

CHAPTER XVIII. LOCAL GOVERNMENT.

§ 1. Introduction.

1. **General.**—The following statistics relating to Local Government are somewhat incomplete and otherwise unsatisfactory, but efforts are being made to obtain fuller and more reliable information. Many of the defects in the statistics of Local Government Authorities have been eliminated, and the returns are now prepared on more uniform lines and in greater detail than formerly. Owing to man-power shortage some details have not been compiled, but the latest figures available have been inserted.

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

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

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

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

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

§ 2. Roads, Bridges, Etc.

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

There are five classifications of roads which receive assistance from the central authority, and they embrace—

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

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

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

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

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

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

In the Eastern Division assistance, as described hereunder, is given to local councils for works on classified roads. For other roads the cost of both construction and maintenance work is generally chargeable to the revenue of local authorities although Governmental assistance is not infrequently granted for works of construction and reconstruction. This is particularly so in times of acute unemployment and during recent years substantial sums have been distributed for roads by way of grants, primarily for this purpose. There is, in addition, a regular annual endowment of at least £150,000 for shires, a large proportion of which is used for road purposes.

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

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

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

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

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

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

(ii) *Length of Roads—*

Eastern Division—

Proclaimed Roads (30th June, 1942)—						Miles.
State Highways	..	..	..	..	..	5,163
Trunk Roads	..	..	..	..	..	2,371
Ordinary Main Roads	..	..	..	..	..	9,590
Secondary Roads	..	..	..	..	..	81
Developmental Roads	..	..	..	..	..	2,741
Minor Roads (30th June, 1939)	..	..	..	..	..	98,613
<i>Western Division</i> (30th June, 1939)	..	..	..	..	..	7,766
						126,325

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

(iii) *Revenue and Expenditure.*—The revenue and expenditure of the central road authority for the year ended 30th June, 1942, were as follows :—

Revenue.		Expenditure.	
£		£	
Motor Taxation Fees etc.	.. 1,879,297	Maintenance	.. .. 1,293,452
Petrol Taxation	.. .. 599,294	Construction	.. .. 2,937,471
Councils' direct contributions	.. 221,085	Interest and other loan charges	404,087
Loans from State Government	644,504	Other	.. .. 223,020
Contribution from Revenue, State Government	.. .. 383,633		
Defence Works	.. .. 1,220,708		
Other	.. .. 99,790		
Total	.. .. 5,048,311	Total	.. .. 4,858,030

The total expenditure on all roads in the State by all authorities during 1939-40 was £8,596,170.

(iv) *Sydney Harbour Bridge.* The Government expenditure in connexion with the Sydney Harbour Bridge, which amounted to £9,780,302 to 30th June, 1942, is not included in the figures above. Of this amount £8,104,189 was provided by General Loan Account, £1,665,444 from proceeds of municipal and shire rates, £10,664 from the Unemployed Relief Fund and £5 from the Public Works Fund. Interest and exchange accounted for £1,494,688 and resumptons for £1,053,593. A reduction in the total cost of the bridge will be effected by the sale of surplus resumed lands estimated at approximately £150,000.

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

(ii) *Length of Roads and Streets.*—At the end of 1940 there were 105,043 miles of roads and streets in Victoria, comprising 73 miles of wood or stone, 124 portland cement concrete, 248 asphaltic concrete and sheet asphalt, 8,623 tar or bitumen surface, 25,396 water-bound macadam, gravel, sand, and hard loam pavements, 24,854 formed only, and 45,725 surveyed only but used for general traffic. Of the total length, only 2,793 miles or less than 3 per cent. were State highways.

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

(a) *Country Roads Board Fund.* All fees (other than fees for licences to drive motor cars) and fines under the Motor Car Act, and all registration fees and fines for traction engines, less cost of collection of such fees and fines, are credited to this fund. The total receipts for the year 1941-42 were £2,123,811 made up as follows:—Motor registration fees, £1,443,597; contributions by municipalities for permanent works (now subject to relief), £148,463, and for maintenance works, £149,415; sale of stores and material and hire of plant, £288,345; and other sources, £93,991. The expenditure for the year was £1,860,795, comprising maintenance and reconditioning of main roads and State highways, etc., £630,670; plant, stores, administration, etc., £535,711; and interest, sinking funds, etc., £694,414. The expenditure shown for interest, sinking funds, etc., comprises the following items:—Interest and sinking fund payments on account of loan moneys, £358,723; repayments by municipalities for interest and sinking fund, £111,901; and relief to municipalities from liability in respect of interest and sinking fund, £223,790.

(b) *Country Roads Board Loan Account.* Loans to the amount of £5,322,000 have been authorized from time to time for permanent works on main roads and State highways under the Country Roads Acts. During the year ended 30th June, 1942, there were no transactions, and the total expenditure to 30th June, 1942, was £5,047,126.

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

(d) *Total Expenditure.* In addition to expenditure from the abovementioned funds the following amounts were expended under special appropriations on road construction and maintenance:—Unemployed relief, £1,212 and contributions by the Commonwealth Government under the provisions of the Federal Aid Roads Act, £171,735. While an amount of £142,128 was expended by the Commonwealth Government on Defence works.

The total expenditure by the Board on road construction and maintenance during the year ended 30th June, 1942, amounting to £945,745, may be summarized as follows:—State highways, £237,136; main roads, £438,260; developmental roads, £100,308; unemployment relief (on main and developmental roads, etc.), £1,212; tourist roads, £20,605; Murray River bridges and punts, £2,908; roads adjoining Commonwealth properties, £3,188; Commonwealth defence work—unemployment relief, £9,072; Northern Territory, £131,898; and Allied Works Council, £1,158.

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

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

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

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

(ii) *Length of Roads.* At 30th June, 1940, there were under various local authorities 125,095 miles of roads in Queensland, of which 6,320 were natural or artificial sand-clay loam, 6,287 water-bound pavement, 1,432 water-bound pavement with bitumen surface, 946 bituminous penetration macadam, 64 concrete, 27,616 formed only and 82,430 unconstructed but used for general traffic. The roads under the control of the Main Roads Commission, at 30th June, 1942, were 16,446 miles comprising 9,201 miles of main roads, 5,880 of State highways and 1,365 of developmental, tourist, etc., roads.

(iii) *Receipts and Expenditure.* During the year ended 30th June, 1942, the receipts of the Commission amounted to £2,319,255, including £455,120 from the Treasury Loan Fund, £777,206 from motor fees, £422,889 from the Commonwealth for works under the Federal Aid Roads scheme and £367,100 from Consolidated Revenue. Disbursements amounted to £2,423,883, including £1,161,697 on permanent works, and £344,657 on maintenance.

4. *South Australia.*—(i) *General.* The Highways Act 1926–1938 created a Commissioner of Highways and provided for a Highways Fund. The Commissioner is virtually empowered to determine upon which main roads he will spend the moneys available; in doing which he has to take into account (a) the moneys voted, or likely to be voted, by Parliament for main roads; (b) whether the road is or will be the main trunk route (i) connecting any large producing area, or any area capable of becoming in the near future a large producing area, with its market or nearest port or railway station; (ii) connecting two or more large producing areas, or areas capable of becoming in the near future large producing areas, or between two or more large centres of population; (iii) between the capital and any large producing area or any large centre of population; (iv) between the capitals of this State and any other State; and (c) whether the area through which the road passes is, or in the near future will be, sufficiently served by a railway or railways.

After providing for certain fixed charges the Highways Fund is to be credited with the balance received from (a) licence-fees and registration-fees under the Road Traffic Act 1934–1942; (b) fees for hawkers' licences; and (c) all loans raised and appropriated for roads. All moneys received by the State from the Commonwealth under the Federal Aid Roads scheme are also expended by the Commissioner of Highways under the general provisions of the Highways Act.

(ii) *Length of Roads.* The total length of roads in use for general traffic within local governing areas at 30th June, 1941, was 52,118 miles, of which 22 miles were paved with wood or stone; 248 were bituminous concrete; 1,812 bitumen penetration; 14,411 bitumen surfaced, metalled or gravelled; 8,515 formed only; and 27,110 unformed. At 30th June, 1942, the Commissioner was maintaining departmentally about 2,177 miles of improved main roads.

(iii) *Receipts and Expenditure.* The expenditure from the Highways Fund for the year ended 30th June, 1942, was £461,495, including £150,871 for interest on loans. The amount received from the Commonwealth Government for expenditure on Federal Aid Roads was £244,327, the amount allocated from the Highways Fund for roads in newly-settled areas, etc., was £57,799, and grants in aid of rates collected paid to Councils amounted to £17,350. In sparsely-settled districts outside the incorporated areas, the roads and bridges are constructed and maintained chiefly by the Engineering and Water Supply Department under arrangement with the Commissioner of Highways. The amount so expended during the same period was £15,719.

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

Certain principal highways and developmental roads are proclaimed main roads under the control of the Commissioner of Main Roads, appointed under the Main Roads Act 1930. At 30th June, 1941, the length of "Declared Main Roads" totalled 3,062 miles.

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

(ii) *Construction.* In Tasmania the cost of construction of roads and bridges is borne almost entirely by the State Government. Half the proceeds of the sale of land has been applied to form a Crown Lands Fund for the construction of roads to new holdings. This fund has in recent years more than met the demands on it, and expenditure therefrom since 1918 has been limited to £10,000 annually, the balance being used for redemption of debt.

Loan money expended by the Public Works Department during 1941-42 on the construction of roads and bridges amounted to £41,284, and expenditure from the Crown Lands Fund to £518. In addition, the sum of £69,089 provided by the Commonwealth Government was expended on roads. New-road mileage completed during the year was 12 miles metalled and gravelled and 8 miles formed under State votes, and 24 miles of reconstruction under the Federal Aid Roads scheme. During the year the Departmental activities have been largely confined to Defence work and road work has been mostly maintenance.

(iii) *Maintenance.* The maintenance of roads, other than State highways, is undertaken by the municipalities out of their own revenues. All bridges costing over £50 are maintained by the State Government. The maintenance of State highways is provided for by the State Highways Act 1929, which created the State Highways Trust Fund to which is paid from Consolidated Revenue a sum equal to the amount of all motor taxes collected in the immediately preceding financial year and paid into the Treasury, less 2 per cent. The expenditure on State highways for 1941-42 was £130,080.

7. **Summary of Net Loan Expenditure on Roads and Bridges.**—Figures showing the total expenditure on roads and bridges in the States are not available. The following table shows the annual net loan expenditure on roads and bridges by the central Government in each State during the years 1937-38 to 1941-42, together with the aggregate amounts of expenditure up to 30th June, 1942. The net loan expenditure by the Government is not available for Tasmania and the figures given in the following table represent the actual amounts expended by the Department of Public Works, including sums for unemployment relief.

ROADS AND BRIDGES : NET LOAN EXPENDITURE.

Year ended 30th June—	N.S.W.	Victoria.(a)	Q'land.(b)	S. Aust.(c)	W. Aust.	Tasmania.	Total.
	£	£	£	£	£	£	£
1938 ..	716,051	Cr. 50,200	342,665	152,500	154,713	62,634	1,378,363
1939 ..	1,850,480	Cr. 22,502	357,252	199,900	144,860	140,770	2,670,760
1940 ..	450,574	Cr. 25,466	457,343	71,000	210,513	108,035	1,271,999
1941 ..	148,853	Cr. 30,366	475,421	52,000	37,932	44,856	728,696
1942 ..	606,611	Cr. 28,684	529,448	Cr.16,000	Cr. 13	41,284	1,132,646
Total to 30/6/42	20,932,552	d12,645,199	6,512,854	3,875,145	3,183,327	5,773,119	52,922,196

(a) Represents expenditure from loan and on account of loan. (b) Amounts include relative expenditure by the Public Estate Improvement Branch. (c) Adjusted figures, excludes credits due to purchase of securities. (d) Gross loan expenditure.

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

§ 3. Local Government Authorities.

1. Area, Population and Value of Ratable Property.—(i) *New South Wales.* Practically the whole of the State, with the exception of the greater portion of the Western Division, has been divided into municipalities and shires, the total area incorporated at the end of 1940 being 184,007 square miles. The areas incorporated comprise the whole of the Eastern and Central Divisions of the State (with the exception of Lord Howe Island, the islands in Port Jackson and the quarantine station at Port Jackson) and a small portion of the Western Division consisting of the whole of six and part of two municipalities.

The Local Government Act 1919 and subsequent amendments and ordinances constitute the basis of the operation of Local Government bodies known as municipalities, shires and county councils. The operations of the City of Sydney are governed by the Sydney Corporation Act 1932-1941.

The City of Greater Newcastle was constituted in 1938 with increased powers by special Act, by the union of the City of Newcastle with ten suburban municipalities and portions of two shires, and is subject to the general provisions of the Local Government Act.

The area, population and value of ratable property in the incorporated areas at 31st December, 1940, are given below. The valuations relate to ratable property only and exclude Government and other non-ratable property, the value of which is not inconsiderable in the aggregate.

LOCAL GOVERNMENT AUTHORITIES, NEW SOUTH WALES : AREA, POPULATION AND VALUE OF RATABLE PROPERTY AT 31st DECEMBER, 1940.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Assessed Annual Value.(a)
Metropolitan—		Acres.		£	£	£
Capital City ..	1	3,220	88,840	50,474,458	171,705,000	7,726,725
Other ..	48	152,088	1,212,270	102,704,967	316,067,917	25,012,302
Total ..	49	155,308	1,301,110	153,179,425	487,772,917	32,739,027
Outside Metropolitan Area ..	248	117,609,152	1,488,013	173,700,884	(b)	(b)
Grand Total ..	297	117,764,460	2,789,123	326,880,309	(b)	(b)

(a) Nine-tenths Annual Rental Value.

(b) Not available.

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

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

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

Local Bodies.	Number.	Area.	Population 1942.	Estimated Value of Ratable Property 1940-41.	
				Improved Capital Value.	Annual Value.
		Acres.		£	£
Metropolitan— Capital City	1	7,740	96,000	100,001,900	5,000,095
Other(a)	28	160,906	1,019,200	295,516,897	16,324,934
Total	29	168,646	1,115,200	395,518,797	21,325,029
Outside Metropolitan Area ..	168	56,074,895	854,780	306,907,230	15,383,351
Grand Total	197	56,243,541	1,969,980	702,426,027	36,708,380

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

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

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

Local Bodies.	Number.	Area.	Population. (a)	Unimproved Capital Value.
		Acres.		£
Capital City	1	246,400	335,520	21,134,172
Outside Metropolitan Area ..	143	428,446,720	682,957	51,708,046
Total	144	428,693,120	1,018,477	72,842,218

(a) At 31st December, 1939.

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

The following table gives the area, population and value of ratable property in incorporated areas for the year ended 30th June, 1941.

LOCAL GOVERNMENT AUTHORITIES, SOUTH AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1941.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£	£	£
Metropolitan— Capital City ..	1	3,772	31,390	11,800,000	29,000,000	1,410,000
Other ..	20	99,215	313,610	(a)	77,000,000	3,775,000
Total ..	21	102,987	345,000	(a)	106,000,000	5,185,000
Outside Metropolitan Area ..	121	34,400,079	236,521	(a)	82,000,000	4,130,000
Grand Total ..	142	34,503,066	581,521	(a)	188,000,000	9,315,000

(a) Not available.

(v) *Western Australia.* In this State, Local Government is carried on by means of (a) Municipalities, and (b) District Road Boards. Certain functions are delegated to health boards, the personnel of which, in most cases, coincides with those of the municipalities and district road boards. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended October, 1941, for Municipalities, and the year ended June, 1941, for District Road Boards.

LOCAL GOVERNMENT AUTHORITIES, WESTERN AUSTRALIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1941.

Local Bodies.	Number.	Area.	Population. (a)	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£	£	£
Municipalities— Metropolitan— Capital City ..	1	15,475	85,020	(b)	31,000,000	1,629,149
Other ..	8	11,374	64,633	(b)	14,054,503	676,330
Outside Metropolitan Area ..	12	32,768	48,346	(b)	6,768,928	526,884
Total ..	21	59,617	197,999	(b)	51,823,431	2,832,363
District Road Boards— Metropolitan ..	11	(c) 322,560	85,403	3,854,149	(b)	1,247
Outside Metropolitan Area ..	116	624,206,623	183,680	17,875,807	(b)	539,164
Total ..	127	624,529,183	269,083	21,729,956	(b)	540,411
Grand Totals ..	148	624,588,800	467,082	(b)	(b)	3,372,774

(a) Estimated population on 31st December, 1941. (b) Not available. (c) Includes Swan District (235,264 acres), of which 8,064 acres only are in the Metropolitan Area.

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

(vi) *Tasmania.* The whole State is divided into municipal districts, Hobart and Launceston being incorporated under separate Acts. The following table gives particulars of the area, population and value of ratable property in incorporated areas for the year ended June, 1942.

LOCAL GOVERNMENT AUTHORITIES, TASMANIA : AREA, POPULATION AND VALUE OF RATABLE PROPERTY, 1942.

Local Bodies.	Number.	Area.	Population.	Value of Ratable Property.		
				Unimproved Capital Value.	Improved Capital Value.	Annual Value.
		Acres.		£	£	£
Metropolitan— Capital City	1	17,760	52,500	5,143,578	14,738,006	924,310
Other(a)	2	99,000	15,945	1,113,872	3,294,794	191,278
Total	3	116,760	68,445	6,257,450	18,032,800	1,115,588
Outside Metropolitan Area	46	16,661,240	172,725	17,202,195	39,891,055	2,160,878
Grand Total	49	16,778,000	241,170	23,459,645	57,923,855	3,276,466

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

2. Revenue and Expenditure.—As the result of resolutions adopted at a conference of Statisticians in 1936 the financial statistics of Local Government Authorities are now compiled in the various States on a more comparable basis than formerly.

In the returns of revenue and expenditure in the following tables for the year 1939–40 the proceeds from loans and expenditure thereof have been excluded, as have the operations of business undertakings controlled by the various Local Government Authorities. The profits resulting from the working of these undertakings have been taken into receipts and shown separately.

LOCAL GOVERNMENT AUTHORITIES : REVENUE, 1939-40.

Particulars.	N.S.W. (a)	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Total.
Taxation—	£	£	£	£	£	£	£
Rates (net)	5,558,528	3,886,772	2,793,272	917,693	686,955	356,976	14,335,254
Penalties	102,600	31,093					
Licences	113,162	87,025					
Total	5,774,290	4,004,890	2,826,463	947,277	706,977	367,902	14,627,799
Public Works and Services—							
Sanitary and garbage services	462,270	162,816	404,459	20,807	68,237	11,169	1,129,758
Council properties	571,063	554,933	341,649	90,751	82,639	58,120	1,699,155
Street construction	304,584	175,531	26,002	40,993	15,796	912	563,838
Other	205,302	48,876	25,879	25,783	4,918	9,696	320,454
Total	1,543,219	942,176	797,989	178,334	171,590	79,897	3,713,205
Government Grants—							
Unemployment relief Roads	61,671,758	712,409	29,501	18,247	169,448	18,817	4,729,996
Other	1,371,526	64,714	307,034	(c) 361,986			
	316,898	149,665	(d) 396,678	4,792				8,897	879,173
Total	3,360,182	926,788	733,213	385,025	171,691	32,270	5,609,169
Profits from Business Undertakings—							
.. ..	..	226,991	15,633	..	75,808	19,162	337,594
Fees and fines .. ..	..	11,583	172,793	17,730	2,124	12,586	723,129
All other	42,676						26,548	(e) 418,560	18,529
Total	10,677,691	6,155,104	4,546,091	1,554,914	1,546,750	530,346	25,010,896

(a) Figures for New South Wales relate to the year ended 31st December, 1939, later figures not being available. Furthermore they are on an income and expenditure basis as distinct from those of other States which are on a cash basis. (b) Includes grants for specific work mainly to relieve unemployment. (c) Includes £41,926 reimbursements from Highways Department. (d) Includes £330,919 for Sewerage and Drainage. (e) Includes £344,818 collections in connexion with vehicle registrations.

In the next table the expenditure for the year 1939-40 is shown. The figures exclude expenditure connected with the debt services of business undertakings.

LOCAL GOVERNMENT AUTHORITIES : EXPENDITURE, 1939-40.

Particulars.	N.S.W. (a)	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Total.
	£	£	£	£	£	£	£
General Administration	681,586	669,657	314,570	135,493	134,968	62,170	1,998,444
Debt Services (excluding business undertakings)—							
Interest ..	891,339	511,170	610,716	42,054	95,221	31,725	2,182,225
Redemption ..	1,135,400	422,883	429,794	72,660	144,948	32,946	2,238,631
Exchange ..	(b)	..	77,289	..	3,360	3,492	84,141
Other ..	4,945	6,516	930	..	526	..	12,917
Total ..	2,031,684	940,569	1,118,729	114,714	244,055	68,163	4,517,914
Public Works and Services—							
Roads, streets and bridges ..	5,266,369	1,935,218	1,273,338	915,078	664,329	217,248	10,271,580
Health administration ..	145,374	190,339	102,211	94,989	38,313	17,056	588,282
Sanitary and garbage services ..	641,924	292,540	360,901	59,076	96,061	27,731	1,478,233
Street lighting ..	352,114	161,768	72,824	59,806	48,414	22,833	717,759
Council properties ..	1,123,258	781,505	325,466	160,946	226,292	73,417	2,690,884
Other ..	304,925	109,119	(c)514,524	32,105	15,076	15,353	991,102
Total ..	7,833,964	3,470,489	2,649,264	1,322,000	1,088,485	373,638	16,737,840
Grants—							
Fire brigades ..	118,611	74,551	26,164	(d)	25,393	4,849	219,568
Hospitals and ambulances ..	22,556	51,107	303,775	(d)	3,982	2,782	878,296
Other charities ..	..	..	500	3,135	3,271	1,230	
Other ..	(e)205,780	(f)264,762	11,638	2,058		1,720	
Total ..	346,947	390,420	342,077	5,193	32,646	10,581	1,127,864
All other ..	(g) 238,466	(h)730,193	114,732	1,484	36,503	24,909	669,355
Total ..	10,655,715	6,201,328	4,539,372	1,578,884	1,536,657	539,461	25,051,417

(a) Figures for New South Wales relate to the year ended 31st December, 1939, later figures not being available. Furthermore they are on an income and expenditure basis as distinct from those of other States, which are on a cash basis. (b) Included with interest. (c) Includes £360,483 for Sewerage and Drainage. (d) Compulsory contributions, included under Public Works and Services. (e) To Main Roads Department. (f) Includes £191,230 to Country Roads Board. (g) Includes deductions to offset duplication in the figures above caused by expenditure on the purchase of assets and depreciation of same, etc. (h) Includes £707,400, mainly for sustenance work.

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

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

Particulars.	N.S.W. £'000.	Victoria. £'000.	Q'land. £'000.	S. Aust. £'000.	W. Aust. £'000.	Tasmania. £'000.	Total. £'000.
LOCAL GOVERNMENT AUTHORITIES.							
New Money Loan Raisings(a)—							
From Government ..	11	4	289	11	..	..	315
From Public ..	1,342	347	1,560	10	89	146	3,494
Total ..	1,353	351	1,849	21	89	146	3,809
Funds Provided for Redemption(a)—							
Government Loans ..	295	40	361	30	..	11	737
Loans due to Public ..	1,685	600	643	52	231	137	3,348
Total ..	1,980	640	1,004	82	231	148	4,085
Debt—							
Due to Government ..	1,236	548	10,073	80	6	315	12,258
Due to Banks (Net Overdraft) ..	156	422	349	36	22	2	987
Due to Public Creditor (b) ..	37,727	12,211	22,464	760	3,031	3,975	79,268
Total (b) ..	39,119	13,181	32,886	876	3,059	3,392	92,513
Maturing Overseas (b) ..	7,320	..	8,869	..	552	800	17,541
Interest Payable (b) ..	1,738	577	1,517	30	134	148	4,153
SEMI-GOVERNMENTAL AND OTHER PUBLIC AUTHORITIES.							
New Money Loan Raisings(a)—							
From Government ..	..	474	735	568	..	..	1,777
From Public ..	4,129	1,196	232	1	13	..	5,571
Total ..	4,129	1,670	967	569	13	..	7,348
Funds Provided for Redemption(a)—							
Government Loans ..	214	451	199	149	2	21	1,036
Loans due to Public ..	638	1,623	85	6	12	12	2,376
Total ..	852	2,074	284	155	14	33	3,412
Debt—							
Due to Government ..	22,850	4,578	9,798	7,934	218	295	45,673
Due to Banks (Net Overdraft) ..	296	51	1,312	33	1	..	1,693
Due to Public Creditor (b) ..	61,202	63,392	3,761	885	117	497	130,354
Total (b) ..	84,348	68,521	14,871	8,852	336	792	177,720
Maturing Overseas (b) ..	5,389	6,639	..	..	..	..	12,028
Interest Payable (b) ..	3,116	2,730	579	349	16	33	6,823

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

§ 4. Water Supply, Sewerage and Drainage.

1. New South Wales.—(i) *General.* In Sydney and its suburbs the water supply and sewerage systems are controlled by the Metropolitan Water, Sewerage and Drainage Board, and in Newcastle and its suburbs and in the Maitland and Cessnock areas by the Hunter District Water Board. The Metropolitan Board's services extend to the South Coast and embrace Wollongong and Port Kembla. In country districts, both waterworks and sewerage works were formerly constructed by the Public Works Department, and, when completed, handed over to the local government authority affected, by which the cost was to be repaid. Under more recent arrangements councils are now usually required to raise loans to meet the capital cost and to undertake the work of construction. In certain cases the Government contributes towards the cost and assists councils in the payment of interest on loan debt.

(ii) *Waterworks.* (a) *Metropolitan.* The main catchment of the metropolitan water system is drained by the Nepean, Cataract and Cordeaux Rivers. It is 347 square

miles in extent and the combined capacities of the storage reservoirs is 125,591 million gallons. Water is drawn also from the Woronora and Warragamba Rivers, with catchments of 29 square miles and 3,383 square miles respectively. A reservoir on the Woronora River was completed on 22nd October, 1941, and has a capacity of 15,791 million gallons. Water from the Warragamba River is drawn by pumps from the normal river flow which is impounded by a low weir. The off-take varies according to the river flow, the maximum being 40 million gallons per day. This scheme is in the first stage of development. Service reservoirs throughout the metropolitan system number 91, with a total capacity of 535,388,000 gallons. At 30th June, 1942, the length of mains was 4,573.8 miles, and the average daily supply in 1941-42 was 64,400,000 gallons.

(b) *Newcastle.* The water supply is drawn from two sources (1) The Chichester Reservoir, with a storage capacity of about 5,000 million gallons, from which water is piped 53 miles to Newcastle, and (2) The Tomago Sandbeds, tapping ground water stored in an area extending northerly along the coast from the Hunter River Estuary towards Port Stephens. In addition to supplying Newcastle, water is reticulated in Maitland, 20 miles distant from Newcastle, in the Cessnock coal-mining field, and in areas adjoining these centres. The supply also extends to the farming areas of Miller's Forest and the lakeside resorts of Belmont, Swansea, Toronto, Wangi, Dora Creek and Morisset and Cooranbong. Service reservoirs distributed throughout the Water Supply District number 41, with a total storage capacity of 103,953,510 gallons. The total length of mains at 30th June, 1942, was 1,033 miles.

(c) *Water Supplied, etc.* The following table gives the number of houses, the estimated population supplied, and other details for the year 1941-42:—

WATERWORKS, SYDNEY(a) AND NEWCASTLE : WATER SUPPLIED, 1941-42.

System.	Number of Premises Supplied.	Estimated Population Supplied.	Average Daily Supply.	Total Supply for the Year.	Average Daily Supply.	
					Per Property.	Per Head of Estimated Population.
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.
Sydney (a) ..	374,710	1,546,000	64,400	23,521,000	173	41.80
Newcastle ..	51,708	206,800	15,173	5,538,126	293	73.36

(a) Includes part of South Coast.

(iii) *Sewerage and Drainage.* (a) *Metropolitan.* The Sydney sewerage system consists of three main outfalls, discharging into the Pacific Ocean. During 1941-42, new sewers laid measured 47.2 miles and 0.01 miles of stormwater drains were constructed.

(b) *Newcastle Sewerage Works.* The sewerage works for Newcastle and its inner suburbs, as originally designed, were completed by the Department of Public Works and vested in the Board. Wallsend has been provided with sewers by the Board. The system has its outfall at Mereweather Gulf, south from Newcastle. Cessnock, and the towns of West Maitland, East Maitland and Morpeth are sewered, the original designs being completed by the Department of Public Works and vested in the Board. Each area has its own treatment works. The townships of Belmont, and Marks Point, Toronto Boolaroo and Speers Point, Cardiff, Kurri Kurri, Weston, Pelaw Main and vicinity and Bellbird are also provided with sewers constructed by the Board. Belmont and Marks Point have an ocean outfall; Boolaroo, Speers Point, Cardiff, a common treatment works; Toronto and the Kurri Kurri areas have their own works, whilst Bellbird discharges into the Cessnock system. The length of new sewers laid was 15 miles in 1941-42 and properties connected increased by 2,267.

The stormwater drainage of Newcastle and adjoining areas is divided into two catchment areas, namely, the works in the Cottage Creek Stormwater Area and the works in the Throsby Creek Stormwater Area. A drainage rate of 3d. in the £1 on assessed annual value of ratable property was levied in 1941-42.

(c) *Particulars of Services.* The following table supplies details of sewerage services and stormwater drains as at 30th June, 1942.

SEWERAGE AND DRAINAGE : SYDNEY(a) AND NEWCASTLE, 1941-42.

System.		Premises Drained.	Population Served.	Length of Sewers.	Length of Stormwater Drains.
		No.	No.	Miles.	Miles.
Sydney (a)	.. ..	276,900	1,142,500	2,751.9	87.7
Newcastle	.. ..	33,336	133,000	568.9	37.1

(a) Includes part of South Coast.

(d) *Finances.* The following statement shows the revenue and expenditure on account of the services of waterworks, sewerage and drainage during 1941-42 :—

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

Item.	Capital Debt.	Revenue.	Expenditure.				Surplus or Deficit.
			Working Expenses, including Renewals Reserve.	Interest.	Exchange on Interest.	Sinking Fund.	
Sydney (a)—	£	£	£	£	£	£	£
Water ..	28,057,970	2,034,397	719,193	1,041,760	67,867	174,587	+ 30,990
Sewerage ..	17,366,901	1,244,386	430,779	689,999	39,383	104,422	— 20,197
Drainage ..	864,409	63,411	14,402	36,830	2,279	4,332	+ 5,568
Total ..	46,289,280	3,342,194	1,164,374	1,768,589	109,529	283,341	+ 16,361
Newcastle—							
Water ..	3,842,583	282,710	151,634	122,997	11,148	19,935	— 22,104
Sewerage ..	2,180,912	167,215	85,017	80,163	4,004	10,672	— 15,546
Drainage ..	115,223	17,858	11,163	5,276	518	617	— 16
General ..	18,535	..	..	..	..	..	..
Total ..	6,157,253	467,783	249,014	208,441	15,670	30,324	— 35,666

(a) Includes part of South Coast.

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

Two country water storage systems—South-west Tablelands and Juneec—are administered by the Department of Works and Local Government. These deliver water into service reservoirs for reticulation by Councils; only a small quantity is sold directly to private consumers. The capital indebtedness of these systems was £1,058,044 at 31st December, 1942.

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

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

2. *Victoria.*—(i) *A. Melbourne and Metropolitan Board of Works. (a) General.* All land within a radius of 13 miles of the Post Office at the corner of Bourke and Elizabeth streets, Melbourne, and the remaining areas of the Cities of Mordialloc and Moorabbin and certain portions of Shires of Dandenong and Blackburn and Mitcham (all of which portions are outside such radius), are included in the metropolis for water supply, sewerage, main drainage and river improvement purposes. This territory covers 447 square miles of land area, and in 1942 embraced 26 cities, and parts of one other city and of 11 shires, or a total of 38 municipalities or portions thereof. In addition, the Board supplies water to certain municipalities outside the metropolis.

The Board's liability at 30th June, 1942, for loans raised was £26,240,450. The Board was then still empowered to borrow £899,484 before reaching the limit of its borrowing powers.

(b) *Receipts and Expenditure.* The ordinary receipts and expenditure for the year 1941-42 were £2,651,511 and £2,035,645 respectively, and the loan receipts and expenditure, £506,682 and £1,222,077 (including loan redemption £610,279) respectively.

In the following tables showing the finances of the various services, charges against General Revenue Account amounting to £610,279 have not been included.

B. Melbourne Water Supply. (a) Number of Houses, Population, and Quantity of Water Supplied. The following table gives particulars of services for 1941-42. The rate levied was 7d. in the £1 on the net annual value of the property served.

WATER SUPPLY, MELBOURNE : PARTICULARS OF SERVICES.

Year.	Number of Houses Supplied.	Estimated Population Supplied.	Average Daily Consumption.	Total Water Consumption for the Year.	Average Daily Consumption.		Length of Mains, Reticulation, etc.
					Per House.	Per Head of Estimated Population.	
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.	Miles.
1941-42 ..	302,361	1,200,373	87,565	31,961,182	289.60	72.95	3.455

(b) *Capital Cost, Revenue, Working Expenses, Interest and Surplus.* The cost of construction and the financial operations for the year 1941-42 are given below. The total capital cost to that date was £12,974,343.

WATER SUPPLY, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
	£	£	£	%	£	£
1941-42 ..	148,710	1,078,752	180,039	16.68	563,522	335,191

(a) Includes interest on renewals and payments to sinking funds.

C. *Melbourne Sewerage.* (a) *Number of Houses Connected, etc.* Particulars of services for 1941-42 are given below. The rate levied was 1s. 1d. in the £1 on the net annual value of the property served.

SEWERAGE, MELBOURNE : PARTICULARS OF SERVICES.

Year.	Number of Houses for which Sewers are Provided.	Estimated Population for which Sewers are Provided.	Average Daily Pumping.	Total Sewage Pumped for the Year.	Average Daily Pumping.		Length of Sewers, etc.
					Per House.	Per Head of Estimated Population.	
	No.	No.	'000 Gallons.	'000 Gallons.	Gallons.	Gallons.	Miles.
1941-42 ..	286,473	1,137,297	56,885	20,763,000	198.6	50.0	2,693

(b) *Capital Cost, Revenue, Working Expenses, Interest and Surplus.* The cost of construction and the financial operations for the year 1941-42 are given below. The total capital cost to that date was £14,796,392.

SEWERAGE, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
	£	£	£	%	£	£
1941-42 ..	181,289	1,197,407	232,157	19.38	685,819	279,431

(a) Includes interest on renewals and payments to sinking funds.

(c) *Metropolitan Sewage Farm.* The total area of the farm at 30th June, 1942, was 22,634 acres. The following table gives details in connexion therewith for the year 1941-42. The total capital cost to that date was £1,354,718.

METROPOLITAN SEWAGE FARM : FINANCES.

(Included in Sewerage Finances.)

Year.	Capital Cost for Year.	Cost of Sewage Disposal.	Interest.	Trading Profit.	Net Cost of Sewage Purification.
	£	£	£	£	£
1941-42 ..	26,172	36,398	58,087	23,812	70,673

(d) *Disposal of Night-soil from Unsewered Premises.* The total number of pans cleaned by the Board at its depots at Brooklyn, Campbellfield and Moorabbin, where the night-soil was disposed of by burial, was 680,989 for the year 1941-42.

D. Melbourne Drainage and Rivers—Capital Cost, Revenue, Working Expenses, Interest and Surplus. The following table gives details in connexion therewith for the year 1941-42. The total capital cost to that date was £1,710,690.

DRAINAGE AND RIVERS, MELBOURNE : FINANCES.

Year.	Capital Cost for Year.	Revenue.	Working Expenses.	Percentage of Working Expenses on Revenue.	Interest. (a)	Surplus.
1941-42	£ 63,781	£ 98,879	£ 23,145	% 23.40	£ 62,034	£ 13,700

(a) Includes interest on renewals and payments to sinking funds.

(ii) *Geelong Waterworks and Sewerage Trust.* (a) *General.* The Geelong Waterworks and Sewerage Trust, constituted in 1908, consists of five commissioners. The amount of loan money which may be raised is limited to £900,000 for water supply undertaking, £760,000 for sewerage undertaking, and £270,000 for sewerage installation to properties under the deferred payment system. The population supplied is 51,160.

(b) *Water Supply.* The catchment area is about 16,000 acres. The storage capacity of all the reservoirs is 2,738,119,800 gallons. In addition, the State Rivers and Water Supply Commission has made available a supplementary supply of a minimum quantity of 545 million gallons of water per annum from the upper reaches of the river Barwon. There are 325 miles of mains within the water supply area. The total expenditure on waterworks to 30th June, 1942, was £755,342, and the revenue for the year 1941-42 was £65,985; the sinking fund appropriations at June, 1942, amounted to £85,185, of which £74,150 has been expended in the redemption of loans. There is a water rate of 1s. in the £1 (with minima of five shillings for unbuilt-on land and one pound for tenements) on the net annual value of ratable properties. The Replacement and Contingencies Reserve (Water) amounted to £54,390.

(c) *Sewerage Works.* The sewerage scheme consists of a main outfall sewer to the ocean at Black Rock, about 9 miles from Geelong, and 13½ miles of main sewers and 146 miles of reticulation mains have been constructed. The drainage area is 9,571 acres, and the number of buildings within the drainage area is 12,688 and within the sewered areas 12,438, while 12,430 buildings have been connected with the sewers. The total expenditure to 30th June, 1942, on sewerage works was £650,184, and on the cost of sewerage installation under deferred payment conditions £257,896, of which £701 is outstanding. The revenue in 1941-42 amounted to £43,297 and the sinking fund appropriations at June, 1942, were £79,558, of which £75,702 has been expended in the redemption of loans. A general rate of 1s. 2d. in the £1 is levied on the net annual value of ratable properties. Replacement and Contingencies Reserves (Sewerage) amounted to £45,132.

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

(b) *Water Supply.* The Water Supply District embraces an area of about 27 square miles, containing a population of about 43,000. The total storage capacity of the six reservoirs is 2,365,558,000 gallons.

The capital cost of construction of the waterworks was £702,176. The liabilities are loans due to the Government amounting to £283,797 at 31st December, 1942. The revenue for the year 1942 was £51,054.

(c) *Sewerage.* The scheme as designed provides for a population of 90,000 persons. The capital cost of construction to 31st December, 1942, was £457,061. The method of sewage disposal is by sedimentation, oxidation and sludge digestion. One hundred and one sewered areas have been declared as at 1st January, 1943, comprising 9,805 tenements.

The scheme is financed by debenture-issue loans from various financial institutions, £500,020 having been provided up to 31st December, 1942, of which £74,190 has been redeemed, leaving a loan liability of £423,830 for constructional works. An expenditure of £187,110 was incurred for house connexions, of which £181,518 has been redeemed, the balance outstanding being £5,592.

(iv) *Bendigo Sewerage Authority.* The members of the Bendigo City Council constitute this Authority. The sewerage district comprises the populated area of the city of Bendigo. The works are completed and the expenditure to 30th September, 1942, was £341,933 for sewerage scheme and £188,218 for house connexions, excluding those tenements connected privately. The number of tenements connected to sewers was 6,552.

(v) *Sewerage in other Country Districts.* At the end of 1940 sewerage authorities had been constituted also in the following districts :—Ararat, Bairnsdale, Beechworth, Benalla, Castlemaine, Colac, Dandenong, Dimboola, Echuca, Euroa, Hamilton, Horsham, Kerang, Kyabram, Kyneton, Leongatha, Lorne, Maffra, Mildura, Mornington, Morwell, Murtoa, Nhill, Portland, Sale, Shepparton, Swan Hill, Traralgon, Wangaratta, Warracknabeal, Warragul, Warrnambool, Werribee, Wodonga, Yarram and Yarrawonga.

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

The following table gives particulars regarding waterworks under the control of trusts and municipal corporations for the year 1942 :—

COUNTRY WATERWORKS, VICTORIA : FINANCES.

Year.	Under Waterworks Trusts.				Under Municipal Corporations.			
	Number of Trusts.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.	Number of Corporations.	Capital Cost.	Capital Indebtedness.	Current Interest Outstanding.
	No.	£	£	£	No.	£	£	£
1942 ..	116	3,067,933	2,162,783	178	17	933,977	569,572	2,151

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

The available storage in the Brisbane River is 543 million gallons, the catchment area being approximately 4,000 square miles. In Lake Manchester the storage capacity is 5,700 million gallons, and the catchment area 28.5 square miles. The capacity of Enoggera and Gold Creek reservoirs are 1,000 million gallons and 407 million gallons respectively, and the catchment areas 12.8 and 3.8 square miles respectively.

The total capacity of the service reservoirs on Tarragindi Hill, Eildon Hill, Bartley's Hill, Highgate Hill, Roles Hill, Sparkes Hill, Wickham Terrace, Bulimba and Paddington (elevated tank) is approximately 33,106,000 gallons.

(b) *Waterworks. Summary.* The following table gives a summary of operations for the year 1941-42 :—

WATERWORKS, BRISBANE : SUMMARY.

Year.	Length of Reticulation Mains.	Number of Tenements Connected. (a)	Estimated Population Supplied.	Quantity Supplied.	Average Daily Supply.	Average Daily Supply per Head of Estimated Population.
	Miles.	No.	No.	'000 Gallons.	Gallons.	Gallons.
1941-42 ..	1,061	81,071	345,057	5,999,000	16,435,068	48.12

(a) Excludes Ipswich, which is a bulk supply.

The total length of the trunk mains is 174 miles.

(c) *Sewerage.* At 30th June, 1942, 39,505 premises were connected to the Council's sewerage system, the estimated population served being 158,020 persons. The total length of sewers in operation is 1,182 miles, consisting of 654 miles of sewers within premises, and 528 miles of main and reticulation sewers.

(d) *Waterworks and Sewerage Works Finances.* The following table gives particulars regarding finance for the year 1941-42 :—

WATER AND SEWERAGE WORKS, BRISBANE : FINANCES.

Year.	Capital Cost.	Net Revenue from Rates.	Management and Working Expenses.	New Works Construction.	Interest and Redemption of Loans, including Sinking Fund and Overdraft.
	£	£	£	£	£
1941-42 ..	11,587,888	825,990	210,667	242,203	(a) 626,601

(a) Excludes £52,983 paid as exchange, registry fees, etc.

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

COUNTRY WATER SUPPLY SYSTEMS : QUEENSLAND.

<i>Cost of Construction to 30th June, 1940—£3,931,907.</i>					
<i>Receipts.</i>			<i>Expenditure.</i>		
	£			£	
Rates and sales of water ..	325,559		Office and salaries ..	25,770	
Government and other loans ..	230,230		Construction ..	290,910	
Government subsidy or loans ..	81,419		Maintenance ..	145,543	
Other	31,849		Interest and redemption ..	148,310	
			Other expenses ..	16,643	
Total	669,057		Total	627,176	
Assets	2,829,787		Liabilities	2,257,170	

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

4. *South Australia.*—(i) *General.* The water supply and sewerage systems in this State were constructed and are maintained by the Public Works Department.

(ii) *Adelaide Waterworks.* (a) *Summary.* The following table gives particulars for 1941-42, the figures for consumption being recorded by gaugings taken at the reservoirs including evaporation and absorption. There are 69,000 meters in the Adelaide District.

ADELAIDE WATERWORKS : SUMMARY.

Year.	Number of Assessments.	Annual Value.	Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
	No.	£	Acres.	Million Gallons.	Miles.	Million Gallons.
1941-42	138,087	5,881,216	138,484	14,438	1,427	9,688

(b) *Finances.* Particulars for the year 1941-42 are given below :—

ADELAIDE WATERWORKS : FINANCES.

Year.	Capital Cost.	Revenue.		Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1941-42 ..	£ 4,825,981	£ 391,110	£ 501,490	£ 27,982	£ 71,419	£ 30,330	£ 129,731	% 7.70

(iii) *Adelaide Sewerage.* Particulars for 1941-42 are given hereunder :—

ADELAIDE SEWERAGE : SUMMARY.

Year.	Length of Sewers.	Number of Con- nections.	Capital Cost of Revenue- Producing Works.	Revenue.		Working Expenses.		Percentage of Net Revenue on Capital Cost.
				Rates, etc.	Total.	Adminis- tration, Mainten- ance, etc.	Total.	
1941-42 ..	Miles. 542	No. 57,153	£ 1,696,974	£ 193,885	£ 201,542	£ 33,488	£ 37,339	% 9.68

(iv) *Country Water Supply. (a) Summary.* The chief items of information regarding these undertakings are set forth in the table below for 1941-42. There are 37,000 meters in country districts.

COUNTRY WATERWORKS, SOUTH AUSTRALIA : SUMMARY.

Year.	Number of Assessments.	Area Supplied.	Capacity of Reservoirs.	Length of Mains.	Annual Consumption.
	No.	Acres.	Million Gallons.	Miles.	Million Gallons.
1941-42	52,751	11,734,532	9,382	5,041	4,694

(b) *Finances.* The next table gives financial information for 1941-42 :—

COUNTRY WATERWORKS, SOUTH AUSTRALIA : FINANCES.

Year.	Capital Cost.	Revenue.		Working Expenses.				Percentage of Net Revenue on Capital Cost.
		Rates.	Total.	Adminis- tration.	Mainten- ance.	Other.	Total.	
1941-42 ..	£ 10,241,176	£ 168,404	£ 230,351	£ 22,794	£ 76,464	£ 95,193	£ 194,451	% 0.56

(v) *Other Sewerage Systems.* Information in summarized form is given below regarding the two suburban sewerage systems, namely, the Glenelg system and the Port Adelaide and Semaphore system, for 1941-42 :—

SUBURBAN SEWERAGE SYSTEMS, SOUTH AUSTRALIA : SUMMARY.

Year.	Length of Sewers.	Number of Con- nections.	Capital Cost.	Revenue.		Working Expenses.		Percentage of Net Revenue on Capital Cost.
				Rates.	Total.	Adminis- tration and Mainten- ance.	Total.	
1941-42 ..	Miles. 401	No. 29,215	£ 1,913,449	£ 83,172	£ 84,456	£ 43,473	£ 50,417	% 1.78

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

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

The sewage treatment works of Perth and suburbs consist of primary sedimentation with separate sludge digestion and discharge of all effluent direct to the ocean. Fremantle treatment works consist of septic tanks with ocean outfall for effluent. Construction

works carried out during the year 1941-42 were chiefly in connexion with various Defence Department projects. At 30th June, 1942, the number of premises connected with sewers was 42,377.

(b) *Summary.* The following table gives particulars regarding water supply for 1941-42 :—

METROPOLITAN WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.

Year.	Estimated Population Supplied.	Number of Services.	Water Supplied.	Average Daily Supply.		Number of Meters.	Length of Mains.
				Per Head.	Per Service.		
	No.	No.	'000 Gallons.	Gallons.	Gallons.	No.	Miles.
1941-42 ..	233,160	66,038	5,908,981	69.43	245.14	40,712	1,013

(c) *Finances.* The table hereunder gives separate information for the water supply and sewerage and drainage branches for 1941-42 :—

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

Year.	Water Supply.			Sewerage and Drainage.		
	Capital Cost.	Revenue.	Expenditure.	Capital Cost.	Revenue.	Expenditure.
	£	£	£	£	£	£
1941-42 ..	5,256,194	321,384	312,994	3,825,952	211,834	224,892

(iii) *Goldfields Water Supply.* The source of supply for the Coolgardie and adjacent goldfields as well as for the towns and districts on or near the pipeline is the Mundaring Reservoir, which has a capacity of 4,650 million gallons. This scheme is now linked by pipe-line with the Canning Dam. In 1941-42 the railways consumed 6 per cent., the mines 44 per cent., and domestic, etc., 50 per cent. of the supply. The following table gives details for 1941-42 :—

GOLDFIELDS WATER SUPPLY, WESTERN AUSTRALIA : SUMMARY.

Year.	Total Consumption.	Number of Services.	Length of Water Mains.	Capital Cost.	Revenue.	Expenditure.
	'000 gallons.	No.	Miles..	£	£	£
1941-42 ..	1,316,451	14,434	1,734	6,040,734	304,383	347,689

(iv) *Water Supply of Other Towns, etc. (a) Controlled by Public Works Department.* During 1941-42 water supplied to other towns and districts amounted to 354,917,000 gallons, distributed as follows :—Railways, 40,979,000 gallons; mines, 20,774,000 gallons; and 293,164,000 gallons to domestic and other consumers.

(b) *Controlled by Government Railways.* Consumption for year ended 30th June, 1942, was 384,578,000 gallons.

(c) *Water Boards not Controlled by Government.* During 1941-42 approximately 333 million gallons of water was supplied to an estimated population of 20,878.

(v) *Agricultural Water Supply.* During the year 1941-42, three wells were sunk and two tanks excavated. During the thirty-two years from 1st July, 1910, to 30th June, 1942, 551 tanks were built, 385 wells sunk, and 3,653 bores put down to a total depth of 199,038 feet. Of the bores put down, 555 yielded fresh and 323 stock water.

(vi) *Artesian and Sub-artesian Waters.* Up to 30th June, 1942, the total number of bores put down in search of artesian or sub-artesian water and in which water was struck was 284, ranging in depth from 30 to 4,006 feet. These figures include 52 bores sunk in the metropolitan area.

6. *Tasmania.*—(i) *Hobart Water Supply.* The cost of this undertaking to 30th June, 1942, was £764,126, but a considerable amount of reticulation work has been done out of revenue and not charged to capital account. The outstanding loans at 30th June, 1942, amounted to £555,230. At the same date the number of tenements supplied in the city and suburbs was 13,292 and the length of reticulation mains was 1.48 miles. The revenue for 1941-42 was £61,909.

(ii) *Hobart Sewerage System.* The revenue for the year ended 30th June, 1942, was £38,305. Up to that date 84.7 miles of sewers has been laid in connexion with the original city system at a cost of £224,283 and 8,970 tenements connected. Since the original city was sewerred, the municipalities of Queenborough and New Town have been included in the city, and are now being sewerred. In Queenborough 30.5 miles of sewers connecting with 1,913 tenements, have been constructed at a cost of £135,103. In New Town a total of 41.2 miles of sewers has been laid, and 2,206 properties connected. The cost to 30th June, 1942, including surveys and sewerage outfall, was £119,657.

§ 5. Harbour Boards and Trusts.

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

(b) *Port of Sydney.* The functions of the Board in respect of the Port of Sydney include the provision of adequate wharfage, channels, lights and other port facilities, the control of shipping, pilotage, the imposition and collection of rates and charges on goods and vessels, the licensing of harbour craft and the general management and control of the Port.

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

Excluding ferry wharves and jetties used for private purposes, there are 68,103 feet of wharfage controlled by the Maritime Services Board, and 9,928 feet of commercial wharfage privately owned. There is ample shed accommodation, and the port is well equipped with railway wharfage for the handling of traffic which is required to pass direct from ship to rail and vice versa. For the wheat export trade, in both bulk and bags, ample wharfage accommodation and handling equipment of the most modern character are available. Special facilities for the storage and handling of other staple products such as wool etc., are provided on the waterside and modern plant has been installed at Balls Head for replenishing ships' bunkers with oil or coal. Facilities in all directions can be very considerably extended when required. Approximately two-thirds of the shipping wharves controlled by the Board are leased to shipping companies; the remainder, which are unleased, are directly maintained by the Commissioners.

The following table gives particulars of the finances of the Board for 1941-42 in respect of the functions of the former Sydney Harbour Trust at the Port of Sydney :—

MARITIME SERVICES BOARD : FINANCES OF THE PORT OF SYDNEY.

Year.	Revenue.				Working Expenditure.	Interest, Sinking Fund, Exchange.	Surplus.	Total Capital Debt.
	Wharfage and Transhipment Rates.	Tonnage Rates and Berthing Charges.	Other Sources.	Total.				
1941-42	£ 687,278	£ 87,579	£ 417,771	£ 1,192,628	£ 392,791	£ 547,754	£ 252,083	£ 111,201,402

(a) Includes £57,328 exchange and £72,149 sinking fund contributions. (b) After allowing for balance in liquidation of Capital Debt Account.

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

(d) *Port Kembla.* The Navigation and Harbour and Tonnage Rates Acts are administered at Port Kembla by the New South Wales Department of Public Works on behalf of the Maritime Services Board. Port Kembla, which is sharing to an increasing extent in the shipping trade of the State, has an area of 330 acres, with depths ranging from 20 to 50 feet, and wharfage accommodation has been provided for large ocean-going vessels. Being adjacent to the southern coalfields and a rapidly developing industrial centre, its trade is growing and a great future for the port is predicted.

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

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

PORT CHARGES : AUSTRALIA AND UNITED KINGDOM.

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

NOTE.—Later particulars are not available for publication.

2. **Victoria.**—(i) *Melbourne Harbour Trust.* (a) *General.* Information regarding the origin and constitution of this trust appears in Official Year Book No. 12, p. 970 *et seq.* At 31st December, 1942, the sheds available for wharfage accommodation had a length of 19,087 feet, covering an area of 1,300,204 square feet. The area of water in the bay and River Yarra under the control of the Trust is approximately 5,321 acres and the total length of wharves, piers and jetties in the port is 60,950 feet, giving an area of over 56 acres of wharfage, of which 51,409 feet is effective berthing space. During 1942 the quantity of material raised by dredging and excavation in the river and bay amounted to 2,161,865 barge yards at a cost of £137,653. The Trust has expended £377,518 in reclaiming land within its jurisdiction by depositing 18,555,093 barge yards of material thereon.

(b) *Finances.* During the year ended 31st December, 1942, the revenue (excluding refunds) of the Trust amounted to £985,995, and expenditure to £910,733 (including the amount of £168,539 paid to Consolidated Revenue and Geelong Harbour Trust). There was a net surplus on revenue account of £75,262. Appropriation for sinking fund and charges for depreciation, renewals and insurance against revenue account for the year amounted to £233,695. The capital expenditure for the year was £284,406. At 31st December, 1942, the total capital expenditure amounted to £9,480,085, the loan indebtedness at that date being £4,049,483.

(ii) *Geelong Harbour Trust.* The Geelong Harbour Trust was constituted in 1905, and reconstituted in 1934 under the provisions of the Melbourne and Geelong Harbour Trusts Act 1934. The Trust is under the control of three Commissioners appointed by the Governor in Council. Revenue for the year 1942 was £79,660. Revenue expenditure was £81,093 and capital expenditure £23,548, and loans outstanding at the end of that year amounted to £553,883.

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

3. **Queensland.**—(i) *Bowen Harbour Board.* The Bowen Harbour Board consists of seven members, of whom two are appointed by the Governor in Council and the remainder elected by the electors of the town of Bowen and adjacent shires. The district under its jurisdiction comprises the area within the boundaries of the town of Bowen, the shires of Proserpine and Wangaratta, and Division 1 of the shire of Ayr. The capital expenditure for 1942 was £500, while the revenue was £11,514 and the expenditure £11,153.

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

The capital expenditure for the year 1942 was £3,664, while the revenue was £4,028 and expenditure £14,970. The fall in revenue was accounted for by a disastrous flood in February, 1942, which prevented navigation of the river.

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

berthage and miscellaneous dues, etc., for 1942 was £77,512 and expenditure £72,315. In addition £17,030 was spent from loans during the year on extension of wharves.

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

The capital expenditure for 1942 was £936 and the total to the end of 1942 amounted to £143,080. The revenue for 1942 was £10,848 and the expenditure £12,041.

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

Expenditure for 1942 totalled £201,812, of which £30,199 was spent on construction. Receipts totalled £97,490, harbour dues amounting to £62,049, Government loan to £7,864, and Government subsidy of loan to £15,548.

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

The revenue for 1942 was £30,274, and the expenditure £34,215. The capital expenditure for 1942 was £1,508, and the total at the end of 1942 was £822,411.

(vii) *Townsville Harbour Board.* The Townsville Harbour Board is composed of nine members of whom two are appointed by the Governor in Council and the remaining seven are elected by the electors of Townsville and adjacent towns and shires. All harbour works and conveniences for the use of shipping are under the control of the Board. The capital expenditure for 1942 was £2,134; the revenue for 1942 was £97,352, and the expenditure £79,097.

(viii) *Queensland Harbour Boards Finances.* The following table shows details of the finances of all Harbour Boards for the year ended 31st December, 1942:—

HARBOUR BOARDS, QUEENSLAND : FINANCES.

Year ended 31st December.	Revenue.		Expenditure.				Assets.	Liabilities.	
	Wharfage and Harbour Dues.	Total.	Interest on Loans.	Redemption of Loans.	Construction and Maintenance.	Other.			Total.
1942 ..	£ 222,025	£ 329,018	£ 54,789	£ 150,229	£ 209,330	£ 28,285	£ 442,633	£ 3,205,820	£ 2,680,931

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

(b) *Finance.* The following table gives financial details for 1941-42:—

FREMANTLE HARBOUR TRUST : FINANCES.

Year.	Revenue.		Expenditure.					Surplus Revenue. (a)	Total.
	Working Expenses.	Interest.	Sinking Fund.	Renewals Fund.	Capital Expenditure.	Total.			
1941-42 ..	£ 579,712	£ 336,361	£ 145,671	£ 22,101	£ 2,000	£ 4,586	£ 17,572	£ 528,291	

(a) Paid to Consolidated Revenue.

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

(b) *Finances.* Details for 1941-42 are given hereunder. Surplus revenue is paid into Consolidated Revenue Fund to meet interest and other charges:—

BUNBURY HARBOUR BOARD : FINANCES.

Year.	Capital Account.	Revenue.	Expenditure.	Interest.
	£	£	£	£
1941-42	682,309	23,507	11,150	33,751

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

(b) *Finances.* The following table gives details for 1941-42:—

MARINE BOARD OF HOBART : FINANCES.

Year.	Revenue.			Expenditure.		
	Capital Debt.	Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1941-42 ..	11,605	42,641	47,458	2,631	42,860	49,812

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

(b) *Finances.* The following table gives details for 1941-42:—

MARINE BOARD OF LAUNCESTON : FINANCES.

Year.	Capital Debt.	Revenue.		Expenditure.		
		Taxes, Dues, etc.	Total.	Interest and Sinking Fund.	Works, Services, etc.	Total.
	£	£	£	£	£	£
1941-42 ..	195,630	45,926	50,910	14,569	32,626	50,933

(iii) *Marine Board of Burnie.* The length of the breakwater is 1,250 feet, with a depth up to 42 feet at low water, and a wharf alongside, 736 feet in length by 91 feet wide, with a depth at low water from 30 to 40 feet. There are two other timber wharves 700 feet and 520 feet long with depths of 20 to 26 feet and 20 to 30 feet respectively. The receipts for the year 1941-42 were £30,123, and the expenditure £29,662, including £18,133 interest on loans, etc.

§ 6. Fire Brigades.

1. **New South Wales.**—(i) *General.* Under the Fire Brigades Act, 1909-1941, a Board of Fire Commissioners consisting of eight members operates, and 130 fire districts have been constituted. The cost of maintenance of fire brigades is borne in proportions of quarter, quarter, and half by the Government, the municipalities, and the insurance companies concerned, but the expenditure must be so regulated that the proportion payable by the councils in a fire district shall not exceed the amount obtainable from $\frac{1}{4}$ d. in the £1 rate on the unimproved capital value of ratable land in the fire district; provided that the Board, with the consent of the Minister, and at the special request of the councils of the municipalities or shires constituting or forming part of a fire district or a majority in number of such councils may, as to that district, exceed the limit above provided.

(ii) *Board of Fire Commissioners of New South Wales.* At 31st December, 1942, the Board had under its control 80 fire stations in the Sydney fire district and 155 fire stations in the country fire districts. The Sydney fire district includes the City of Sydney and suburbs, and comprises a total area of 298 square miles. The revenue for the year 1942 was £582,377, made up as follows:—From the Government, £136,756; municipalities and shires, £136,756; fire insurance companies and firms, £273,512; and from other sources, £35,353. The disbursements for the year were £575,420.

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

(ii) *Metropolitan Fire Brigade Board.* On 30th June, 1942, the Board had under its control 42 stations. The total receipts for 1941-42 were £276,736, comprising contributions £205,273, receipts for services £46,379, and interest and sundries £25,084. The expenditure was £276,139, made up as follows:—Salaries (permanent staff) £141,006, interest and repayments of principal £22,040, and other expenditure, £112,193. The loan expenditure during the year was £8,223, and the loan indebtedness at the end of the year, £221,634.

(iii) *Country Fire Brigades Board.* At 30th June, 1942, there were 135 municipal councils and 111 insurance companies included in the operations of the Act. The brigades are composed chiefly of volunteers, but in the large centres a few permanent station-keepers and partially-paid firemen are employed. Complete fire-alarm systems are installed in 42 of the larger provincial cities and townships. There were 161 registered brigades at the end of June, 1942. For 1941-42 the revenue was £36,531 and the expenditure £37,772. There was no loan expenditure during the year and at the close of the year the loan indebtedness was £58,975.

3. **Queensland.**—(i) *General.* The Acts of 1920-1931 made provision for the retention of existing fire districts, and for the constitution of new districts. For each district there must be a Fire Brigades Board consisting of seven members, and the cost of maintenance of each brigade is proportioned as follows:—The Treasury two-sevenths, insurance companies three-sevenths, and local authorities two-sevenths. All volunteer fire brigades in a district must be registered.

(ii) *Fire Brigades Boards.* At 30th June, 1942, there were fire brigades in 38 towns. The total revenue for the year 1941-42 was £163,690, received mainly from the following sources:—Government £37,527, local authorities £35,693, insurance companies £53,409, and loans (Government and other), £33,170. The total expenditure for the year was £191,901, the chief items being salaries and wages £98,742, and interest and redemption of loans, £14,863.

4. **South Australia.**—The Fire Brigades Act 1936 provides for a Board of five members, and the expenses and maintenance of brigades are defrayed as to two-ninths by the Treasury, five-ninths by insurance companies, and two-ninths by the municipalities concerned. The contribution of the Treasury, however, is limited to £10,000 and if

two-ninths of the expenses and maintenance exceeds this amount five-sevenths of the excess is contributed by the insurance companies and two-sevenths by the municipalities. At the 30th June, 1942, there were altogether 27 fire brigade stations, and the total revenue for the year 1941-42 was £65,861.

5. *Western Australia.*—(i) *General.* Under the 1916 Act certain Municipal and Road Board Districts are constituted fire districts under the control of the Western Australian Fire Brigades Board. The income of the Board is derived as to two-ninths from Government, two-ninths from Local Government Authorities, and five-ninths from insurance companies.

(ii) *Western Australian Fire Brigades Board.* The whole of the brigades throughout the State are now controlled by the Western Australian Fire Brigades Board, and number 43. The revenue and expenditure for the year ended 30th September, 1942, were £70,164 and £68,723 respectively.

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

(ii) *Hobart Fire Brigade Board.* The revenue of the Board for the year 1942 amounted to £8,732.