

PART VIII.

INTERCHANGE.

COMMERCE.

The Customs Tariff. By the Commonwealth of Australia Constitution Act (section 51) the power to make laws with respect to trade and commerce with other countries was conferred on the Federal Parliament, and by the same Act (section 86) the collection and control of duties of Customs and Excise passed to the Executive Government of the Commonwealth on the 1st January, 1901. The first Commonwealth Customs Tariff was introduced by Resolution on the 8th October, 1901, from which date the duties came into effect. The Tariff Act was assented to on the 16th September, 1902. Since that date the Tariff has been extensively altered. The Tariff at present in operation is the Customs Tariff 1933-1939 as proposed to be amended by Customs Tariff Proposals No. 7, which were introduced in the House of Representatives on 5th March, 1942.

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

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

British Preferential Tariff. The British Preferential Tariff applies to goods the produce or manufacture of the United Kingdom, subject to the conditions that the goods comply with the statutory requirements in force regarding the grant of British Preference and that they have been shipped in the United Kingdom and have not been transhipped, or, if transhipped, then only if it is proved satisfactorily that the intended destination of the goods when shipped from the United Kingdom was Australia. The benefits of the British Preferential Tariff may also be applied wholly or in part by trade agreement to any British Dominion. A number of non-self-governing British Colonies and Protectorates is also now obtaining the benefits of these provisions in respect to certain specified goods.

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

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

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

The benefits of the Intermediate Tariff have by proclamation also been conferred on countries other than those mentioned above. Trade with enemy countries and enemy-occupied countries, however, is prohibited under *Trading with the Enemy Act 1939-1940*.

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

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

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

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

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

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

In addition (as stated previously) reciprocal trade agreements have been concluded with Belgium, Czechoslovakia, France, Switzerland, the Union of South Africa, Brazil, and Greece.

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

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

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

The Tariff Proposals of the 6th December, 1934, gave effect, for the first time, to the new principle of imposing rates of duty as recommended by the Tariff Board as in (a) above. Automatic increases in the rates of duty are, however, provided for during any stage in which Australian currency appreciates in relation to sterling, and thereby ensure the *pro rata* maintenance of the duty level recommended by the Tariff Board in its (b) recommendation for par exchange conditions. Recommendations of the Tariff Board in respect of items carrying protective rates of duty given effect to subsequent to the 6th December, 1934, have provided for automatic variations in duties in consonance with fluctuations in the rate of exchange and, consequently, such items have been removed from the provisions of the Customs Tariff (Exchange Adjustment) Act.

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

**Primage
Duty.**

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

**Special
War Duty.**

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

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

**Recorded
Value of
Imports and
Exports.**

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

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

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

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

- (a) *Goods sold to overseas buyers before export.*—The f.o.b. equivalent of the price at which the goods were sold—
(e.g., as regards wool, the actual price paid by the oversea buyer plus the cost of all services incurred by him in placing the wool on board ship).

(b) *Goods shipped on consignment.*—The Australian f.o.b. equivalent of the current price offering for similar goods of Australian origin in the principal markets of the country to which the goods are despatched for sale—

(as regards wool, the f.o.b. equivalent of the current price ruling in Australia will normally provide a sufficient approximation of the f.o.b. equivalent of the price ultimately received).

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

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

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

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

These export restrictions fall into three main classes :—

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

**Import
Licensing.**

Most goods imported are subject to the Customs (Import Licensing) Regulations, which were promulgated on 1st December, 1939. Important exceptions were made to the general provision. The Regulations prohibit the importations of goods into the Commonwealth except under licence. Under the Regulations goods are classified into two groups:—

- (a) Goods, the produce or manufacture of non-sterling countries.
- (b) Goods the produce or manufacture of sterling countries.

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

Goods may be imported without licences from the undermentioned countries with which special monetary arrangements have been made:—

- Netherlands Indies,
- Belgian Congo and Ruanda-Urundi,
- French Equatorial Africa,
- Cameroons under French Mandate,
- French Establishments in India,
- Iceland,
- Faroe Islands.

On and from 8th December, 1941, many types of goods, the produce or manufacture of sterling countries, were also made subject to the Customs (Import Licensing) Regulations. The restrictions mainly prohibited the importation of certain classes of goods non essential in character. The degree of restriction was increased on 1st April, 1942. A limited number of classes of goods is rationed on the basis of a percentage of imports during the pre-war year 1938-39. Goods the produce or manufacture of the following countries may be imported without licences:—

- British Solomon Islands Protectorate.
- Cook Islands,
- Fiji,
- Gilbert and Ellice Islands Colony,
- Nauru,
- New Caledonia,
- New Guinea,
- New Hebrides,
- New Zealand,
- Norfolk Island,
- Papua,
- Pitcairn Island,
- Society Islands,
- Tonga,
- Western Samoa.

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

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

Enemy countries are Germany, Italy, Roumania, Bulgaria, Hungary, Finland, Japan, and Thailand, and countries currently (i.e., at May, 1942) listed as "enemy territory" viz. :—

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

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

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

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

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

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

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

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

- (a) The classification of goods under all Tariff items which provide for classification under by-laws.
- (b) The determination of the value of goods for duty under section 160 of the *Customs Act 1901-1920*.

- (c) Any dispute arising out of the interpretation of any Customs Tariff, or the classification of articles in any Tariff, in which an appeal is made to the Minister from the decision of the Comptroller General.
- (d) The necessity for new, increased, or reduced duties, and the deferment of existing or proposed deferred duties.
- (e) The necessity for granting bounties for the encouragement of any primary or secondary industry in Australia.
- (f) The effect of existing bounties or of bounties subsequently granted.
- (g) Any proposal for the application of the British Preferential Tariff or the Intermediate Tariff to any part of the British Dominions or any foreign country, together with any requests received from Australian producers or exporters in relation to the export of their goods to any such part or country.
- (h) Any complaint that a manufacturer is taking undue advantage of the protection afforded him by the Tariff, and in particular in regard to his :—
 - (1) Charging unnecessarily high prices for his goods,
or
 - (2) Acting in restraint of trade to the detriment of the public, or
 - (3) Acting in a manner which results in unnecessarily high prices being charged to the consumer for his goods,
 and shall not take any action in respect of any of these matters until he has received the report of the Board.

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

- (a) The general effect of the working of the Customs and the Excise Tariff, in relation to the primary and secondary industries of the Commonwealth.
- (b) The fiscal and industrial effects of the Customs laws of the Commonwealth.
- (c) The incidence between the rates of duty on raw materials and on finished or partly finished products; and
- (d) Any other matter in any way affecting the encouragement of primary or secondary industries in relation to the Tariff.

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

All inquiries conducted by the Board relating to:—

- (a) Any revision of the Tariff.
 - (b) Any proposal for a bounty ; or
 - (c) Any complaints that a manufacturer is taking undue advantage of the protection afforded him by the Tariff ;
- are required to be held in public.

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

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

POSTS, TELEGRAPHS, TELEPHONES, AND WIRELESS.

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

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

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

VICTORIA—NUMBER OF POST OFFICES AND MAILS.

Year ended 30th June—	Number of Post Offices.*	Number of Mails.†—	
		Despatched.	Received.
1937	2,553	2,537,245	2,432,689
1938	2,564	2,252,009	2,130,580
1939	2,572	2,281,908	2,140,462
1940	2,583	2,272,963	2,126,363
1941	2,579	2,320,389	2,123,445

* Excluding "Telephone" offices at which telegraph and telephone business only is transacted, viz., 1936-37, 255; 1937-38, 256; 1938-39, 251; 1939-40, 252; 1940-41, 248.

† Number of Private Bags included in 1936-37.

Postal
Returns—
Victoria.

Particulars relating to the number of letters, packets, and newspapers dealt with during 1939-40 and 1940-41 are given hereunder.

VICTORIA—NUMBER OF LETTERS, PACKETS, AND NEWSPAPERS DEALT WITH, 1939-40 AND 1940-41.

Particulars.	1939-40.			1940-41.		
	Letters, Post-cards, Letter-cards and Packets.	Newspapers.	Total.	Letters, Post-cards, Letter-cards and Packets.	Newspapers.	Total.
<i>Posted for delivery—</i>	No.	No.	No.	No.	No.	No.
<i>Within the Commonwealth ..</i>	245,264,300	28,712,800	273,977,100	253,111,900	29,631,500	282,743,400
<i>Beyond the Commonwealth—</i>						
<i>Despatched ..</i>	6,865,800	2,830,200	9,696,000	6,780,700	2,795,100	9,575,800
<i>Received ..</i>	5,816,800	1,838,700	7,655,500	5,267,800	1,665,200	6,933,000
<i>Total ..</i>	257,946,900	33,381,700	291,328,600	265,160,400	34,091,800	299,252,200

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

VICTORIA—REGISTERED ARTICLES AND PARCELS POST, 1936-37 TO 1940-41.

Year ended 30th June—	Registered Articles (other than Parcels)—				Parcels Post.*			
	Posted for delivery within the Commonwealth.	Posted for delivery beyond the Commonwealth.	Total posted in Commonwealth.	Received from beyond the Commonwealth.	Posted for delivery within the Commonwealth.	Posted for delivery beyond the Commonwealth.	Total posted in Commonwealth.	Received from beyond the Commonwealth.
	No.	No.	No.	No.	No.	No.	No.	No.
1937 ..	1,966,683	101,273	2,067,956	138,135	1,782,200	46,300	1,828,500	76,200
1938 ..	1,979,712	128,304	2,108,016	149,158	1,805,400	53,300	1,858,700	84,800
1939 ..	2,067,878	103,513	2,171,391	132,428	1,759,400	53,100	1,812,500	88,510
1940 ..	2,219,252	85,269	2,304,521	99,298	1,843,400	52,000	1,895,400	66,600
1941 ..	2,645,246	72,183	2,717,429	80,757	2,013,500	252,500	2,266,000	72,200

* Including Registered Value payable and Duty Parcels.

During 1940-41 there were 263,408 letters, &c., and 127,231 packets, &c., returned direct to writers or delivered; 38,280 letters, &c., and 37,600 packets, &c., were destroyed in accordance with the Post and Telegraph Act; and 7,164 letters, &c., and 2,730 packets, &c., were returned, as unclaimed, to other countries. Money and valuables to the amount of £31,458 were found in postal articles sent to the Dead Letter Office as undeliverable. Postal articles numbering 5,606 were irregularly addressed, and contained money and valuables to the extent of £2,901.

Dead
Letters—
Victoria.

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

VICTORIA—MONEY ORDERS AND POSTAL NOTES, 1936-37 TO 1940-41.

Heading.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
Number of Money Order Offices open	774	789	796	817	832
Money Orders Issued—					
Inland	{ Number .. 456,417 Amount £ 2,791,642	{ Number .. 493,551 Amount £ 2,936,766	{ Number .. 507,606 Amount £ 2,973,063	{ Number .. 524,544 Amount £ 3,120,385	{ Number .. 548,822 Amount £ 3,488,210
Interstate	{ Number .. 78,206 Amount £ 400,001	{ Number .. 82,951 Amount £ 412,318	{ Number .. 79,404 Amount £ 413,911	{ Number .. 98,778 Amount £ 438,618	{ Number .. 115,910 Amount £ 494,595
Beyond the monwealth Com-	{ Number .. 41,534 Amount £ 109,017	{ Number .. 43,099 Amount £ 114,586	{ Number .. 42,950 Amount £ 109,162	{ Number .. 39,724 Amount £ 77,025	{ Number .. 24,050 Amount £ 45,464
Total	{ Number .. 576,157 Amount £ 3,300,660	{ Number .. 619,601 Amount £ 3,463,670	{ Number .. 629,960 Amount £ 3,496,136	{ Number .. 663,046 Amount £ 3,636,028	{ Number .. 688,782 Amount £ 4,028,269
Money Orders Paid—					
Inland	{ Number .. 475,912 Amount £ 2,796,842	{ Number .. 505,216 Amount £ 2,936,506	{ Number .. 500,928 Amount £ 2,975,157	{ Number .. 524,000 Amount £ 3,140,381	{ Number .. 542,091 Amount £ 3,491,207
Interstate	{ Number .. 145,938 Amount £ 706,128	{ Number .. 142,861 Amount £ 690,744	{ Number .. 148,588 Amount £ 694,418	{ Number .. 150,266 Amount £ 676,588	{ Number .. 169,144 Amount £ 755,304
Beyond the monwealth Com-	{ Number .. 30,499 Amount £ 89,557	{ Number .. 30,073 Amount £ 89,606	{ Number .. 42,343 Amount £ 147,907	{ Number .. 25,043 Amount £ 75,877	{ Number .. 17,153 Amount £ 52,970
Total	{ Number .. 652,349 Amount £ 3,592,527	{ Number .. 678,150 Amount £ 3,716,856	{ Number .. 691,859 Amount £ 3,817,482	{ Number .. 699,309 Amount £ 3,892,846	{ Number .. 728,388 Amount £ 4,299,481
Postal Notes—					
Issued	{ Number .. 6,091,221 Amount £ 2,075,090	{ Number .. 6,338,041 Amount £ 2,183,188	{ Number .. 6,544,497 Amount £ 2,241,741	{ Number .. 6,476,137 Amount £ 2,232,187	{ Number .. 6,408,665 Amount £ 2,269,268
Paid—Issued within the State	{ Number .. 3,752,478 Amount £ 1,307,453	{ Number .. 3,825,000 Amount £ 1,416,841	{ Number .. 3,854,165 Amount £ 1,439,992	{ Number .. 3,898,827 Amount £ 1,480,670	{ Number .. 4,022,446 Amount £ 1,556,511
Paid—Issued in other States	{ Number .. 527,114 Amount £ 211,905	{ Number .. 542,842 Amount £ 220,470	{ Number .. 563,208 Amount £ 228,306	{ Number .. 621,326 Amount £ 242,581	{ Number .. 634,679 Amount £ 271,938

Of the money orders issued in 1940-41, 664,732 for £3,982,805 were payable in the Commonwealth of Australia, 3,959 for £8,280 in New Zealand, £14,650 for £24,818 in the United Kingdom, and 5,441 for £12,366 in other countries. The orders paid included 711,235 for £4,246,511 issued in the Commonwealth, 7,796 for £15,583 in New Zealand, 5,227 for £24,793 in the United Kingdom, and 4,130 for £12,594 in other countries.

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

VICTORIA—TELEGRAPH BUSINESS, 1936-37 TO 1940-41.

Heading.	1936-37.	1937-38.	1938-39.	1939-40.	1049-41.
	No.	No.	No.	No.	No.
Number of Telegraph Offices (including Railway Telegraph Offices) ..	2,435	2,452	2,453	2,474	2,471
Telegrams—					
Within the Commonwealth—					
Paid and Collect Telegrams					
Despatched—					
Ordinary, Urgent and Press	3,457,481	3,581,662	3,583,095	3,736,055	4,338,022
Lettergrams	47,665	38,657	33,796	37,688	30,827
Radiograms	3,231	2,894	3,055	1,921	2,215
Unpaid Telegrams Transmitted—					
Service, Shipping, Meteorological	229,777	253,930	299,395	306,876	301,144
Total	3,738,154	3,877,143	3,919,341	4,082,540	4,672,208
Beyond the Commonwealth—					
Despatched	253,480	248,196	245,479	238,334	289,375
Received	224,057	225,013	220,538	223,992	276,033
Total Number of Telegrams dealt with	4,215,691	4,350,352	4,385,358	4,544,866	5,237,616
Revenue—	£	£	£	£	£
Telegrams within the Commonwealth	243,736	247,707	244,317	246,760	274,564
Telegrams beyond the Commonwealth	47,239	44,187	37,120	51,062	55,999
Total Revenue received in State	290,975	291,894	281,437	297,822	330,563

Information relating to the telephone service is given below for the years 1936-37 to 1940-41.

VICTORIA—TELEPHONES, 1936-37 TO 1940-41.

Heading.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
	No.	No.	No.	No.	No.
Telephone Exchanges ..	1,663	1,682	1,680	1,685	1,686
Public Telephones ..	2,465	2,506	2,573	2,620	2,775
Lines Connected ..	135,751	143,657	150,570	157,081	164,051
Instruments Connected ..	187,753	198,761	208,230	218,128	228,936
Instruments per 1,000 of Population ..	101·2	106·5	110·7	114·6	118·1
Effective Paid Local Calls—					
(a) Subscribers ..	142,524,028	152,305,209	166,528,717	173,986,478	180,849,691
(b) Public Telephones ..	9,368,548	10,078,118	10,856,620	11,549,253	13,561,093
Trunk Line Calls ..	10,322,172	11,007,373	11,197,897	11,853,346	12,223,933

Wireless Licences Issued.

Details of wireless licences issued in each of the years 1936-37 to 1940-41 are shown hereunder. Broadcast listeners' licences issued in Victoria at 30th June, 1941, represented 28 per cent. of the total for Australia (1,293,266).

VICTORIA—WIRELESS LICENCES ISSUED. 1936-37 TO 1940-41.

Class of Licence.	Number of Licences Issued During—				
	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
Coast	1	1	1	1	1
Ship	89	95	96	94	86
Aircraft	9	14	13	10	11
Land	3	3	3	4	4
Broadcasting*	18	18	18	19	19
Broadcast Listeners	288,717	315,406	327,579	348,158	362,790
Experimental	481	539	580	106	..
Portable	6	5	4	2	2
Special	25	24	24	28	26
Total	289,349	316,105	328,318	348,422	362,939

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

Post Office
revenue and
expenditure.

Particulars concerning the revenue and expenditure of the Post and Telegraph Department in Victoria for the years 1936-37 to 1940-41 are contained in the following table:—

REVENUE AND EXPENDITURE OF POST AND TELEGRAPH DEPARTMENT IN VICTORIA, 1936-37 TO 1940-41.

Particulars.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
<i>Revenue.</i>					
	£	£	£	£	£
Postage *	1,697,534	1,786,186	1,820,005	1,856,018	1,966,168
Money Order Commission					
Poundage on Postal Notes	69,495	72,897	75,096	74,608	74,699
Private Boxes and Bags	13,640	14,099	14,512	14,465	14,544
Miscellaneous*	134,061	136,688	132,632	136,454	218,862
Total Postal	1,914,730	2,009,870	2,042,245	2,081,545	2,274,273
Telegraph	347,910	341,796	341,182	366,780	408,517
Radio*	136,048	155,926	152,629	161,422	198,657
Telephones	2,066,231	2,192,308	2,351,611	2,487,315	2,648,137
Grand Total†	4,464,919	4,699,900	4,887,667	5,097,062	5,529,584
<i>Expenditure.</i>					
Salaries and Contingencies—					
Salaries and Payments in the Nature of Salary	1,322,979	1,454,186	1,535,967	1,594,464	1,656,788
General Expenses	110,787	114,692	128,875	133,476	143,530
Stores and Material	40,568	48,347	124,363	51,942	45,104
Mail Services	251,898	274,692	287,392	269,599	283,993
Engineering Services (other than new works)	765,050	766,423	885,459	949,018	976,889
Pensions and Retiring Allowances	30,810	28,372	26,127	23,168	20,402
Rents, Repairs, Maintenance, Fittings, &c.	36,551	29,318	35,204	32,902	32,515
Proportion of Audit Expenses	2,900	2,884	3,150	3,240	3,304
New Works—					
Telegraph, Telephones, and Wireless	695,650	1,009,646	1,011,128	885,694	814,060
New Buildings, &c.	39,320	56,993	108,579	16,592	61,191
Total Expenditure‡	3,296,513	3,785,553	4,146,244	3,960,095	4,037,776

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

TRANSPORT.

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

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

Transport
Regulation
Board.

The number of transport licences in force at 30th June, 1941, classified according to the various types of licence issued, are shown hereunder.

VICTORIA—TRANSPORT LICENCES IN FORCE AS AT 30TH JUNE, 1941.

Discretionary Licences.			Licences "As of Right."		
Type of Licence.	Permanent licences relating to commercial passenger vehicles operated as—	Number of Licences.	Type of Licence.	To operate for hire or reward—	Number of Licences.
A	Stage Omnibuses ..	639	EA	Within 25 miles of Melbourne	5,401
B	Touring Omnibuses ..	24	EB	Within 25 miles of Ballarat	127
C	Special Service Omnibuses ..	146		Within 25 miles of Bendigo	144
				Within 25 miles of Geelong	213
D	Permanent licences relating to commercial goods vehicles	1,558	EC	Within 20 miles of the places of business of the owners outside the radius of Melbourne, Ballarat, Bendigo, and Geelong	4,106
			ED	Primary Producers, the vehicles being operated in connexion with their business as such and in some cases for the carriage for hire or reward of their neighbours' produce	474
			EG	Private Carriers, the vehicles being used to carry the goods of the owners in the course of trade in connexion with their own business ..	22,438
			EH	(i) Carrying only 3rd Schedule goods ..	591
				(ii) Racehorse floats ..	34
				(iii) Tank wagons carrying only petroleum products ..	26
				(iv) Commercial travellers' vehicles registered at the commercial rate of motor registration ..	497
			All other	256	
	Total (Discretionary) ..	2,367		Total (As of Right) ..	34,307

The grand total of licences, issued at 30th June, 1941, was £36,674, and the total fees for all licences issued at that date amounted to £17,108.

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

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

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

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

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

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

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

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

As a result of this, a number of long-distance hauliers have received compensation, the principal services involved being those operating between Melbourne and Bendigo, Mildura, Kerang, Mansfield, Yarram, Bairnsdale, Sea Lake, Koondrook, Terang, Casterton, Nagambie, and Hopetoun, respectively.

During the latter part of 1940, the Transport Regulation Board, with an additional member representing the Commonwealth Liquid Fuel Control Board, was appointed Liquid Fuel Control Board for the State of Victoria under the provisions of the National Security (Liquid Fuel) Regulations.

The rationing scheme is of considerable magnitude, involving the issue of approximately 400,000 consumers' licences, although this number, of course, includes licences for motor spirit and diesel oil consumption for purposes other than the use in road vehicles.

The rationing scale at the inception of rationing in October, 1940, was on a reasonably liberal basis, although there was, of course, reason to believe that the restrictions would become progressively heavier.

Up to 30th June, 1941, it could be said that petrol rationing had not any marked effect on commercial transport, even where the nature of this transport was not of a high priority.

RAILWAYS.

All railways in Victoria available for general traffic, with the two exceptions referred to on page 341, are the property of the State, and are under the management of three Commissioners appointed by the Government.

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

All lines controlled by the Railways Commissioners are shown on the map opposite page 319.

The succeeding tables relate to the State Railways, the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways and the Road Motor Services, all of which are under the control of the Railways Commissioners. The operations of these tramways and the Road Motor Services are also shown separately on page 340. Motive power in the railways is supplied by steam, electric or motor traction. Steam or motor power is used principally for country passenger and goods traffic, while electric traction is used mainly for passenger traffic on suburban lines.

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

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

VICTORIA—TOTAL CAPITAL COST OF RAILWAYS, ETC.,
EQUIPMENT AND ROLLING-STOCK, 1936-37 TO 1940-41.

At 30th June—	Railways.		Electric Tramways.	Road Motor Services.	Total Capital Cost.
	Lines Opened.*	Lines in Progress of Construction.	Lines Opened.		
	£	£	£	£	£
1937	76,361,910	481,066	336,118	24,124	77,203,218
1938	50,514,751	481,387	151,719	16,559	51,164,416†
1939	51,085,894	256,854	152,412	23,382	51,518,542†
1940	50,720,098	257,339	139,835	18,144	51,135,416†
1941	50,723,116	258,886	135,636	7,620	51,125,258†

* Including at 30th June, each year, the cost of surveys for lines not constructed, viz. :—
1937, £413,846; 1938, £34†; 1939, £63†; 1940 and 1941, nil.

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

At 30th June, 1941, the cost of construction of lines open for traffic amounted to £39,427,478, after having been written down under Act No. 4429 of 1936.

The face value of stock and bonds allocated to the **Loan liability.** Railways Department, as reduced in accordance with Act No. 4429, amounted to £48,577,554 at 30th June, 1941. After deducting the value of securities purchased and cancelled from the National Debt Sinking Fund—£2,970,865—the total liability in respect of current loans outstanding at that date was £45,606,689. The annual interest payable on this amount, calculated at the average rate of 3·93 per cent., was £1,792,343.

In addition to the proceeds from loans, funds amounting to £5,899,060 at 30th June, 1941, have been provided for railway construction, equipment, stores, &c., out of Consolidated Revenue and the National Recovery Loan and other Funds. No interest is charged on this amount.

Railways traffic. The mileage and the traffic of the railways for each of the years 1936-37 to 1940-41 are given in the following table :—

VICTORIA—RAILWAYS—MILEAGE AND TRAFFIC, 1936-37
TO 1940-41.

Heading.	Year ended 30th June—				
	1937.	1938.	1939.	1940.	1941.
Miles Constructed ..	4,777·47	4,777·47	4,815·67	4,815·59	4,815·59
„ Dismantled ..	37·63	37·63	37·63	37·63	37·63
„ Closed to Traffic ..	11·47	11·47	11·47	11·47	11·47
„ Open for Traffic ..	4,728·37	4,728·37	4,766·57	4,766·49	4,766·49
Vehicle Mileage ..	18,171,670	18,889,686	18,875,525	18,032,670	18,837,283
Passenger Journeys ..	147,744,433	144,051,267	148,543,244	151,279,927	166,650,465
Goods and Live Stock Carried (Tons)* ..	6,837,872	7,273,422	5,989,557	6,202,453	6,641,249

* Figures relating to Road Motor Services are included as follows :—14,910 tons in 1936-37, 15,053 tons in 1937-38, 13,704 tons in 1938-39, 15,469 tons in 1939-40, and 18,464 tons in 1940-41.

The tonnage (6,641,249) of goods and live stock carried during 1940-41, represented an increase of 438,791 tons as compared with the previous year.

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

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE
1936-37 TO 1940-41.

Heading.	Year ended 30th June—				
	1937.	1938.	1939.	1940.	1941.
	£	£	£	£	£
Revenue—					
Passenger, &c., Business—					
Passenger Fares	3,869,853	3,745,247	3,918,072	4,097,300	5,077,746
Parcels, &c.	} 425,367	{ 357,196	331,221	319,381	328,328
Other .. .. .						77,875	100,672	99,361	104,469
Goods, &c., Business—					
Goods	4,278,187	4,275,515	3,621,893	3,986,847	4,097,048
Live Stock	690,933	608,265	606,299	539,551	619,185
Minerals	73,213	73,741	60,703	61,422	93,609
Other .. .. .	.. .. .	.. .. .	.. .. .	63,997	66,206
Miscellaneous—					
Dining Car and Refreshment					
Services	341,864	346,862	370,984	408,381	519,248
Sale of Electrical Power	34,754	39,454	41,030	44,323	48,536
Rentals	136,221	139,334	140,052	144,900	160,005
Book Stalls	66,494	68,327	72,594	77,478	93,127
Advertising	40,070	37,876	38,045	35,475	37,007
Other	264,047*	39,466	58,764	64,032†	85,706†
Total	10,221,003	9,809,158	9,360,329	9,942,448	11,330,220
Expenditure—					
Working Expenses—					
Way and Works	1,638,697	1,786,377	1,523,840	1,728,950	1,799,549
Rolling Stock	2,499,843	2,045,898	2,584,629	2,686,950	2,837,571
Transportation	2,305,865	2,569,196	2,742,199	2,714,934	2,930,766
Electrical Engineering Branch	221,943	248,194	280,262	330,263	331,799
Stores Branch	106,009	121,524	126,564	125,837	127,034
Pensions and Gratuities	143,902	123,292	113,921	103,649	92,109
Payment to the Superannuation Fund	360,498	361,697	370,363	379,885	383,274
Contribution to Railway Renewals and Replacements Fund .. .. .	.. .. .	250,000	225,000	200,000	525,000
Repayment to Public Account (Act No. 4499) .. .. .	.. .. .	.. .. .	50,000	50,000	100,000
Other	212,145	239,508	260,146	249,112	236,406
Total Working Expenses	7,488,902	8,345,686	8,276,924	8,569,580	9,353,508

* Including recoups, &c., of loss resulting from the working of certain lines, £220,038.

† Including recoup on account of reduction outer suburban fares, £42,000 in 1939-40 and £39,147 in 1940-41.

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE, 1936-37
TO 1940-41—continued.

Heading.	Year ended 30th June—				
	1937.	1938.	1939.	1940.	1941.
	£	£	£	£	£
<i>Less charged to—</i>					
Unemployment Relief Funds, Federal Aid Roads and Works Grant	162,061	148,233	139,302	155,193	44,557
Commonwealth Defence Works (Unemployment Relief) Account	..	..	..	8,213	46
Deferred Renewals Replacements, &c., Act No. 4672, Item 5 ..	..	..	..	273,000	249,285
Public Account Advances Act, No. 4499 .. .. .	..	297,400	..	..	..
Trust Fund Railway Works (Defence Purposes) .. ..	..	..	..	..	5,692
Working Expenses charged to Rail- way Revenue	7,326,841	7,900,053	8,137,622	8,133,174	9,053,928
Net Revenue	2,894,162	1,909,105	1,222,707	1,809,274	2,276,292
Debt Charges—					
Interest Charges and Expenses*	3,019,221	1,846,972	1,866,062	1,886,413	1,920,732
Exchange on Interest Payments and Redemption	301,017	184,651	188,693	197,438	206,521
Contribution to National Debt Sinking Fund .. .. .	..	119,435	120,018	121,624	122,445
Net Result for year	- 426,076	- 241,953	- 952,066	- 396,201	+ 26,594
Proportion of Working Expenses to Revenue	71·68	80·54	86·94	81·80	79·91

* Including Loan Conversion Expenses.

The revenue for 1940-41 increased by £1,387,772 as compared with that for 1939-40. Passenger business increased by £994,501, and goods, &c., business increased by £224,231. Total working expenses increased by £783,928, as compared with those of the previous year.

Railways earnings and expenses per mile open.

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

VICTORIA—RAILWAYS REVENUE AND EXPENDITURE PER AVERAGE MILE OPEN, 1936-37 TO 1940-41.

Heading.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
Average Number of Miles open for Traffic	4,728	4,728	4,762	4,766	4,766
Gross Earnings per Mile ..	£ 2,162	£ 2,075	£ 1,966	£ 2,086	£ 2,377
Working Expenses per Mile ..	1,550	1,671	1,709	1,706	1,900
Net Revenue per Mile ..	612	404	257	380	478

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

At 30th June, 1941, the capital cost of the broad-gauge rolling-stock after being written down in accordance with **Capital cost of Railways Rolling-stock.** Act No. 4429 of 1936 was £6,480,167 of the narrow-gauge £26,561, of the electric street tramway £12,631, and of the road motor coaches and trucks £281.

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

VICTORIA—RAILWAYS STAFF—NUMBERS, SALARIES, ETC., 1936-37 TO 1940-41.

Year ended 30th June—	Number of Employees at end of Year.			Amount of Salaries and Wages Paid during Year.
	Permanent.	Supernumerary.	Total.	
1937 ..	16,190	6,969	23,159	£ 5,191,286*
1938 ..	15,854	8,124	23,978	5,871,451
1939 ..	15,515	8,345	23,860	6,064,800
1940 ..	17,506	6,488	23,994	6,177,177
1941 ..	16,690	7,170	23,860	6,661,937

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

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

The results of operating the St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways for 1940-41 are detailed in the following statement. As these tramways are controlled and operated by the Railways Commissioners, particulars relating to them have been included in all the preceding railway tables.

ELECTRIC STREET TRAMWAYS, 1940-41.
(Under the control of the Railways Commissioners.)

Heading.	St. Kilda-Brighton Electric Tramway.	Sandringham- Beaumaris Electric Tramway.	Total.
Average Mileage of Tramway	No.	No.	No.
Worked	5.18	2.42	7.60
Car Mileage	519,716	121,864	641,580
Passengers Carried	4,852,033	1,246,418	6,098,451
	£	£	£
Gross Revenue	48,380	11,613	59,993
Working Expenses	44,529	8,571	53,100
Interest Charges, &c.	4,042*	2,022†	6,064
Net Result	Loss 191	Profit 1,020	Profit 829
Capital Expenditure at 30th June, 1941, as written down under Act 4429 of 1936—	£	£	£
Construction of Lines	85,061	37,944	123,005
Rolling Stock	8,099	4,532	12,631
Total	93,160	42,476	135,636

* Including exchange on interest payments and redemptions, £360.

† Including exchange on interest payments and redemptions, £180.

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

VICTORIA—ROAD MOTOR SERVICES, 1938-39 TO 1940-41.
(Under the control of the Railways Commissioners.)

Heading.	1938-39.	1939-40.	1940-41.
	No.	No.	No.
Car Mileage	347,531	403,814	428,816
Passenger Journeys	1,009,784	1,152,683	1,333,602
Gross Revenue—	£	£	£
Passenger Service	9,646	11,756	14,386
Goods Service	12,948	14,955	16,418
Working Expenses	28,749	29,871	41,892
Interest Charges*	688	802	883
Net Loss	6,843	3,962	11,971
Capital Expenditure at end of Year (less depreciation written off)	23,381	18,144	7,620

* Including exchange on interest payments and redemptions, £58 in 1938-39, £69 in 1939-40, and £79 in 1940-41.

Railway
accidents.

The following table shows the number of persons killed or injured in railway accidents and the amount paid in compensation, damages, &c., for the years 1939-40 and 1940-41.

VICTORIA—RAILWAY ACCIDENTS, 1939-40 AND 1940-41.

Nature of Accident.	1939-40.		1940-41.	
	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.
Train Accidents—				
Passengers .. .. .	..	..	..	..
Employees .. .. .	..	4	..	2
Accidents on Line (other than Train Accidents)—				
Passengers	1	173	3	252
Employees	3	91	2	106
Shunting Accidents—				
Passengers .. .. .	..	..	..	..
Employees .. .. .	..	76	2	98
Other Persons	1	4	2	6
Employees proceeding to or from Duty ..	..	..	2	..
Accidents to Persons at Crossings ..	13	21	15	44
Trespassers	18	4	22	9
Total	36	373	48	517
Compensation, Damages, &c., Paid	£ 14,908		£ 13,266	

Municipal
railway.

A railway between Kerang and Koondrook, owned and worked by the council of the Shire of Kerang, is open for general traffic. This railway, which has a 5-ft. 3-in. gauge, is 13 miles 75 chains in length and, up to 30th September, 1941, cost £41,923 for construction and equipment. During the year ended 30th September, 1941, the gross receipts were £6,127 and the working expenses, excluding interest, £4,966. The train mileage for the same year was 10,274, the number of passenger journeys 4,437, and the tonnage of goods and live stock carried 13,411.

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

Private
railway.

Another railway in Victoria, which does not belong to the State system, is that between Yarra Junction and Powelltown. It is 11 miles in length and has a gauge of 3 feet. During 1940-41 the traffic on this line was confined to the transport of goods. A steel tramway continuation of the line—used only for the haulage of logs and sawn timbers—extends about 8 miles beyond Powelltown. The total cost of construction up to 30th June, 1941, was £80,354 and, for the year ended on the same date, the

receipts and working expenses in connexion therewith (exclusive of depreciation and interest on capital) were £1,489 and £2,334 respectively. The train mileage for the year between Powelltown and Yarra Junction was 4,840 and goods carried amounted to 11,000 tons.

TRAMWAYS.

The various tramway systems in the State at 30th June, 1941 (excluding those under the control of the **Victorian Tramways.** Railways Commissioners) comprised 160·768 miles of electric lines, of which 128·716 miles were double, and 32·052 miles single track. Cable tramways ceased operations and were replaced by motor omnibuses on 26th October, 1940. Details for 1940-41 contain particulars of cable tramways up to that date.

The electric street tramways, St. Kilda to Brighton and Sandringham to Beaumaris, under the management of the Victorian Railways Commissioners, are not referred to in this connexion, but are included under the heading "Railways," page 340, and "All Victorian Tramways," page 345.

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

VICTORIAN TRAMWAYS, 1936-37 TO 1940-41.

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

Financial Year.	Miles of Track Open.		Tram Mileage.	Number of Passenger Journeys.	Traffic Receipts.	Working Expenses.	Number of Rolling-stock.	Number of Persons Employed.
	Double.	Single.						
1936-37	139·554	28·023	24,407,964	186,616,911	£ 2,188,939	£ 1,372,443	929	4,788
1937-38	140·083	29·127	24,631,822	183,440,296	2,180,347	1,480,474	958	4,778
1938-39	136·864	29·865	24,616,995	190,614,457	2,254,865	1,544,236	932	4,734
1939-40	136·080	30·668	24,390,712	193,927,290	2,308,189	1,585,631	928	4,740
1940-41	136·610	32·052	23,199,505	203,265,413	2,425,445	1,548,298	902	4,920

Melbourne and Metropolitan Tramways Act.

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

The Board is empowered to borrow up to £5,500,000 by the issue of stock or debentures secured upon its revenues and undertakings, this being in addition to the transferred liabilities attaching to the tramways vested in it. Power is given to have an overdraft not exceeding £400,000. At 30th June, 1941, the Board had exercised its borrowing power to the extent of £5,100,000.

Melbourne and Metropolitan Tramways Board—Combined Traffic. Particulars in relation to the combined traffic of the cable system (up to 26.10.40 when it ceased to operate) and the electric system under the control of the Melbourne and Metropolitan Tramways Board for each of the last five years are given hereunder.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1936-37 TO 1940-41.

Financial Year.	Track Open.		Tram Mileage.	Passenger Journeys.	Traffic Receipts.	Working Expenses.	Rolling-stock.	Persons Employed.
	Double.	Single.						
	Miles.	Miles.	Miles.	No.	£	£	No.	No.
1936-37	130·084	4·663	22,836,418	178,505,695	2,112,922	1,279,541	858	4,565
1937-38	130·563	5·177	22,995,124	175,564,110	2,105,159	1,363,083	887	4,527
1938-39	127·344	5·915	22,980,520	182,094,402	2,176,908	1,418,454	861	4,483
1939-40	126·640	6·598	22,761,438	185,282,354	2,230,455	1,458,652	857	4,486
1940-41	127·170	7·982	21,575,130	193,386,248	2,336,336	1,424,138	831	4,669

Melbourne and Metropolitan Tramways Board—Separate Systems. In the next statement the operations of the cable tramways, the electric tramways and the motor omnibus systems under the control of the Melbourne and Metropolitan Tramways Board are shown separately for the years 1939-40 and 1940-41.

MELBOURNE AND METROPOLITAN TRAMWAYS, 1939-40 AND 1940-41.

System.	Track Open.		Tram/Bus Mileage.	Passenger Journeys.	Traffic Receipts.	Working Expenses.	Rolling-stock.	Persons Employed.
	Double.	Single.						
	Miles.	Miles.	Miles.	No.	£	£	No.	No.
1939-40.								
Cable ..	7·894	..	2,106,568	17,771,590	179,814	145,488	174	457
Electric ..	118·746	6·598	20,654,870	167,510,764	2,050,641	1,313,164	683	4,029
Motor Omnibus	49·620	..	2,971,410	17,873,644	192,179	139,841	115	383
1940-41.								
Cable* ..	7·894	..	686,673	5,694,201	60,800	59,079	137	457
Electric ..	119·276	7·982	20,888,457	187,422,047	2,275,536	1,365,059	694	4,212
Motor Omnibus	88·139	..	5,264,684	39,694,121	426,671	277,656	205	941

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

The total traffic receipts of the Tramways Board during 1940-41 amounted to £2,763,007. There was additional revenue from advertising, rents, &c., viz.:—£142 from cable tramways, £10,686 (including Municipal Guarantee £1,981), from electric tramways and £1,016 from motor omnibuses, making a gross revenue for the year of £2,774,851.

The gross surplus for the year—£1,071,077—was made up as follows:—Cable Tramways, £1,863, Electric Tramways, £919,183, and Motor Omnibuses, £150,031. From this sum interest on loans, rates, &c., amounting to £312,255 were paid, leaving an amount of £758,822, from which appropriations were made as follows:—Victorian Consolidated Revenue, £108,968; Renewals, &c., Reserve Account, £549,543; Loan Redemption and Sinking Fund Accounts, £100,618. There was a net surplus of £1,684.

Pursuant to section 77 of the Melbourne and Metropolitan Tramways Act No. 3732, the Board is required to make certain annual payments to the Consolidated Revenue of the State. The total of such payments up to 30th June, 1941, amounted to £2,314,952. This amount was allocated as follows:—Fire Brigades Board, £1,157,395; Licensing Fund, £435,251; and Infectious Diseases Hospital, £722,306. Under the provisions of Act No. 4598 the Board was relieved of the Licensing Fund Payment as from 1st July, 1938.

Up to 30th June, 1941, the capital cost of the tramways vested in the Tramways Board, allowing for writing off of obsolete assets, amounted to £8,834,914, of which £397,350 was expended on cable tramways, £7,849,079 on electric tramways, and £588,485 on motor omnibuses.

In the next statement comparisons are made between the cable, electric, and bus systems operated by the Tramways Board, the receipts per mile, the cost of working, &c., being shown for the year 1940-41.

**MELBOURNE AND METROPOLITAN TRAMWAYS BOARD
TRAFFIC RECEIPTS, WORKING EXPENSES, ETC.
PER MILE, ETC., 1940-41.**

System.	Traffic Receipts.			Percentage of Working Expenses to Total Revenue.	Working Expenses per Vehicle Mile, including Power Cost.	Average Distance per Penny.
	Per Vehicle Mile.	Per Mile of Single Track.	Per Passenger.			
	<i>d.</i>	£	<i>d.</i>		<i>d.</i>	Miles.
Cable ..	21·250	3,851	2·447	96·943	16·958	1·006
Electric ..	26·145	9,230	2·914	59·760	13·048	·912
Bus ..	19·451	2,420	2·580	64·920	11·166	·934

**Tramways
in Extra-
Metropolitan
Cities.**

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

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

TRAMWAYS IN EXTRA-METROPOLITAN CITIES, 1936-37 TO 1940-41.

Financial Year.	Track Open.		Tram Mileage.	Passenger Journeys.	Traffic Receipts.	Working Expenses.	Rolling-stock.	Persons employed.
	Double.	Single.						
	Miles.	Miles.	Miles.	No.	£	£	No.	No.
1936-37	9.47	23.36	1,571,546	8,111,216	76,017	92,902	71	223
1937-38	9.52	23.95	1,636,698	7,876,186	75,188	117,391	71	251
1938-39	9.52	23.95	1,636,475	8,520,055	77,957	125,782	71	251
1939-40	9.44	24.07	1,629,274	8,644,936	77,734	126,979	71	254
1940-41	9.44	24.07	1,624,375	9,879,165	89,109	124,160	71	251

**Summary of
All Victorian
Tramways.**

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

ALL VICTORIAN TRAMWAYS, 1939-40 AND 1940-41.

Heading.	1939-40.	1940-41.
Route Mileage Open—Double .. miles	143·680	144·210
Single .. miles	30·668	32·052
Total .. miles	174·348	176·262
Cost of Construction and Equipment £	8,575,188	8,585,739
Gross Revenue—		
Traffic Receipts £	2,362,334	2,485,901
Other £	11,953	10,828
Total Revenue £	2,374,287	2,496,729

ALL VICTORIAN TRAMWAYS, 1939-40 AND 1940-41—continued.

Heading.		1939-40.	1940-41.
Working Expenses	£	1,630,525	1,414,922
Net Earnings	£	743,762	1,081,807
Interest, &c.	£	234,962	208,164
Statutory Charges, Rates, &c. .. .	£	571,315	937,345
Net Loss after Paying Working Expenses, Interest, &c., Statutory Charges, Rates, &c.	£	62,515	63,702
Tram Miles Run .. .. .	.. miles	25,011,598	23,841,085
Passenger Journeys	No.	199,405,459	209,363,864
Staff Employed—			
Salaried	No.	694	722
Wages	No.	4,141	4,300
Total Staff	No.	4,835	5,022
Rolling Stock	No.	956	930

LICENSED VEHICLES.

Licensed
vehicles in
Melbourne.

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

Particulars regarding licences issued during 1940-41 were as follows:—

Description.	Number Licensed.	Revenue Received.
Horse-drawn Vehicles—		£
Wagonettes (20), Owners (13)	33	} 26
Hackney Carriage Drivers	22	
Carters (for conveyance of goods)	1,147	57
Motor Vehicles—		
Motor Omnibuses	309	963
Taxi-cabs	550	} 3,396
Private Hire Cars	450	
Motor Cabs	61	
Chars-a-banc	27	
Other	117	
Hackney Carriage Motor Car Owners	786	
Hackney Carriage Motor Car Drivers	2,686	
Total Revenue .. .. .	..	4,442

Motor
vehicles, etc.,
registrations.

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

The total registrations of motor vehicles, &c., the number of drivers' licences &c., issued, and the revenue received therefrom by the Motor Registration Branch of the Police Department during each of the five years, 1936-37 to 1940-41, are shown in the following table:—

VICTORIA—REGISTRATIONS OF MOTOR VEHICLES, ETC.,
DRIVERS' LICENCES, ETC., ISSUED, 1936-37 TO 1940-41.

Heading.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
	No.	No.	No.	No.	No.
Motor Vehicles—					
Private Cars ..	135,833	143,015	151,130	153,979	145,907
Commercial Vehicles ..	31,771	32,995	33,901	34,591	34,801
Hire Cars ..	2,052	2,164	2,261	2,358	2,530
Primary Producers' ..	36,904	44,579	47,427	49,549	49,295
Omnibuses ..	350	369	438	435	629
Traction Engines ..	268	338	339	220	289
Trailers ..	3,341	4,217	4,668	5,132	5,620
Motor Cycles ..	26,663	27,333	26,698	25,765	23,572
Drivers' Licences ..	315,826	340,438	358,417	370,838	365,205
Dealers' Licences ..	472	499	486	438	313
Transfers ..	106,880	127,000	123,392	110,074	90,209
	£	£	£	£	£
Total Revenue Received*	1,647,223	1,794,652	1,886,794	1,939,735	1,892,590

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

The principal items of revenue received during 1940-41 were in respect of:—Motor cars, £1,733,170; Motor cycles, £26,509; and Drivers' licences, £91,334.

In the next statement, details relating to new registrations and renewals of registration of motor cars and motor cycles are shown for the years 1939-40 and 1940-41 respectively.

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

Vehicles.	1939-40.			1940-41.		
	New Registrations.		Renewals of Registration.	New Registrations.		Renewals of Registration.
	New Vehicles.	Used Vehicles.		New Vehicles.	Used Vehicles.	
	No.	No.	No.	No.	No.	No.
Motor Cars—						
Private ..	11,503	14,489	127,987	4,924	14,627	126,356
Commercial and Hire ..	3,494	3,588	29,867	2,142	3,258	31,931
Primary Producers' ..	2,344	3,681	43,524	882	3,263	45,180
Motor Cycles ..	1,317	5,202	19,246	670	4,750	18,152

TRAFFIC ACCIDENTS.

Summary of all Traffic Accidents. The following statements contain particulars of traffic accidents which occurred only in the public thoroughfares of Victoria. Figures regarding accidents on private property or on railway lines, (except at level crossings), are not included. The total number of deaths shown in these statements is not comparable therefore, with those shown in Part III., "Vital Statistics" of this *Year-Book*, page 119.

VICTORIA—NUMBER OF TRAFFIC ACCIDENTS, NUMBER OF PERSONS AFFECTED, 1941.

Place of Occurrence.	Number of Accidents in which Persons were Killed or Injured.	Number of Persons Killed.	Number of Persons Injured.	Number of Accidents in which no Person was Killed or Injured.	Total Number of Accidents.
City of Melbourne ..	1,333 (1,496)	50 (62)	1,440 (1,630)	2,423 (3,315)	3,756 (4,811)
Metropolitan Area (excluding City of Melbourne) ..	3,029 (3,805)	162 (195)	3,348 (4,212)	3,703 (5,462)	6,732 (9,267)
Total—Metropolitan Area ..	4,362 (5,301)	212 (257)	4,788 (5,842)	6,126 (8,777)	10,488 (14,078)
Remainder of State ..	1,338 (1,869)	152 (203)	1,785 (2,489)	1,559 (2,475)	2,897 (4,344)
Grand Total ..	5,700 (7,170)	364 (460)	6,573 (8,331)	7,685 (11,252)	13,385 (18,422)

Note.—Figures in parentheses relate to the year 1940.

In the table which follows traffic accidents during 1941 have been classified according to the description of male and female victims

**VICTORIA—TRAFFIC ACCIDENTS—PARTICULARS OF
PERSONS KILLED OR INJURED, 1941.**

Description.	Males.		Females.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pedestrian	No. 101	No. 1,287	No. 39	No. 729	No. 140	No. 2,016
Driver of motor vehicle other than motor cycle	32	639	4	61	36	700
Driver of motor cycle	31	674	..	7	31	681
Passenger—motor car, truck, bus, &c. Passenger—motor cycle, side car	37	699	22	601	59	1,300
Pillion rider	7	97	3	47	10	144
Pedal cyclist	64	1,202	4	180	68	1,382
Riding tandem or on handle or bar of bicycle	1	12	1	9	2	21
Tram passenger	2	60	2	53	4	113
Driver or passenger of horse-drawn vehicle	5	118	1	15	6	133
Equestrian .. .. .	..	12	3	8	3	20
Other	4	43	1	5	5	48
Total	284	4,852	80	1,721	364	6,573

Particulars of victims of traffic accidents during 1941 are shown according to age and sex in the following statement:—

**VICTORIA—TRAFFIC ACCIDENTS—SEX AND AGE OF
PERSONS KILLED OR INJURED, 1941.**

Age Group.	Males.		Females.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.	No.	No.
0-4	6	94	7	69	13	163
5-9	16	235	8	107	24	342
10-14	11	351	3	130	14	481
15-19	32	703	10	199	42	902
20-29	39	1,223	11	363	50	1,586
30-39	36	632	8	217	44	849
40-49	43	557	3	190	46	747
50-59	34	475	6	164	40	639
60 and over	63	418	23	181	86	599
Not stated	4	164	1	101	5	265
Total	284	4,852	80	1,721	364	6,573

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

**Causes of
accidents.**

VICTORIA—CAUSES OF TRAFFIC ACCIDENTS, 1941.

Stated Cause.	Number of Accidents.		
	Fatal.	Non-fatal with Injured.	Total.
Driver or Rider—			
Skidding on roadway	13	198	211
Failure to exercise care at intersection ..	13	385	398
Excessive speed	8	86	94
Not keeping to left	12	124	136
Swerving to avoid vehicle or other object	6	132	138
Stopping or turning in front of other vehicle or leaving kerb without warning	6	139	145
Level Crossing	7	4	11
Rounding corner carelessly or on wrong side	6	32	38
Obscured vision	6	122	128
Failing to give right of way	6	60	66
Dazzled by sun or light	2	66	68
Breaking traffic regulations or failing to obey traffic officer's signal ..	3	91	94
Careless, negligent, or inefficient driving ..	64	707	771
Hit and run motorist	8	78	86
Error of judgment	18	592	610
All other	3	126	129
Total	181	2,942	3,123
Vehicle—			
Defective mechanism and/or tyres ..	8	130	138
No lights	4	47	51
Other	1	1	2
Total	13	178	191
Passenger—			
Alighting from moving vehicle ..	4	51	55
Falling from moving vehicle	2	12	14
Total	6	63	69
Pedestrian—			
Walking or running on roadway or crossing without care	62	887	949
Boarding vehicle in motion	1	21	22
Stepping on to road without care .. .. .	..	23	23
Other	24	449	473
Total	87	1,380	1,467
Other—			
Horses shying, bolting, or stumbling ..	7	49	56
Other (including not known)	49	745	794
Total	56	794	850
Grand Total	343	5,357	5,700

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

VICTORIA—NUMBER OF PERSONS KILLED OR INJURED
IN TRAFFIC ACCIDENTS, 1937 TO 1941.

Vehicle, &c.	1937.		1938		1939.		1940.		1941.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Pedal Cycle ..	16	382	14	386	12	310	14	331	22	336
Motor Bus ..	7	74	8	53	4	60	6	85	10	137
Motor Car, Truck, &c. ..	341	5,931	356	6,239	400	6,826	377	6,915	271	5,254
Motor Cycle ..	35	650	28	645	40	606	41	707	33	524
Train—Electric and Steam ..	3	2	2	1	3	2	3	1	5	2
Tram—Electric and Cable ..	9	149	10	148	14	155	8	155	13	173
Other Vehicle ..	9	40	8	36	2	29	7	33	5	46
Pedestrian ..	2	40	3	52	3	77	2	96	2	91
Horse ..	5	10	4	13	2	9	2	8	3	10
Total ..	427	7,278	433	7,523	480	8,074	460	8,331	364	6,573

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

VICTORIA—PERSONS KILLED OR INJURED, TYPES OF
VEHICLES, ETC., INVOLVED, 1940 AND 1941.

Type of Vehicle, &c., Involved.	1940.			1941.		
	Number of Accidents.*	Number Killed.	Number Injured.	Number of Accidents.*	Number Killed.	Number Injured.
Motor Car ..	5,047	287	6,047	3,687	195	4,372
Motor Van ..	182	10	204	163	10	197
Motor Truck, Lorry ..	866	97	1,007	773	76	923
Motor Bus ..	103	9	121	145	11	168
Motor Cycle ..	1,454	94	1,668	993	57	1,133
Pedal Cycle ..	1,798	62	1,847	1,534	77	1,545
Tram—Electric and Cable ..	209	19	231	243	25	290
Train—Electric and Steam ..	18	12	11	19	12	23
Horse-drawn Vehicle ..	191	12	220	193	10	220
Horse ..	22	3	19	26	3	26
Pedestrian ..	2,350	144	2,365	2,042	140	2,025
Other ..	1	..	1	..	..	..

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

Details of breaches of the Motor Car Act and Traffic Regulations will be found on page 54 of this *Year-Book*.

AIRCRAFT.

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

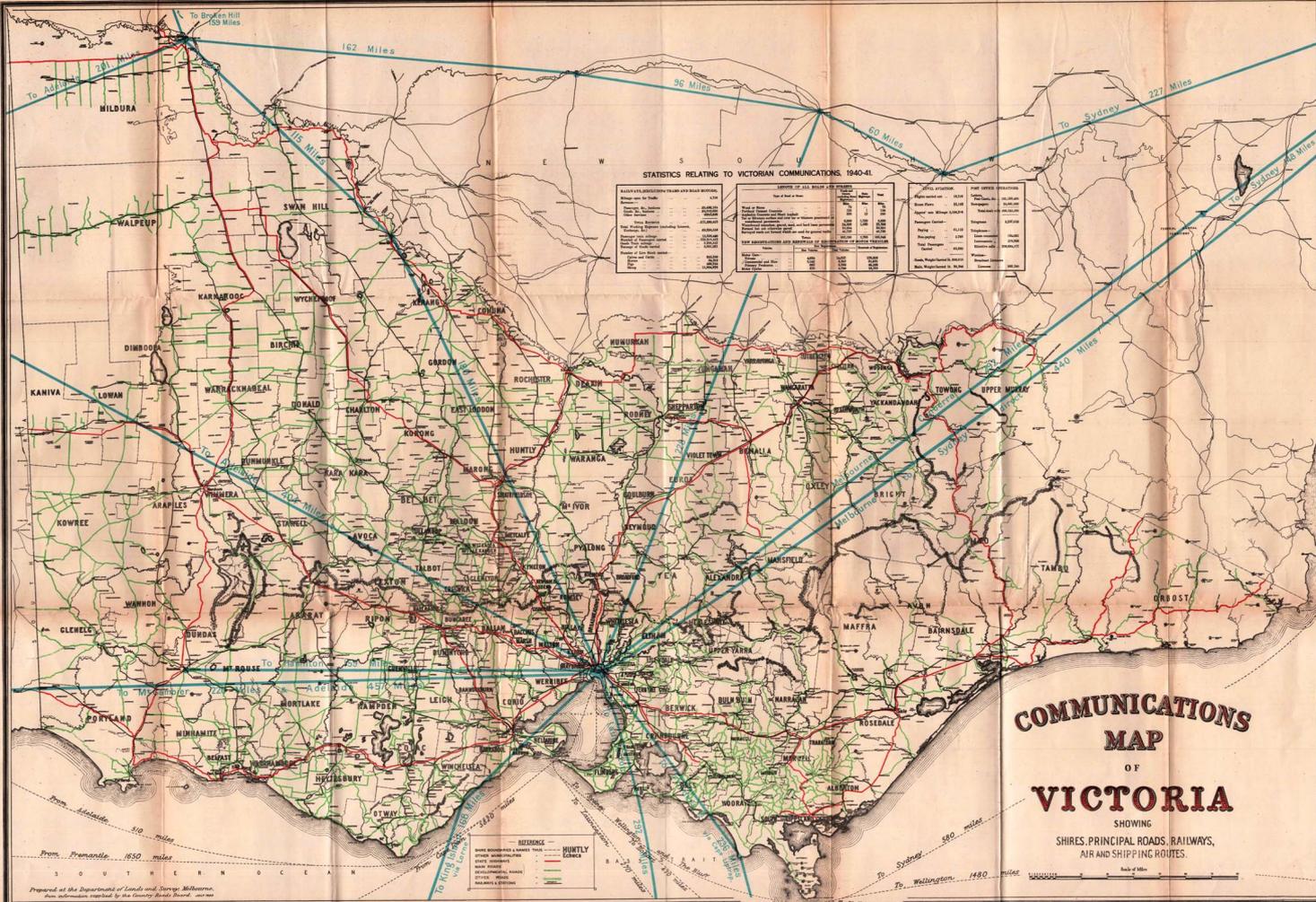
The following particulars relating to Civil Aircraft in Victoria for the years specified below have been received from that source.

The main air lines of Victoria are shown on the map opposite page 319 of this *Year-Book*.

VICTORIA—CIVIL AIRCRAFT, 1936-37 TO 1940-41.

Particulars.	At 30th June—				
	1937.	1938.	1939.	1940.	1941.
Registered Owners	22	36	38	28	25
Registered Aircraft	45	70	70	58	38
Licensed Pilots—					
Private	172	216	268	(a)	165
Commercial	84	104	107	(a)	56
Licensed Ground Engineers ..	92	134	164	(a)	185
Licensed Navigators	5	12	16	(a)	26
Licensed Aircraft Radio Telegraph Operators	(a)	11	33	36	17
Licensed Aircraft Radio Telephone Operators	4	5	..	..	10
Aerodromes—					
Government	2	2	4	5	6
Public	18	18	18	19	15
Government Emergency Ground	11	11	10	8	7
	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
Flights carried out	37,674	39,920	39,736	34,270	16,723
Hours flown	19,860	37,042	41,268	33,169	25,142
Approximate mileage	2,081,355	4,439,191	5,089,412	3,770,979	3,199,286
Passengers carried—					
Paying	38,528	72,380	70,887	64,613	81,112
Non-paying	5,368	8,154	8,074	6,297	2,768
Total Passengers Carried ..	43,896	80,534	78,961	70,910	83,880
Goods, Weight Carried .. lb.	204,919	557,836	850,236	863,567	936,018
Mails, Weight Carried	33,703	51,861	65,270	63,285	93,836
Accidents—					
Persons Killed	2	1	21	3	..
Persons Injured	6	2	10	1	..

(a) Not available.



STATISTICS RELATING TO VICTORIAN COMMUNICATIONS, 1940-41

RAILWAYS		ROADS		AIR		POST OFFICES	
Value	% of Total	Value	% of Total	Value	% of Total	Value	% of Total
1,234,567	100	1,234,567	100	1,234,567	100	1,234,567	100
1,234,567	100	1,234,567	100	1,234,567	100	1,234,567	100

**COMMUNICATIONS
MAP
OF
VICTORIA**
SHOWING
SHIRES, PRINCIPAL ROADS, RAILWAYS,
AIR AND SHIPPING ROUTES.

Prepared by the Department of Lands and Survey, Melbourne.
Information supplied by the Country Roads Board, etc.