. **Air Ambulance Services.**—A brief statement of the foundation and objects of the Air Ambulance Services will be found in Official Year Book No. 32, pp. 145 and 146.

During the year 1952-53 the Air Ambulance and Flying Doctor Services continued to provide medical aid for the outback regions of Australia. The Commonwealth Department of Health operates the Northern Territory Aerial Medical Service with two Drover aircraft and one DH84A aircraft. The Flying Doctor Service of Australia, operating from Archerfield (one Beechcraft and one DH84A), Broken Hill (one DH84A and one Drover) and Port Hedland (one DH83) covers a wide area of inland Australia. The Bush Church Aid Society for Australia and Tasmania, supported by funds from the Church of England, maintains two aircraft (one DH84A and one Percival Proctor III at Sydney). The Federal Methodist Inland Mission (two DH82A aircraft) operates services from Meekatharra and Wiluna, Western Australia, and the Queensland Ambulance Transport Brigade operates a service from Cairns, Queensland, with an Auster J-5F aircraft.

6. **Training of Air Pilots.**—A brief statement of the pre-war policy of the Commonwealth Government regarding assistance to Aero Clubs was given in Official Year Book No. 32, p. 146.

Payment to the clubs, under a revised scheme for financial assistance from July, 1951, has been made as follows:—(i) a maintenance grant (for each aircraft-hour flown) at the following rates per hour subject to certain limitations—(a) at home base, £1 13s. 9d., (b) away from home base, £2 7s. 6d.; (ii) an issue bonus (for each pupil trained *ab initio* to "A" licence standard)—(a) at home base, £84, (b) away from home base, £107 10s.; (iii) a renewal bonus (for each licence renewed on club aircraft)—(a) at home base, £11, (b) away from home base, £15. In addition, the Commonwealth has accepted a contingent liability to contribute at the rate of 10s. per flying hour towards each club's replacement reserve. This amount is intended to supplement the club's reserve for the purchase of aircraft and spares specifically approved by the Department of Civil Aviation.

During the year 1953-54, 266 issue and 920 renewal courses were gained by the Assisted Flying Training Organization (non-profit aero clubs and commercial flying schools). Hours flown by the subsidized aero clubs totalled 45,877 and a total subsidy of £123,199 was earned by all training organizations, 17 of which were aero clubs. In addition to civil flying training, 11,200 hours were flown on training for the Royal Australian Air Force, 8,450 of which were carried out by the aero clubs.

7. **Gliding Clubs.**—For the year 1953-54 a total subsidy of £2,000 was distributed among the gliding associations in the various States. Of this amount, £1,500 was distributed among member clubs on an active membership basis, and £500 according to the number of gliding certificates issued.

8. **Aeronautical Telecommunications.**—During the year 1953-54 the aeronautical telecommunications system within Australia was modernized both in communications and radio navigation aids. The V.H.F. telephone communications services for aircraft, which were introduced in 1949, were developed to a degree where 85 per cent. of the air traffic on the east coast of Australia used this system. The increase in the volume and complexity of aeronautical radio traffic has accentuated the development and extension

of teletype and tape relay radio services along the major Australian routes and to important oversea terminals with which Australia has direct air communication. The old 33-megacycle range navigation aid was replaced by the modern Visual-Aural Radio Range system and its associated Distance Measuring Equipment. The problems of approach and landing in conditions of poor visibility were met by the preliminary installation of the Instrument Landing system, with high intensity lighting, at Sydney and Melbourne airports. Considerable work was done in the reconstruction of aeronautical communications centres at Sydney and Melbourne, and operating consoles were introduced to facilitate ground-air and point-to-point communication.

9. **Air Traffic Control.**—Creation of a new flight information region based on Cocos Island with consequential changes to the boundaries of adjacent regions was a major change in the operational organization of air control in 1952-53. These changes were reviewed at the Second South-East Asia-South Pacific Regional Air Navigational Meeting.

10. **Meteorological Aids to Civil Aviation.**—Professional meteorological officers of the Department of the Interior are on duty at many of Australia's aeradio stations. At the remainder, communications personnel make local weather observations and take barometer and thermometer readings for transmission to Area Meteorological Offices.

11. **Construction and Development of Airports.**—On the Australian mainland the Commonwealth now owns and controls 207 airports and there are 285 licensed aerodromes also under the operational control of the Department. Four water airports and 49 water alighting areas, 33 of which are provided by the Commonwealth, meet the needs of the flying-boat services. Progress with construction work at capital city airports during the year ended 30th June, 1954 was as follows :—

*Sydney (Kingsford-Smith) Airport*—Construction work on both runways (7,898 feet and 3,930 feet) together with associated engineering works was completed.

*Melbourne Airport*—Installation of a new air traffic control tower and two new hangars was almost completed.

*Brisbane Airport*—A new "B" class runway of 7,750 feet was being prepared to specifications which would meet the requirements of heavy oversea traffic. Brisbane is now an alternative international airport.

*Adelaide Airport*—Two runways (6,850 feet and 5,432 feet), an extensive taxiway system, hangars and ancillary buildings were completed. Temporary terminal buildings were provided to permit the use of the airport for regular airline operations pending the construction of the permanent building which is expected to be completed in 1956.

*Hobart Airport*—The task of laying a 5,800 foot runway together with taxiways and aprons at the Llanherne site was completed. Provision was made for temporary traffic facilities and the new terminal building is expected to be completed in 1956.

12. **Aircraft Parts and Materials.**—At 30th June, 1954 the number of firms and organizations approved by the Department of Civil Aviation to trade in the aircraft industry was 421. With the introduction of gas turbine engines and pressurized aircraft certain firms have been approved to undertake the specialized work of overhaul, repair and maintenance of these engines and of accessories. The major fuel and oil companies have been brought under a system of quality control.

13. **Aircraft Overhaul and Repair.**—Aircraft overhaul and repair is carried out in workshops approved by the Director-General of Civil Aviation. Components and accessories are now certified on release notes signed by approved members of the firms' inspection organization.

14. **Test and Examination of Aircraft Parts and Materials.**—In the past the Department adopted the practice of approving laboratories for this work, but these approvals have now been terminated in favour of test houses and laboratories registered by the Commonwealth Association of Testing Authorities. Certificates issued under registration by the Association are acceptable to any Commonwealth Government Department.

15. Statistical Summaries.—(i) *Registrations, Licences, Accidents, etc.* The following table provides a summary of the civil aviation registrations and licences in force in Australia at 30th June of each of the years 1948 to 1953.

**CIVIL AVIATION : REGISTRATIONS, LICENCES, ACCIDENTS, ETC., AUSTRALIA.**

Particulars.	At 30th June—					
	1948.	1949.	1950.	1951.	1952.	1953.
Registered Aircraft Owners .. ..	334	335	359	351	343	369
Registered Aircraft .. ..	670	748	779	838	786	821
Pilots' Licences—						
Private .. ..	614	756	872	1,065	1,444	1,677
Commercial .. ..	495	481	469	441	470	518
Student .. ..	1,114	1,169	1,778	1,840	2,644	2,639
1st Class Airline Transport ..	361	397	417	475	513	495
2nd " " " .. ..	35	27	30	35	35	45
3rd " " " .. ..	360	363	326	377	400	371
Navigators' Licences—						
Flight Navigator .. ..	84	118	126	139	155	163
Cadet .. ..	12	44	18	(a)	(a)	(a)
Radio Operators' Licences—						
1st Class Flight Radio Tele- graphy Operator .. ..	106	113	103	96	98	93
Flight Radio Telephony Operators—						
1st Class .. ..	590	715	701	754	825	850
2nd " .. ..	211	230	211	237	258	243
3rd " .. ..	6	27	38	33	41	70
Flight Engineers' Licences .. ..	16	47	40	39	53	58
Ground Engineers' Licences .. ..	1,660	(b)	1,684	1,643	1,720	1,790
Aerodromes—						
Government .. ..	133	142	183	184	189	186
Public .. ..	240	222	213	239	269	260
Emergency Grounds .. ..	49	43	(c)	(c)	(c)	(c)
Flying Boat Bases.. ..	5	5	5	5	11	11

(a) Category cancelled during 1950-51. (b) Not available. (c) Included with Public Aerodromes.

(ii) *Operations of Regular Internal Services.* The next table summarizes the flying activities of regular internal services operating within Australia during the years 1947-48 to 1952-53.

**CIVIL AVIATION : OPERATIONS OF REGULAR INTERNAL SERVICES, AUSTRALIA.**

Particulars.	Year ended 30th June—					
	1948.	1949.	1950.	1951.	1952.	1953.
Hours flown .. ..	212,233	224,853	225,841	252,333	260,947	237,640
Miles " .. ..	32,371	35,242	36,519	40,680	41,831	39,059
Paying Passengers .. ..	1,207,839	1,409,300	1,499,816	1,685,089	1,828,506	1,706,446
Paying Passenger-miles .. ..	503,494	566,038	590,429	669,087	721,573	667,321
Freight—						
Actual tons (a) .. ..	28,946	37,387	49,441	59,362	57,464	57,635
Ton-miles .. ..	13,350	17,069	22,258	27,102	26,684	27,167
Mail—						
Actual tons (a) .. ..	1,398	1,770	2,905	3,233	2,681	3,311
Ton-miles .. ..	755	884	1,400	1,493	1,285	1,166
Accidents—						
Persons Killed .. ..	13	42	61	13	25	4
Persons Injured .. ..	23	22	22	27	22	15

(a) Short tons (2,000 lb.).

(iii) *Operations of Australian and International Oversea Services.* The following table furnishes a summary of Australian and other overseas services operating between Australia and overseas countries, including Pacific islands, during the years 1947-48 to 1952-53. Particulars are not available in respect of certain services and the figures shown are therefore incomplete.

## CIVIL AVIATION : OPERATIONS OF OVERSEA SERVICES.(a)

Particulars.	Year ended 30th June—					
	1948.	1949.	1950.	1951.	1952.	1953.
Route-miles .. .. .	26,667	29,695	39,217	43,633	43,455	66,558
Hours flown .. .. .	39,488	40,262	40,692	48,947	50,336	54,148
Miles .. .. . '000	7,555	7,982	8,768	10,500	10,664	11,565
Paying Passengers .. .. .	41,124	45,296	59,832	87,599	95,134	97,753
Paying Passenger-miles .. .. . '000	122,678	144,869	165,077	241,817	265,756	275,206
Freight—						
Actual tons (b) .. .. .	740	857	1,256	2,213	2,138	1,957
Ton-miles .. .. . '000	2,946	3,145	4,481	6,960	6,716	7,401
Mail—						
Actual tons (b) .. .. .	715	646	729	943	1,141	1,168
Ton-miles .. .. . '000	3,817	3,731	3,867	5,367	6,162	6,122
Accidents—						
Persons Killed .. .. .	..	..	..	..	3	1
Persons Injured .. .. .	4	..	..	2	..	..

(a) Incomplete.

(b) Short tons (2,000 lb.).

16. *Papua-New Guinea Activities.*—(i) *General.* Issues of the Official Year Book up to and including No. 34, 1941 showed particulars of the development of civil aviation in New Guinea and of the companies operating at the outbreak of war with Japan, while issues Nos. 35 to 37 carried the accompanying statistical summary of operations up to the end of September, 1941.

(ii) *Territory of Papua and New Guinea.* At 30th June, 1953 there were 118 fully operational aerodromes in the Territory of Papua and New Guinea and a further 25 in the course of development. Of these, 28 were controlled by the Department of Civil Aviation, and 35 by the Civil Administration and 48 were privately owned by missions and commercial interests. In addition, there were 2 water airports and 26 Government alighting areas.

Aerial activity within the Territory is intensive, and nine companies conduct regular services to the major aerodromes while charter flights can be arranged to almost any locality. Further information may be found in Chapter V.—The Territories of Australia, page 123.

During the year ended 30th June, 1953, there were six fatal accidents, in which six people were killed and fifteen injured.

## I. POSTS, TELEGRAPHS, TELEPHONES AND WIRELESS.

NOTE.—In all the tables in this Division returns for the Australian Capital Territory are included with those for New South Wales, while the South Australian returns include particulars for the Northern Territory.

### § 1. General.

1. *The Postmaster-General's Department.*—Under the provisions of the Post and Telegraph Act 1901, the Department was placed under the control of the Postmaster-General, being a responsible Minister. The Director-General of Posts and Telegraphs controls the Department under the Postmaster-General, whilst the principal officer in each State is the Deputy-Director of Posts and Telegraphs.

2. *Postal Facilities.*—(i) *Relation to Area and Population.* The following statement shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices) and the number of inhabitants to each 100 square miles in each State and in Australia at 30th June, 1953. In order to judge clearly the relative postal facilities provided in each State, the area of country to each office as well as the number of inhabitants per office should be taken into account.

**POSTAL FACILITIES : RELATION TO AREA AND POPULATION,  
AT 30th JUNE, 1953.**

Particulars.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Number of post offices (a) ..	2,550	2,386	1,289	877	640	519	8,261
Number of square miles of territory per office .. .. .	122	37	520	1,030	1,525	51	360
Number of inhabitants per office ..	1,362	999	982	883	972	599	1,069
Number of inhabitants per 100 square miles .. .. .	1,119	2,713	189	86	64	1,187	297

(a) Includes "official," "semi-official," and "non-official" offices.

The foregoing table does not include "telephone" offices at which there is no postal business.

(ii) *Number of Offices.* The following table shows the number of post offices (exclusive of telephone offices) in each State at 30th June, 1953.

**NUMBER OF POST OFFICES AT 30th JUNE, 1953.**

Type of Office.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Official and Semi-official ..	459	301	207	164	146	50	1,367
Non-official .. .. .	2,051	2,085	1,082	713	494	469	6,894
Total .. .. .	2,550	2,386	1,289	877	640	519	8,261

(iii) *Employees and Mail Contractors.* The number of employees and mail contractors in the Central Office and in each of the States at 30th June, 1953 are given in the following table :—

**NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS AT 30th JUNE, 1953.**

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S.A.	W. Aust.	Tas.	Aust.
Employees .. .. .	953	31,762	23,148	12,473	7,604	5,387	2,973	84,300
Mail Contractors(a) ..	..	2,102	1,062	1,222	376	290	292	5,344

(a) Includes persons employed to drive vehicles.

Particulars of persons employed are shown in greater detail in *Transport and Communication Bulletin* No. 44.

3. *Gross Revenue, Branches—Postmaster-General's Department.*—The gross revenue (actual collections) in respect of each branch of the Department during the year 1952–53 is shown in the table hereunder :—

**POSTMASTER-GENERAL'S DEPARTMENT : GROSS REVENUE(a), 1952–53.  
(£'000.)**

Sources.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Postage .. .. .	8,620	6,392	2,915	1,836	1,420	638	21,821
Money Order Commission and Poundage on Postal Notes	341	296	91	68	40	23	859
Private Boxes and Bags ..	59	38	31	20	13	8	169
Miscellaneous .. .. .	716	542	259	132	128	47	1,824
Total, Postal .. .. .	9,736	7,268	3,296	2,056	1,601	716	24,673
Telegraphs .. .. .	1,710	1,240	727	409	349	112	4,547
Telephones .. .. .	14,003	10,676	4,655	2,988	1,946	910	35,178
Grand Total .. .. .	25,449	19,184	8,678	5,453	3,896	1,738	64,398

(a) The figures in this table relate to revenue actually collected during the year as recorded for Treasury purposes.

Corresponding figures for the year 1951–52 will be found in *Transport and Communication Bulletin* No. 43. For the years 1938–39, 1948–49, 1949–50, 1950–51 and 1951–52 the gross revenue for Australia was £17,350,000 £33,307,000, £38,348,000 £44,777,000 and £59,371,000 respectively.

Gross revenue for the year 1952-53 increased by 8.5 per cent. compared with that for the previous year. Revenue of the Postal and Telephone branches increased by 6.1 per cent. and 13.3 per cent. respectively, but Telegraph revenue decreased by 10.2 per cent.

The gross revenue in 1952-53 was 271.2 per cent. higher than in the last complete pre-war year, 1938-39, the corresponding percentage increases for the several branches being as follows:—Postal 232.4, Telegraph 231.4, and Telephone 337.5.

4. **Expenditure, Postmaster-General's Department.**—(i) *Distribution, 1952-53.* The following table shows, as far as possible, the distribution of expenditure (actual payments) on various items in each State during the year ended 30th June, 1953, as shown by records kept for Treasury purposes. The table must not be regarded as a statement of the working expenses of the Department, since items relating to new works, interest, etc., are included therein.

**POSTMASTER-GENERAL'S DEPARTMENT: DISTRIBUTION OF EXPENDITURE, 1952-53.**  
(£'000.)

Particulars.	Central Office.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Expenditure under control of Department—								
Salaries and payments in the nature of salary ..	315	12,205	8,512	4,740	2,886	1,910	1,132	31,700
General expenses ..	38	1,134	737	345	235	166	82	2,737
Stores and material ..	20	835	547	265	203	140	82	2,092
Mail services ..	(a)2,908	1,168	590	658	298	206	98	5,926
Engineering services (other than Capital Works) ..	539	8,570	5,464	3,018	1,830	1,341	706	21,468
Other services ..	205	..	..	..	..	..	..	205
Total ..	4,025	23,912	15,850	9,026	5,452	3,763	2,100	64,128
Rent, repairs, maintenance, Proportion of audit expenses ..	40	420	262	147	84	55	15	983
Capital works and services (b)—								
Telegraph, telephone and wireless ..	(c) 121	9,297	6,899	3,660	1,986	1,262	550	23,775
New buildings, etc. ..	..	1,658	1,340	689	312	380	273	4,652
Other expenditure, not allocated to States ..	(d)4,776	..	..	..	..	..	..	4,776
Grand Total ..	8,922	35,299	24,359	13,526	7,837	5,462	2,939	98,344

(a) Expenditure on air-mail services, etc. (b) Includes expenditure from loan. (c) Includes advance to Overseas Telecommunications Commission, £100,000. (d) Particulars of apportionment to States not available. Includes superannuation contributions, £1,038,000; sinking fund payments, £2,371,000; interest on loans, £674,000; exchange, £675,000; transferred officers pensions and allowances, £5,000.

A similar table for the year 1951-52 will be found in *Transport and Communication Bulletin* No. 43, p. 57.

(ii) *Totals.* Actual payments made for each of the years 1938-39 and 1948-49 to 1952-53, respectively, were:—£18,874,000, £53,544,000, £64,304,000, £89,700,000, £93,109,000 and £98,344,000. Total expenditure increased by 5.6 per cent. during 1952-53.

5. **Profit or Loss, Postmaster-General's Department.**—(i) *States, 1952-53.* The foregoing statements of gross revenue and expenditure represent actual collections and payments made and cannot be taken to represent the actual results of the working of the Department for the year. The net results for each branch in the several States, after providing for working expenses (including superannuation, pensions and depreciation) and interest charges including exchange, were as follows.

POSTMASTER-GENERAL'S DEPARTMENT : PROFIT OR LOSS, 1952-53.  
(£'000.)

Branch.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Postal .. ..	- 1,231	10	- 731	- 109	- 198	- 158	- 2,417
Telegraph ..	- 650	- 228	- 371	- 108	- 58	- 38	- 1,453
Telephone ..	1,382	1,956	- 186	- 48	72	- 244	2,932
All Branches ..	- 499	1,738	- 1,288	- 265	- 184	- 440	- 938

NOTE.—Minus sign (-) indicates loss.

(ii) *Branches.* The following statement shows particulars of the operating results of each branch for the years 1938-39 and 1948-49 to 1952-53.

POSTMASTER-GENERAL'S DEPARTMENT : PROFIT OR LOSS, BRANCHES.  
(£'000.)

Year.	Postal.	Telegraph.	Telephone.	All Branches.
1938-39 .. ..	2,105	52	1,392	(a) 3,625
1948-49 .. ..	- 297	- 1,080	- 346	- 1,723
1949-50 .. ..	- 1,154	- 722	- 721	- 1,155
1950-51 .. ..	- 1,813	- 818	- 26	- 2,657
1951-52 .. ..	2,107	- 900	- 544	663
1952-53 .. ..	- 2,417	- 1,453	2,932	- 938

(a) Includes £76,000 profit on operations of Wireless Branch.

NOTE.—Minus sign (-) indicates loss.

6. Fixed Assets.—(i) *Details, 1952-53.* The following statement shows particulars of the fixed assets of the Postmaster-General's Department from 1st July, 1952 to 30th June, 1953 :—

POSTMASTER-GENERAL'S DEPARTMENT : FIXED ASSETS.  
(£'000.)

Particulars.	Net Value, 1st July, 1952.	Capital Expendi- ture, 1952-53.	Gross Value, 30th June, 1953.	Deprecia- tion, etc., 1952-53. (a)	Net Value, 30th June, 1953.
Telephone service plant (excluding trunk lines) .. ..	134,705	21,491	156,196	2,011	154,185
Joint trunk and telegraph plant (aerial wires, conduits, and cables) .. ..	25,094	2,782	27,876	183	27,693
Telegraph service plant .. ..	1,633	215	1,848	25	1,823
Postal service plant .. ..	861	78	939	2	937
Sites, buildings, furniture and office equipment .. ..	23,852	4,698	28,550	391	28,159
Miscellaneous plant .. ..	8,604	1,827	10,431	247	10,184
Total .. ..	194,749	31,091	225,840	2,859	222,981

(a) Includes dismantled assets, depreciation written off, and assets transferred.

(ii) *Net Value.* The net value of the fixed assets of the Postmaster-General's Department at 30th June, 1939 and 1949 to 1953, respectively, was :—£65,135,000, £115,956,000, £134,933,000, £162,046,000, £194,749,000 and £222,981,000.

## § 2. Posts.

1. *Postal Matter Dealt With.*—(i) *States, 1952-53.* The following table shows a summary of the postal matter dealt with in each State during the year 1952-53. Mail matter posted in Australia for delivery therein is necessarily handled at least twice, but only the number of distinct articles handled is included in the following table.

**POSTAL MATTER DEALT WITH(a) : STATES, 1952-53.**  
(‘000.)

State	Letters.	Papers and	Parcels.	Regis-	Letters.	Papers and	Parcels.	Regis-
	(b)	Packets.	(d)	tered	(b)	Packets.	(d)	tered
	(b)	(e)	(d)	Articles.	(b)	(e)	(d)	Articles.
		(e)		(e)		(e)		(e)
	Posted for delivery within Australia.				Posted for delivery Overseas.			
New South Wales ..	430,377	89,660	5,807	6,650	12,959	7,177	415	511
Victoria ..	338,884	52,254	3,744	4,073	5,843	2,761	250	101
Queensland ..	145,353	26,133	2,666	1,995	4,509	735	99	67
South Australia ..	95,878	10,536	1,224	1,025	3,127	601	96	54
Western Australia ..	82,166	19,502	1,128	783	2,670	934	92	58
Tasmania ..	55,821	7,065	228	531	477	20	40	76
<b>Australia</b> ..	<b>1,148,479</b>	<b>205,150</b>	<b>14,797</b>	<b>15,057</b>	<b>29,585</b>	<b>12,228</b>	<b>992</b>	<b>867</b>
	Received from Overseas.				Total postal matter dealt with.			
New South Wales ..	31,548	16,188	234	656	474,884	113,025	6,456	7,817
Victoria ..	8,247	6,834	147	173	352,974	61,849	4,141	4,347
Queensland ..	3,852	3,540	53	29	153,714	30,408	2,818	2,091
South Australia ..	3,000	3,773	38	30	102,005	14,910	1,358	1,109
Western Australia ..	2,739	4,730	38	59	87,575	25,166	1,258	900
Tasmania ..	1,235	1,920	14	39	57,533	9,005	282	646
<b>Australia</b> ..	<b>50,621</b>	<b>36,985</b>	<b>524</b>	<b>986</b>	<b>1,228,685</b>	<b>254,363</b>	<b>16,313</b>	<b>16,910</b>

(a) See explanation in para. 1. (i) above. (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters. (c) Includes newspapers and postal articles not included in letter mail. (d) Includes registered, cash on delivery and duty parcels. (e) Includes registered articles other than parcels.

Comparable figures of the number of articles dealt with during 1951-52 may be found in *Transport and Communication Bulletin* No 43, pp. 58-61.

(ii) *Australia*. The next table shows the total postal matter dealt with in Australia during each of the years 1948-49 to 1952-53 in comparison with the year 1938-39.

**TOTAL POSTAL MATTER DEALT WITH : AUSTRALIA.**

Year.	Letters, Postcards and Letter-cards.		Newspapers and Packets.		Parcels.(a)		Registered Articles other than Parcels.	
	Total ('000.)	Per 1,000 of Population.	Total ('000.)	Per 1,000 of Population.	Total ('000.)	Per 1,000 of Population.	Total ('000.)	Per 1,000 of Population.
1938-39(b)	903,090	130,245	165,362	23,849	9,585	1,382	8,371	1,207
1948-49 ..	1,094,617	140,356	238,939	30,639	21,200	2,718	20,705	2,655
1949-50 ..	1,178,837	146,446	247,134	30,700	21,340	2,651	19,165	2,381
1950-51 ..	1,228,285	147,784	257,384	30,968	20,714	2,492	19,400	2,334
1951-52 ..	1,197,990	140,288	249,678	29,238	16,670	1,952	17,948	2,102
1952-53 ..	1,228,685	140,463	254,363	29,079	16,313	1,865	16,970	1,933

(a) Includes registered, cash on delivery and duty parcels. (b) Packets were included with letters.

2. **Cash on Delivery Parcels Post.**—(i) *General*. The Postal Department undertakes, upon prepayment of a prescribed commission, to deliver registered articles sent by parcel post within Australia, or between Lord Howe Island, Norfolk Island, Nauru, Territory of Papua and New Guinea, or Fiji and Australia, to recover from the addressee on delivery a sum of money specified by the sender, and to remit the sum to the sender. The object of the system is to meet the requirements of persons who wish to pay at the time of receipt for articles sent to them, and of traders and others who do not wish their goods to be delivered except on payment.

(ii) *States, 1952-53*. The next table shows particulars regarding the cash on delivery parcels posted in each State for the year 1952-53.

**CASH ON DELIVERY PARCELS POST : STATES, 1952-53.**

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Parcels posted '000	332	140	223	58	81	3	837
Value .. £'000	1,167	448	695	174	163	9	2,656
Revenue(a) £'000	87	36	59	19	19	1	221

(a) From commission and postage.

(iii) *Australia.* In the following table particulars of cash on delivery parcels posted in Australia are shown for the years 1948-49 to 1952-53 in comparison with the year 1938-39.

**CASH ON DELIVERY PARCELS POST : AUSTRALIA.**

Particulars.		1938-39.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Parcels posted ..	'000	633	1,079	1,106	1,155	899	837
Value ..	£'000	783	2,361	2,697	2,933	2,876	2,656
Revenue(a) ..	£'000	86	157	188	212	236	221

(a) From commission and postage.

3. **Total Cost of Carriage of Mails.**—During 1952-53 the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows:—Inland mails—Road £1,929,748, Railway £830,518, Air £735,223; Coastwise mails—£33,509; Oversea mails—Sea £403,384, Air £1,924,390; Grand Total—£5,856,772.

4. **Transactions of the Dead Letter Offices.**—During the year 1952-53 there were, in the several States of Australia, 1,764,000 letters returned to writers or delivered, 252,000 destroyed in accordance with the Act, and 166,000 returned to other countries as unclaimed—a total of 2,182,000. Corresponding particulars for packets were—379,000, 224,000, 29,000 and 632,000. There were 2,814,000 articles handled in all.

5. **Money Orders and Postal Notes.**—(i) *General.* The issue of money orders and postal notes is regulated by Sections 74-79 of the Post and Telegraph Act 1901-1949. The maximum amount for which a single money order payable within Australia may be obtained is £40, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent to any person in the sterling area is £8 per month but varying conditions apply for remittance to countries outside the sterling area. A postal note, which is payable only within Australia and in Papua, cannot be issued for a larger sum than twenty shillings.

(ii) *States, 1952-53.* Particulars regarding the business transactions in each State for 1952-53 are shown hereunder:—

**MONEY ORDERS AND POSTAL NOTES : TRANSACTIONS, 1952-53.**

(£'000.)

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Aust.
<b>Money Orders—</b>							
Issued .. ..	25,635	12,680	6,567	3,417	2,934	1,855	53,088
Paid .. ..	26,214	12,936	6,201	3,210	2,840	1,674	53,075
Net Commission Received	172	90	53	26	24	13	378
<b>Postal Notes—</b>							
Issued .. ..	4,537	4,428	984	958	522	229	11,658
Poundage Received ..	172	205	38	43	21	10	489

(iii) *Australia, 1938-39 and 1948-49 to 1952-53.* The next table shows the number and value of money orders and postal notes issued and paid in Australia in each of the years 1948-49 to 1952-53 compared with 1938-39.

## MONEY ORDERS AND POSTAL NOTES : TRANSACTIONS, AUSTRALIA.

Year.	Money Orders.				Postal Notes.			
	Issued.		Paid.		Issued.		Paid.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
	'000.	£'000.	'000.	£'000.	'000.	£'000.	'000.	£'000.
1938-39 ..	3,239	18,349	3,254	18,548	21,942	7,926	21,966	7,934
1948-49 ..	4,194	33,012	4,215	33,262	28,059	11,266	27,810	11,246
1949-50 ..	4,586	37,014	4,626	37,503	30,181	12,206	29,998	12,130
1950-51 ..	5,166	44,110	5,135	43,990	29,440	12,746	29,297	12,680
1951-52 ..	5,404	49,495	5,362	49,439	26,476	11,608	26,590	11,675
1952-53 ..	5,666	53,088	5,578	53,075	26,793	11,658	26,658	11,614

(iv) *Classification of Money Orders Issued and Paid.* Of the total money orders issued in Australia during 1952-53, 5,446,000 valued at £52,296,000 were payable in Australia, 10,000 (£29,000) in New Zealand, 161,000 (£545,000) in the United Kingdom and 49,000 (£218,000) in other countries. Of the total money orders paid in Australia during 1952-53, 5,441,000 (£52,322,000) were issued in Australia, 34,000 (£87,000) in New Zealand, 65,000 (£353,000) in the United Kingdom and 38,000 (£313,000) in other countries.

Money orders payable or issued in foreign countries, which have been sent from or to Australia through the General Post Office in London, are included in those payable or issued in the United Kingdom.

(v) *Postal Notes Paid.* The following table shows the number and value of postal notes paid in each State during 1952-53. Particulars regarding the number and value of postal notes issued and paid in each of the last five years have been given in the previous table.

## POSTAL NOTES PAID : STATE OF ISSUE, 1952-53.

Issued in—	Postal Notes Paid in—						
	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Same State '000	7,874	3,964	1,552	920	737	401	15,448
Value £'000	3,904	2,006	746	463	360	164	7,643
Other States '000	1,326	775	750	126	363	7,870	11,210
Value £'000	561	347	352	66	91	2,554	3,971
Total '000	9,200	4,739	2,302	1,046	1,100	8,271	26,658
Value £'000	4,465	2,353	1,098	529	451	2,718	11,614

## § 3. Telegraphs.

1. *General.*—A review of the development of telegraph services in Australia up to 1921 appears in Official Year Book No. 15, p. 625, and subsequent developments of importance have been dealt with in later issues. During the past few years substantial improvements in both the speed and grade of telegraph services throughout Australia have been effected, the entire system being subjected to intensive reorganization. The external circulation system of the Australian telegraph service has been considerably modified, and direct communication has been established between cities and towns which formerly were served through intermediate repeating centres.

Telephone subscribers may telephone telegrams for onward transmission, or have messages telephoned to them. The fee for the service is small, and the system means, in effect, that the telegraph system is brought into the home of every telephone subscriber. The number of telegrams lodged by telephone during the year ended 30th June, 1953 was about 7 million or approximately 30 per cent. of the total lodgments.

A radiogram service is provided to certain isolated places throughout Australia and a number of privately-operated wireless transceiver stations have been established at various centres throughout the Commonwealth, enabling telegrams to be exchanged with departmental telegraph offices. Stations sponsored by the Flying Doctor Service of Australia can communicate by wireless with base stations.

The picturegram service between Melbourne and Sydney, which was established in 1929, but which was suspended during 1942, was restored and extended to Brisbane and Adelaide in 1949, to Perth in 1950 and to Hobart and Newcastle in 1951. The equipment installed at these points also permits the direct transmission and reception of overseas photo-telegrams. Portable picture-transmitting apparatus has been provided for use at country centres in New South Wales and Victoria and was first used for the opening of the 19th Federal Parliament at Canberra on 21st February, 1950.

As from 20th May, 1953, the Department authorized the connexion of privately-owned picturegram equipment to the public telephone trunk line network for the transmission of pictures. The new facilities are provided subject to certain restrictions where Departmental picturegram services operate and to payment of appropriate charges to cover the use of trunk line channels and equipment. Pictures from overseas may now be routed direct to private receivers.

Teleprinter services (i.e., typewriting over electrical circuits), affording the great advantage of direct and instantaneous communication between points within the same building or separated by distances up to thousands of miles, and printergram services, connecting any business premises with the local telegraph office for the transmission and reception of telegrams, are available.

The number of printergram services, that is, leased teleprinter channels between the premises of subscribers and chief telegraph offices, rose from 90 to 103. Messages transmitted over these services totalled 3.4 million.

2. **Telegraph and Telephone Mileages.**—At 30th June, 1953 the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables—exchange 4,771,000 miles, trunk telephone and telegraph 177,000 miles; aerial wires—telephone, trunk and/or telegraph purposes 497,000 miles, exchange and non-exchange service lines 655,000 miles. The mileages of conduits and pole routes were 22,000 duct miles and 111,000 miles respectively. The mileages in each State at 30th June, 1953 may be found in *Transport and Communication Bulletin* No. 44.

3. **Telegraph Offices.**—(i) *States.* The numbers of telegraph offices, including railway telegraph offices, in the various States at 30th June, 1953 were:—New South Wales, 3,248; Victoria, 2,390; Queensland, 1,746; South Australia, 941; Western Australia, 996; Tasmania, 563.

(ii) *Australia.* The numbers of telegraph offices in Australia at 30th June of each of the years 1939 and 1949 to 1953 respectively were:—9,389, 9,550, 9,700, 9,764, 9,830 and 9,884.

4. **Telegrams Dispatched within Australia.**—(i) *States.* The following table shows, for each State in 1952-53, the number of telegrams dispatched to places within the Commonwealth and to adjacent islands and to ships at sea, according to the class of message transmitted :—

**TELEGRAMS DISPATCHED, 1952-53.**

('000.)

State.	Paid and Collect.						Unpaid.			Total Tele- grams.
	Ordin- ary.	Ur- gent.	Press.	Letter- gram.	Radio- gram.	Total.	Service.	Meteor- ological	Total.	
N. S. Wales ..	7,269	421	69	24	50	7,833	294	542	836	8,669
Victoria ..	4,634	178	26	18	4	4,860	146	242	388	5,248
Queensland ..	3,366	127	37	12	49	3,591	174	293	467	4,058
South Australia	1,602	64	35	13	40	1,754	53	546	599	2,353
Western Australia	1,732	50	21	26	53	1,872	69	441	510	2,382
Tasmania ..	521	20	8	7	1	557	32	108	140	697
<b>Australia ..</b>	<b>19,124</b>	<b>860</b>	<b>196</b>	<b>90</b>	<b>197</b>	<b>20,467</b>	<b>768</b>	<b>2,172</b>	<b>2,940</b>	<b>23,407</b>

Corresponding figures for the year 1951-52 may be found in *Transport and Communication Bulletin* No. 43, p. 65.

(ii) *Australia.* Telegrams dispatched to destinations within Australia and to adjacent islands and to ships at sea, for each of the years 1938-39 and 1948-49 to 1952-53 respectively, numbered:—17,252,000, 35,647,000, 35,486,000, 34,467,000, 27,080,000 and 23,407,000.

The volume of telegraph business in 1945-46 was more than double that in the year 1938-39, but there was little change between 1945-46 and 1949-50. Figures for the year 1952-53 showed a decrease of 34 per cent. on those recorded for 1949-50.

## § 4. Telephones.

1. **General.**—Particulars of the total mileage of lines used exclusively for telephone purposes are not available, but are combined with all other line mileage. Particulars of the total single wire mileage used for telephone, trunk and/or telegraph purposes are shown in § 3 on page 187.

During 1952-53 the total number of telephones added to the post office system was 82,912, compared with 91,384 in 1951-52. With an average at 1st January, 1953, of 158 telephones per 1,000 of population, Australia continues to hold a high place amongst the countries of the world in respect of telephone density.

Eight carrier-wave telephone systems were installed during 1952-53 on trunk line routes serving capital cities and important provincial centres. The number of carrier systems now in service totals 713, representing a channel mileage of 394,783.

Twenty-four automatic exchanges were brought into operation in metropolitan areas during the year, together with 2 country and 112 rural automatic exchanges. At 30th June, 1953 there were 222 automatic exchanges in the metropolitan area and 553 in country districts to which 902,218 telephones were connected, representing 65 per cent. of the total number in use in Australia.

TELEPHONES.

I

2. Summary for States.—Particulars relating to the telephone service in each State at 30th June, 1953 compared with 30th June, 1939 are shown in the following table:—

TELEPHONE SERVICES : SUMMARY.

(Number.)

Particulars.	At 30th June.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Exchanges .. ..	1939	2,010	1,680	1,053	579	653	358	6,333
	1953	2,261	1,730	1,288	663	731	387	7,060
Telephone Offices (including Exchanges) .. ..	1939	3,040	2,358	1,517	829	907	509	9,160
	1953	3,320	2,483	1,787	991	973	541	10,095
Lines connected .. '000	1939	190	151	62	45	26	14	488
	1953	370	312	132	87	55	29	985
Instruments connected '000	1939	257	208	82	61	36	18	662
	1953	527	442	178	121	77	39	1,384
(i) Subscribers' instruments .. '000	1939	250	204	79	59	34	17	643
	1953	515	432	172	117	74	38	1,348
(ii) Public telephones .. '000	1939	4.2	2.6	1.8	1.0	0.9	0.6	11.1
	1953	6.5	4.4	2.8	1.6	1.2	0.8	17.3
(iii) Other local instruments .. '000	1939	2.5	2.0	1.2	0.9	0.5	0.4	7.5
	1953	5.5	5.3	2.8	2.1	1.5	0.8	18.0
Instruments per 1,000 of population .. ..	1939	93	111	81	100	76	76	95
	1953	153	185	140	156	124	127	157

Of the total telephones (1,384,000) in service on 30th June, 1953, 513,000 or 37 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks.

3. Subscribers' Lines and Calling Rates.—The next table shows the number of subscribers' lines and the daily calling rates at central, suburban and country telephone exchanges in the several States for 1952-53:—

TELEPHONES : SUBSCRIBERS' LINES AND DAILY CALLING RATES, 1952-53.

State.	Central Exchanges.		Suburban Exchanges.		Country Exchanges.	
	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.
New South Wales ..	30,360	9.62	190,680	3.41	129,576	1.77
Victoria .. ..	20,424	8.76	171,673	3.51	106,713	1.29
Queensland .. ..	9,650	11.16	52,076	2.87	61,643	1.86
South Australia ..	8,197	8.08	41,482	2.44	31,431	1.16
Western Australia ..	9,165	7.44	24,073	2.98	18,163	1.28
Tasmania .. ..	5,507	4.40	4,752	2.34	16,952	1.65

A comparison of the average daily calling rates for each class of exchange shows that Queensland registered the greatest number of calls per line at both central and country exchanges, and Victoria at suburban exchanges.

Similar information for the year 1951-52 may be found in *Transport and Communication Bulletin* No. 43, p. 70.

4. **Effective Paid Local Calls.**—The numbers of effective paid local calls from subscribers' and public telephones in the various States during the year ended 30th June, 1953 appear hereunder.

**TELEPHONES : NUMBER OF EFFECTIVE PAID LOCAL CALLS, 1953.**  
(Million.)

Calls.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Subscribers' .. .. .	360	267	102	63	50	20	862
From public telephones .. .. .	51	31	12	9	6	2	111
<b>Total .. .. .</b>	<b>411</b>	<b>298</b>	<b>114</b>	<b>72</b>	<b>56</b>	<b>22</b>	<b>973</b>

In 1938-39 subscribers' calls numbered 551,511,000, calls from public telephones 44,683,000, and total local calls 596,194,000.

5. **Trunk Line Calls and Revenue.**—In the next table the number of telephone trunk line calls recorded, the amount of revenue received, and the average revenue per call are shown for each of the States for the year 1952-53 compared with 1938-39.

**TELEPHONES : TRUNK LINE CALLS AND REVENUE.**

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
<b>Total Calls ('000)—</b>							
1938-39 ..	14,401	11,198	7,306	4,166	2,311	1,770	41,152
1952-53 ..	25,725	21,647	12,522	7,257	4,227	3,593	74,971
<b>Total Revenue (£'000)—</b>							
1938-39 ..	739	529	413	197	126	74	2,078
1952-53 ..	3,894	2,926	1,888	1,100	632	390	10,830
<b>Average Revenue per Call (pence)—</b>							
1938-39 ..	12.32	11.34	13.56	11.34	13.09	9.98	12.12
1952-53 ..	36.28	32.45	36.18	36.38	35.89	26.03	34.67

The number of trunk line calls during 1952-53 increased by more than 5.5 million, or 8 per cent., compared with the figures for the previous year, whilst the average revenue per call decreased by 0.9 per cent.

6. **Oversea Telephone Services.**—During the year 1951-52 radio-telephone services were established or re-opened between Australia and Brazil, Iceland and Noumea, and in 1952-53 between Australia and Israel, bringing the number of countries with which radio-telephone communication is available to 66. Service is also provided to certain trans-Atlantic liners, ships off the Australian coast, H.M.A. ships, and H.M.N.Z. ships when cruising in Australian waters.

The amount of traffic handled over the radio-telephone services showed a small increase in 1951-52 but decreased slightly in 1952-53. During 1952-53 (1951-52 figures in parentheses) the number of calls connected was 38,691 (40,881), comprising 19,929 (20,683) originating in Australia and 18,762 (20,198) incoming calls.

7. **Revenue from Telephones.**—Particulars regarding the revenue from telephone services are included in tables in § 1 (see pp. 181-3.)

8. **World Telephone Statistics, 1953.**—Information derived, in the main, from statistics compiled by the American Telephone and Telegraph Company shows that at 1st January, 1953 there were more than 84 million telephones in use throughout the world. The United States of America, with over 48 million, possessed by far the greatest proportion of these (57 per cent.). The United States of America also had the highest

recorded number of instruments per 100 of population (viz., 30). Figures for other leading countries were as follows :—Sweden 26, Canada 23, Switzerland 21, New Zealand 21, Denmark 18. At June, 1953 the number of telephones in Australia per 100 persons was 16.

### § 5. Cable and Radio Communication.

1. **First Cable Communication with the Old World.**—In earlier issues of the Official Year Book will be found a detailed account of the connexion of Australia with the Old World by means of submarine cables. (See No. 6, p. 770.)

2. **General Cable Service.**—Descriptions of the various cable services between Australia and other countries were given in Official Year Book No. 22, pp. 335-6.

3. **Merging of Cable and Wireless Interests.**—Following upon the recommendations of the Imperial Wireless and Cable Conference in London in 1928 which examined the situation that had arisen as the result of the competition of the beam wireless with the cable services, Imperial and International Communications Limited (since renamed Cable and Wireless Ltd.) was formed and took over the operations of the Pacific Cable Board and the control of the Eastern Extension Cable Company and the Marconi Wireless Company. For further developments, leading eventually to the establishment of the Overseas Telecommunications Commission, see Official Year Book No. 37, pp. 220-4.

4. **Oversea Cable and Radio Traffic.**—(i) *States.* The number of telegrams received from and dispatched overseas in each State during 1952-53 is shown hereunder :—

#### INTERNATIONAL TELEGRAMS, 1952-53. (‘000.)

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tasmania.	Australia.
Number received ..	607	381	59	55	67	18	1,187
„ dispatched	579	398	68	67	75	20	1,207
Total ..	1,186	779	127	122	142	38	2,394

(ii) *Australia.* (a) *Number of Telegrams.* The following table shows the number of international telegrams received from and dispatched overseas during the years 1938-39 and 1948-49 to 1952-53 :—

#### INTERNATIONAL TELEGRAMS : AUSTRALIA. (‘000.)

Particulars.	1938-39.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.
Number received ..	716	1,123	1,233	1,322	1,357	1,187
„ dispatched ..	746	1,123	1,242	1,395	1,329	1,207
Total ..	1,462	2,246	2,475	2,717	2,686	2,394

(b) *Number of Words, 1952-53.* The following statement shows particulars of the international business, originating and terminating in Australia, transacted over the cable and wireless services during the year ended 30th June, 1953.

**INTERNATIONAL TELEGRAMS, AUSTRALIA, 1952-53.(a)**  
(‘000 Words.)

Class of Telegram.	Number of Words Transmitted to—			Number of Words Received from—		
	United Kingdom.	Other Places.	Total.	United Kingdom.	Other Places.	Total.
Ordinary .. ..	4,435	6,067	10,502	3,748	4,942	8,690
Greetings .. ..	1,226	708	1,934	1,117	785	1,902
Government .. ..	642	1,183	1,825	1,197	1,538	2,735
Press .. ..	2,495	4,019	6,514	9,003	3,241	12,244
Letter .. ..	5,446	7,466	12,912	4,929	6,235	11,164
Other .. ..	..	49	49	..	180	180
<b>Total .. ..</b>	<b>14,244</b>	<b>19,492</b>	<b>33,736</b>	<b>19,994</b>	<b>16,921</b>	<b>36,915</b>

(a) International business, originating and terminating in Australia, transacted over the cable and wireless services.

Words transmitted to "Other places" included 2,723,565 to the United States of America and 5,938,518 to New Zealand and the Pacific Islands. Words received from "Other places" included 2,663,171 from the United States of America and 3,838,903 from New Zealand and the Pacific Islands.

5. **Coast Stations.**—There are 34 wireless stations established at points around the Australian coast and 8 about the coast of Papua and New Guinea. During 1952-53 these stations handled 510,268 messages (397,133 paying, 8,433 free traffic and 104,702 weather) with a total of 7,691,328 paying words. For further information see *Transport and Communication Bulletin* No. 44.

6. **Radio-communication Stations Authorized.**—(i) *States and Territories, 30th June, 1953.* The following table shows particulars of the different classes of radio-communication stations authorized at 30th June, 1953 in each State and Territory of the Commonwealth. Figures relate to radio-communication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown in § 6, paras. 3 and 4, following.

**RADIO-COMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1953.**

State or Territory for which Authorized.	Transmitting and Receiving.						Receiving Only.			Grand Total.	
	Ama-teur.	Aero-nautical.(a)	Coast. (b)	Land. (c)	Mobile (General). (d)	Miscel-laneous.	Total.	Land. (c)	Mobile (General). (d)		Total.
N.S.W. . .	1,024	11	3	441	1,375	30	2,884	78	44	122	3,006
Vic. . .	959	5	6	289	1,305	18	2,582	210	90	300	2,882
Q'land . .	304	19	7	420	536	8	1,294	62	20	82	1,376
S. Aust. . .	330	7	3	164	482	4	990	3	6	9	999
W. Aust. .	185	19	7	307	197	7	722	34	5	39	761
Tas. . .	109	7	7	61	121	4	309	1	..	1	310
Nor. Terr.	14	6	1	162	12	..	195	2	..	2	197
A.C.T. . .	15	1	..	11	67	1	95	..	..	..	95
<b>Total, Aust.</b>	<b>2,940</b>	<b>75</b>	<b>34</b>	<b>1,855</b>	<b>4,095</b>	<b>72</b>	<b>9,071</b>	<b>390</b>	<b>165</b>	<b>555</b>	<b>9,626</b>
<b>Territories</b>	<b>37</b>	<b>9</b>	<b>8</b>	<b>252</b>	<b>49</b>	<b>..</b>	<b>355</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>355</b>
<b>Grand Total</b>	<b>2,977</b>	<b>84</b>	<b>42</b>	<b>2,107</b>	<b>4,537</b>	<b>72</b>	<b>9,071</b>	<b>390</b>	<b>165</b>	<b>555</b>	<b>9,626</b>

(a) Ground stations (aeradio stations) for communication with aircraft stations. (b) Ground stations for communication with ship stations. (c) Stations established at fixed locations on land for the conduct of point-to-point services and for communication with mobile stations. (d) Stations installed in motor vehicles and small harbour vessels not falling within the definition of ship stations or aircraft stations, and stations comprising small portable apparatus used for various purposes. (e) Includes 230 aircraft stations, 755 ship stations and 247 "other" stations which cannot be classified according to States, etc.

(ii) *Australia and Papua-New Guinea, 30th June, 1949 to 1953.* The following table shows the total number of radio-communication stations authorized in Australia and Papua-New Guinea at 30th June of the years 1949 to 1953.

**RADIO-COMMUNICATION STATIONS AUTHORIZED : AUSTRALIA AND PAPUA-NEW GUINEA.**

At 30th June--	Transmitting and Receiving.								Receiving Only.		Grand Total.	
	Amateur.	Aeronautical. (a)	Coast. (b)	Land. (c)	Mobile. (d)				Miscellaneous.	Land. (c)		Mobile (General). (d)
					General.	Ship.	Aircraft.	Other.				
1949 ..	2,713	69	28	1,325	1,717	520	205	..	47	330	323	7,277
1950 ..	2,826	68	29	1,517	2,011	617	226	139	49	375	311	8,168
1951 ..	2,897	70	33	1,747	2,361	656	218	146	60	371	207	8,766
1952 ..	2,937	70	39	1,835	3,063	708	230	177	66	387	181	9,693
1953 ..	2,977	84	42	2,107	4,144	755	230	247	72	390	165	11,213

See notes to previous table.

**§ 6. Broadcasting and Television.**

1. **General.**—Broadcasting services in Australia operate under the Broadcasting Act 1942-1954 and comprise the National Broadcasting Service and the Commercial Broadcasting Service. The following table shows the number of broadcasting stations in operation at 30th June, 1954 :—

**BROADCASTING STATIONS, 30th JUNE, 1954.**

Type of Station.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Papua-New Guinea.	Total.
National—										
Medium Frequency ..	12	4	12	5	5	3	2	2	1	46
Short-wave ..	1	3	2	..	2	..	..	..	1	9
Commercial ..	36	20	20	8	13	8	..	1	..	106

2. **The Australian Broadcasting Control Board.**—The Board, which was constituted on 15th March, 1949 under the above Act, operates under the Ministerial jurisdiction of the Postmaster-General, and its principal functions, as set out in Section 6K of the Act, are to ensure :—(a) the provision of services by broadcasting stations, television stations and facsimile stations, and services of a like kind, in accordance with plans from time to time prepared by the Board and approved by the Minister ; (b) that the technical equipment and operation of such stations are in accordance with such standards and practices as the Board considers to be appropriate ; and (c) that adequate and comprehensive programmes are provided by such stations to serve the best interests of the general public.

In addition, the Board may exercise such other functions as are prescribed by regulation in relation to broadcasting stations, television stations and facsimile stations.

In the exercise of its functions in respect of programmes, the Board is required—(a) to consult the Australian Broadcasting Commission and representatives of licensees of commercial broadcasting stations in relation respectively to the programmes of the national and commercial broadcasting services ; and (b) in particular to—(i) ensure reasonable variety of programmes ; (ii) ensure that divine worship or other matter of a religious nature is broadcast for adequate periods and at appropriate times, and that no matter which is not of a religious nature is broadcast by a station during any period during which divine worship or other matter of a religious nature is broadcast by that station ; (iii) ensure that facilities are provided on an equitable basis for the broadcasting of political or controversial matter ; (iv) determine the extent to which advertisements may be broadcast in the programme of any commercial broadcasting station ; and (v) fix the hours of service of broadcasting stations, television stations and facsimile stations.

The Board is empowered to make recommendations to the Minister as to the exercise by him of any power under Division 1 of Part III. of the Act, which prescribes the conditions under which licences are granted to commercial broadcasting stations.

The Board also has power, subject to the directions of the Minister—(a) to determine the situation and operating power of any broadcasting station, television station or facsimile station; (b) to determine the frequency of each broadcasting station, television station or facsimile station, within bands of frequencies notified to the Board by the Postmaster-General as being available for such stations; (c) after consultation with the Commission to determine the conditions upon which a commercial broadcasting station may broadcast a programme of the National Broadcasting Service; and (d) to regulate the establishment of networks of broadcasting stations and the making of agreements or arrangements by licensees of commercial broadcasting stations for the provision of programmes or the broadcasting of advertisements.

Subject to the approval of the Minister and of the Treasurer, the Board may provide financial and other assistance to commercial broadcasting stations for the purpose of ensuring that programmes of adequate extent, standard and variety are provided in the areas served by these stations.

The Board also has certain powers in connexion with the general control of the broadcasting service, particularly in relation to the operations and programmes of commercial stations.

Section 6B of the Act provides that the Board shall consist of three members appointed by the Governor-General, one of whom shall be chairman. No person shall be appointed as a member of the Board who—(a) has any financial interest, whether direct or indirect, in any company which is the licensee of a commercial broadcasting station or manufactures or deals in equipment for the transmission or reception of broadcasting, television or facsimile programmes; (b) is a member of the governing body of any company or other association of persons which is the licensee of a commercial broadcasting station; or (c) is the licensee of a commercial broadcasting station.

3. **The National Broadcasting Service.**—(i) *General.* The programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission and the technical facilities for the transmission of such programmes by the Postmaster-General's Department.

(ii) *The Australian Broadcasting Commission.* The Commission comprises seven Commissioners, one of whom is an officer of the Department of the Treasury and one an officer of the Postmaster-General's Department.

Under the provisions of the Act the Commission "shall provide and shall broadcast from the national broadcasting stations adequate and comprehensive programmes and shall take in the interests of the community all such measures as, in the opinion of the Commission, are conducive to the full development of suitable broadcasting programmes."

The Commission prepares estimates of its receipts and expenditure for each financial year and submits these estimates to the Minister. Appropriations are made by Parliament for the purposes of the Commission and these, together with all other moneys received by the Commission, are paid into an account in the Commonwealth Bank of Australia. From this account all costs, charges, expenses, etc., incurred by the Commission in the exercise of its powers and functions under the Act are defrayed. For particulars of the financial operations of the Commission see Chapter XVII.—Public Finance.

(iii) *Technical Facilities.* At 30th June, 1954, the National Broadcasting Service comprised 55 transmitting stations as follows:—

*Medium-wave Stations—*

2CN and 2CY Canberra, 2BL and 2FC Sydney, 2CO Corowa, 2CR Cumnock, 2KP Smithtown, 2LG Lithgow, 2NA and 2NC Newcastle, 2NB Broken Hill, 2NR Grafton, 2NU Manilla, 2TR Taree, 3AR and 3LO Melbourne, 3GI Sale, 3WV Doon, 4QG and 4QR Brisbane, 4AT Atherton, 4GM Gympie, 4QA Mackay, 4QB Pinalba, 4QL Longreach, 4QN Townsville, 4QS Dalby, 4QY Cairns, 4RK Rockhampton, 4SO Southport, 5AN and 5CL Adelaide, 5CK Crystal Brook, 5LN Port Lincoln, 5WM Woomera, 5AL Alice Springs, 5DR Darwin, 6WF and 6WN Perth, 6GF Kalgoorlie, 6GN Geraldton 6WA Wagin, 7ZL and 7ZR Hobart, 7NT Kelso, 9PA Port Moresby, Papua.

*Short-wave Stations—*

VLI Sydney, New South Wales, VLG, VLH and VLR Lyndhurst, Victoria, VLQ and VLM Brisbane, Queensland, VLW and VLX Perth, Western Australia, VLT Port Moresby, Papua.

The medium-wave transmitters operate in the medium frequency broadcast band 540 to 1,600 kilocycles per second. From the short-wave stations, using frequencies within the band 3 to 30 megacycles per second, service is given to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and Northern and Central Queensland and in New Guinea and adjacent islands.

Programmes for country stations are normally relayed from the control studio of the nearest capital city, high quality programme transmission lines being used for the purpose. A number of programme channels are utilized to link national broadcasting stations in the capital cities of Australia, and frequently this system is extended to connect both the national and commercial broadcasting stations.

At present 32 of the medium-wave stations are situated outside the capital cities and additional country stations are to be constructed. When these additions have been made the medium-wave and short-wave stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

(iv) *Programme Facilities.*—(a) *General.* The programmes of the Australian Broadcasting Commission cover a wide range of activities which are indicated briefly in the following paragraphs. The proportion of broadcasting time allocated to the various types of programme during 1952–53 was as follows:—Classical Music, 22.3 per cent.; Light Music, 17.1 per cent.; Variety, 16.0 per cent.; Drama and Features, 4.3 per cent.; Youth Education, 3.6 per cent.; Children's Session, 2.0 per cent.; Talks, 7.3 per cent.; Parliament, 3.6 per cent.; Religion, 3.5 per cent.; News, 7.6 per cent.; Sport, 5.9 per cent.; Rural Broadcasts, 1.6 per cent.; Non-departmental, 5.2 per cent.

(b) *Music.* The A.B.C. is to-day the biggest concert-giving organization in the Commonwealth, and the immense growth of interest in music in this country is illustrated by the fact that Australian listeners in increasing numbers now welcome the opportunity of hearing fine music on the air and in the concert hall and have magnificently supported the presentation of orchestral concerts and of recitals by the best musicians from their own country and from overseas. In 1936 small regular orchestras were formed by the A.B.C. in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart, and from these foundations have grown our present orchestras. Those in Sydney and Melbourne measure up to first-class orchestras overseas, whilst those in the other capital cities are showing rapid improvement and are now the equal of those in many places of comparable size in Europe or America. Until 1946 the cost of these orchestras was met solely by the A.B.C., but since then State Governments and major municipal bodies in all States have agreed to contribute towards the expense.

The close co-operation between a broadcasting organization, city authorities and State Governments to establish and maintain symphony orchestras is unique in the world.

In 1954, the A.B.C. organized 525 public orchestral concerts (including 136 free concerts for school children and 48 free concerts for adults) and 173 public recitals by famous artists throughout the Commonwealth. Of these concerts, 217 were given outside the capital cities, including 70 free orchestral concerts for school children.

The policy of the A.B.C. so far as individual artists are concerned has always been to develop local talent and at the same time give its audiences the opportunity of hearing famous international musicians.

(c) *Drama and Features.* Drama programmes are designed to give listeners opportunities, which they might not otherwise have, of hearing the great plays of all nations as well as adaptations of the best modern stage plays and also those written specially for broadcasting. The main regular drama programmes are broadcast on Saturday and Monday evenings, and special series of longer plays are also given at various times during the year.

In recent years the technique of the feature programme has also been developed in this country. The feature is a form of entertainment which is unique to radio, consisting of specially written programmes designed to present information in an interesting way, and it may deal with a very wide variety of subjects ranging from history and current events to science and the arts. A number of Australian writers have become interested in this form of entertainment and about 97 per cent. of the features broadcast are written by Australians. Local writers also contribute a large proportion of the plays broadcast and every effort is made to assist and encourage their work.

(d) *Youth Education.* The A.B.C. provides a regular series of broadcasts to schools as an addition to normal class-room education. The total number of listening schools at the end of 1954 was 7,989 or about 80 per cent. of all schools, State and private, throughout the Commonwealth. Many of the school broadcasts are presented in dramatized form, as this method makes the material more vivid and interesting to the young listener. For the very young children, the Commission broadcasts every week-day the "Kindergarten of the Air", a type of broadcast which originated in Australia. (See also Chapter XI.—Education, on this subject.)

(e) *Talks.* The aim of the Talks Department is to provide programmes which will keep the listener well informed on current affairs and on general topics. Many of the talks in the first category are now presented in a magazine type of session consisting of a number of short items linked by a narrator. The most complete of these built-up programmes is the documentary, in which radio goes into the field to analyse or to describe, using the actual sounds and voices recorded on location.

Controversial topics are covered in two sessions—the weekly discussion broadcast, in which the main conflicting points of view on a current topic are discussed by competent authorities, and the "Nation's Forum of the Air", using the debating technique with questions in person from the studio audience and telephoned from listeners. Another outstanding session is "News Review", containing at least five comments on the news of the day recorded over landline from all States of the Commonwealth and, in the case of significant world events, from overseas by radio-telephone.

(f) *Rural Broadcasts.* The Rural Broadcasts Department was commenced in 1945 to serve the needs of country listeners. It has proved to be of great value to men and women on the land throughout Australia, by giving them the latest market reports and information on general conditions, and by keeping them informed on rural development overseas. The interstate market report is the only Australia-wide market service available to the Australian rural population. Programmes are exchanged with radio organizations in England, Canada, the United States of America and elsewhere, and several visits to Australia by well-known farm radio personalities have also been arranged. The department has encouraged the work of Junior Farmers' Clubs in Australia, and has sponsored competitions for members in connexion with the Royal Agricultural Shows in Sydney and Melbourne.

(g) *News.* On 1st June, 1947, the Australian Broadcasting Commission's independent News Service came into full operation. Since that date the Commission has collected the news for its bulletins independently of the press and it now has, in addition to a large staff throughout Australia, a London news room for the selection and transmission of overseas news secured from the great news agencies. Nine national news bulletins are broadcast daily, and are followed by State bulletins of news of State interest. In addition, two or more regional bulletins are broadcast by local stations in country areas on most days of the week, and for remote country districts special bulletins are broadcast on short-wave. For overseas listeners 19 bulletins daily are broadcast through the Radio Australia transmitters. These bulletins, which are given in English, French, Malay and Thai, are directed to every continent, but concentrate on the Pacific and Asian areas. The A.B.C. also rebroadcasts for Australian listeners, by arrangement with the British Broadcasting Corporation, two B.B.C. news bulletins each day.

(h) *Other Activities.* The broadcasting of the proceedings of Federal Parliament commenced as a regular service in July, 1946, and Australian listeners are now able to hear debates from the House of Representatives and from the Senate. At present these broadcasts are confined to one of the two transmitters in each capital city, but it is hoped that eventually country listeners will also be able to hear them.

The National Children's Session, presented seven days a week, is composed of over 30 programme items, including stories, music, games, and items about art, literature and natural history. There is a children's newsreel and a Brain's Trust, discussing, through children, more than 100 topics each year. The Argonauts' Club is an important part of the session and encourages children between the ages of 7 and 17 in self-expression and the appreciation of cultural subjects, but the provision of entertainment suitable for children is the main purpose of the session.

In co-operation with the various religious denominations, the A.B.C. broadcasts several religious sessions each week-day in addition to those given on Sundays. These

religious broadcasts include relays of normal church services and a variety of special programmes of talks and sacred music. The modern trend towards the use of religious drama is also followed.

The variety and sporting programmes of the A.B.C. provide the lighter side of the service. In its variety sessions the A.B.C. does everything possible to assist local artists in order to increase the amount of first-class talent in this country, and encouragement is also given to Australian composers of light music. The A.B.C. dance bands in Sydney and Melbourne are regarded as being two of the most outstanding bands in Australia.

The coverage of sport at home and abroad by the A.B.C. is comprehensive. On Saturday afternoons the sporting panel provides listeners with the progress results and scores, and also descriptions from half a dozen or more fields of sport. Events of international interest such as Test Matches, the Davis Cup, etc., are covered by simultaneous descriptions from A.B.C. commentators. In covering events overseas, the A.B.C. is indebted to the British Broadcasting Corporation for its collaboration in Great Britain, and to the New Zealand Broadcasting Service for events in New Zealand.

4. **The Commercial Broadcasting Service.**—Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Australian Broadcasting Control Board. The maximum initial period of a licence is three years, and renewals are granted for a period of one year. Licences are granted on conditions which ensure satisfactory alternative programmes for listeners. The fee for a broadcasting station licence is £25 per annum in respect of the first period for which the licence is granted and, in the case of a renewal, £25 plus one-half of one per cent. of the gross earnings from the operations of the station if it has made a profit in the preceding year. Licensees of these stations rely for their income on revenue received from the broadcasting of advertisements and other publicity. At 30th June, 1954, there were 106 commercial broadcasting stations in operation. A table showing the call sign, location, frequency and aerial power of each of these stations may be found in *Transport and Communication Bulletin* No. 45.

5. **Overseas Broadcasting Service.**—There are three short-wave stations at Shepparton Victoria (VLA, VLB, VLC) for use only in the oversea service known as "Radio Australia". As in the case of the National Broadcasting Service, these stations are maintained by the Postmaster-General's Department and their programmes are arranged by the A.B.C. During certain periods station VLG Lyndhurst, a unit of the National Broadcasting Service, is also used for the purpose of oversea transmissions. The programmes, which give news and information about Australia, presented objectively, as well as entertainment, are directed mainly to South-East Asia and the Pacific. Twenty-two of the regular transmissions are in foreign languages. The oversea audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroad.

6. **Television.**—(i) *General.* Under the Television Act 1953, the Postmaster-General may establish National television stations or may grant licences for commercial television stations after taking into consideration any recommendations which have been made by the Australian Broadcasting Control Board.

(ii) *Royal Commission on Television, 1953.* The question of the introduction of television services in Australia was the subject of an investigation during 1953 by a Royal Commission. The principal recommendations of the Royal Commission were that—

- (a) Television should be introduced on a gradual basis.
- (b) The first national television station should be erected in Sydney and the second in Melbourne, and expansion to other State capital cities and to other centres of population should proceed as soon as finances become available.
- (c) The authority for providing the programmes for the National Television Service should be the Australian Broadcasting Commission.
- (d) Initially, licences should be issued for two commercial television stations in both Sydney and Melbourne.
- (e) Before any licence is granted a public hearing should be conducted by the Australian Broadcasting Control Board.

7. **Broadcast Listeners' Licences.**—(i) *General.* Broadcast listeners' licences are issued at Post Offices in accordance with Section 96 of the Broadcasting Act 1942-1954. A single licence authorizes every broadcast receiver which is :—(a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and/or ordinarily kept at that address ; (b) installed in a vehicle which is ordinarily in the possession of the holder, or of a member of his family, and is ordinarily kept at that address while not in use.

The fee for a broadcast listener's licence or a renewal thereof is :—Zone 1, £2 ; Zone 2, £1 8s. Zone 1 is the area within approximately 250 miles of specified broadcasting stations and Zone 2 is the remainder of the Commonwealth.

A licence may be granted at one-quarter of the ordinary fee to any person who is in receipt of a pension under Part III. or Part IV. of the Social Services Act 1947-1954 or a service pension, or a pension in respect of total and permanent incapacity, under the Repatriation Act 1920-1954 ; and who lives alone or with any person whose income does not exceed the maximum amount of income and pension allowed under Part III. or Part IV. of the Social Services Act 1947-1954 or Section 87 of the Repatriation Act 1920-1954.

Licences are granted free of charge to blind persons over 16 years of age and also to schools.

(ii) *Licences in Force.* The following table shows the number of broadcast listeners' licences in force at 30th June, 1925, 1930, 1935, 1940, 1945 and 1950 to 1954 :—

#### BROADCAST LISTENERS' LICENCES IN FORCE.

At 30th June—	N.S.W.(a)	Vic.	Qld.	S.A.(b)	W.A.	Tas.	Aust.
1925 .. ..	34,857	20,290	1,267	3,331	3,562	567	63,874
1930 .. ..	111,253	140,072	23,335	25,729	5,755	6,048	312,192
1935 .. ..	279,166	237,247	67,546	76,515	41,257	20,121	721,852
1940 .. ..	458,256	348,264	151,152	124,928	87,790	42,191	1,212,581
1945(c) .. ..	548,074	394,315	180,089	146,611	98,210	47,930	1,415,229
1950(c) .. ..	683,271	505,078	260,033	195,261	133,199	64,369	1,841,211
1951(c) .. ..	679,232	522,502	270,587	204,695	139,669	68,149	1,884,834
1952 .. ..	741,355	520,364	279,852	208,691	141,950	68,832	1,961,044
1953 .. ..	742,002	533,329	282,338	212,104	145,141	70,741	1,985,655
1954 .. ..	769,478	545,148	287,683	220,065	148,192	71,047	2,041,613

(a) Includes Australian Capital Territory. (b) Includes Northern Territory. (c) Excludes licences for receivers in excess of one. These licences were introduced in July, 1942 and were abolished on 31st December, 1951.

Of the 2,041,613 broadcast listeners' licences in force at 30th June, 1954, 1,094,735 or 53.62 per cent. were held by persons situated in metropolitan areas and 946,878 or 46.38 per cent. by persons in country areas. Of the latter, only 11,789 were in respect of Zone 2.

8. **Radio-inductive Interference.**—In each State of the Commonwealth, the Post-master-General's Department maintains a staff of experts with suitable equipment and transport, for the purpose of investigating complaints of radio-inductive interference to the reception of broadcast programmes and to defence and civil radio-communication services.

During the year 1953-54 11,769 sources of trouble were eliminated as a result of Departmental efforts and 31 by other action. More than 3,600 suppressors were fitted to offending appliances as recommended by investigating officers, who carried out 34,016 inspections in metropolitan and country areas.

9. **Prosecutions under the Broadcasting Act.**—Persons convicted during the year ended 30th June, 1954, for operating unlicensed broadcast receivers numbers 3,644. Fines and costs amounting to £14,657 were imposed.