

REF The Sydney Harbour
387.16/ Commissioners' twenty-seventh
SYD report being for the year ended
4051 30th June, 1927.



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1927.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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THE

SYDNEY HARBOUR TRUST COMMISSIONERS

TWENTY-SEVENTH REPORT

BEING FOR THE

YEAR ENDED 30th JUNE, 1927.

Printed under No. 3 Report from Printing Committee, 24 November, 1927.



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1927.
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Wheat Export.—The quantity of wheat exported during the year was 304,344 tons. Of this total, approximately 117,798 tons of bulk wheat were loaded at Glebe Island terminal elevator by thirty-seven vessels, and approximately 192,784 tons of bagged wheat from Glebe Island and Pyrmont in 138 vessels.

Wheat Loading Wharfage, Glebe Island.—The two new bagged wheat sheds at the outer extremity of the north-western side of Glebe Island which were mentioned in the previous report were completed during the year, and are now being closed in so that they may be utilised for general cargo when not required for wheat. These sheds have been equipped with seven sets of fixed conveyors, and ten sets of portable conveyors, which will permit of the transfer of grain from truck to shed, truck to ship, or shed to ship. Portion of the equipment was made available for use towards the end of the wheat season, and the trials at these preliminary shipments indicated that, even with the equipment not quite complete, it was possible for each unit of conveyors to load 1,000 bags per hour.

It is considered that the flexibility of the system is unrivalled in Australia, and, with its remote electrical control, automatic counters, and safety devices, it probably ranks very high amongst similar installations in any part of the world.

The construction and equipment of a sub-station and control house in connection with the working of the mechanical equipment of the sheds has also been completed. Seven small unloading sheds have also been provided at the back of the two main sheds for the protection during wet weather of wheat as it is discharged from trucks to conveyors.

An additional shed (384 ft. x 41 ft.) for the handling of bagged wheat is in course of erection at the south-western end of the Island, and will be equipped with twelve horizontal conveyors and four elevators, all portable.

The Commissioners desire to emphasise the great advantages which will be derived by the wheat export trade from the concentration of bulk and bagged facilities at Glebe Island. The convenience of having the bagged wheat sheds adjacent to the terminal elevator was very clearly evidenced during the preliminary trials, when ships were loaded in the forward hatches with bulk wheat at the same time as bagged wheat was shipped into their after hatches. The Commissioners anticipate that the new facilities will be seen to greater advantage when the system is put into fuller operation during the next wheat season.

The wharfage which had previously been erected on the eastern side of Glebe Island is being extended 400 feet in a southerly direction, and at the end of the year under review all the piles were driven and the headstocks and girders placed in position for a distance of 360 feet. This wharfage will complete 1,000 feet of berthing space on this side of the Island and will be used for the shipment of wheat, or, when not so required for general cargo.

Timber Trade.—Construction of the marginal wharfage on the northern foreshores of Rozelle Bay has been expedited, in furtherance of the scheme outlined in the previous report for meeting the demands of the timber trade. To date nearly 2,265 lineal feet of wharfage have been completed, and a beginning has been made on the construction of another 720 feet section.

Provision of accommodation for the handling of timber necessitated the reclaiming of a large area of land at the rear for yards and railway lines. The work was commenced during the previous year and this year some 300,000 cubic yards of spoil have been used for this purpose.

No. 34 Berth, Darling Harbour.—The old Federal Wharves, which have been in existence for very many years, are to be demolished to make way for a new and up-to-date structure. These wharves will be replaced by a modern jetty 300 feet long and 96 feet wide, to be probably equipped with a double-decked jetty shed 260 feet x 60 feet, and a double-decked shore shed 210 feet x 90 feet. A commencement has been made on the new jetty, and at the end of the year the piles had been driven a distance of 140 feet and the headstocks provided for 120 feet.

This jetty will possess a new feature of construction in that it will be provided with a concrete wharf deck throughout which it is anticipated will facilitate trucking and considerably reduce maintenance costs.

Nos. 38 and 39 Berths, Darling Harbour.—No 38 Jetty was completed during the year, but the completion of No. 39, which is to replace portion of the wharfage put out of commission by the reclamation at the head of Darling Harbour, is still held up pending completion of the water conduit for the Railway Commissioners' Power House at Ultimo.

Progress has, however, been made with the sea-wall behind Berths Nos. 37-39, and at 30th June trestles and plates had reached about half way across the back of No. 38 Jetty, a distance of 435 feet.

Jones Brothers' Coal, Limited.—The remodelling of the wharfage accommodation at the head of Darling Harbour rendered it necessary for Jones Brothers' Coal Limited to vacate the premises at the foot of Bathurst-street. The Company was granted another site at Blackwattle Bay and the Trust erected a wharf (252 feet x 130 feet), with a monier trestle sea-wall for the Company's use.

Extensive coal-bins were erected by the Company on the wharf at the new premises, and, as the Company had not the necessary facilities, the Commissioners undertook the driving of the requisite piles in connection with these bins at the cost of the Company.

Main Port Roadway, Hickson-road.—The extension of Hickson-road in the vicinity of the Grafton Bond for its full width to Sussex-street was continued, and about 90 per cent. of the excavation work has been carried out. Trachyte kerbing has been laid for a distance of 400 feet along the front of the Grafton Bond in preparation for the new concrete road, and ballasting operations have been put in hand by the City Council.

Remodelling of Grafton Bond.—The remodelling of the Grafton Bond consequent upon the widening of Hickson-road was further advanced by the demolition of the front portion of " E " Store, the erection of a new brick front, and the completion of a southern addition facing Sussex-street.

Parbury's Bond.—A considerable amount of work has been carried out at this Bond in connection with the installation of travelling cranes and the necessary runways. The cranes and runways have been installed, but certain of the electrical work yet remains to be done.

Nos. 1, 2, 3 and 4, Woolloomooloo.—A complete system of automatic fire-alarms was installed at these premises.

Lobnitz Plant.—The Lobnitz rock breaking plant purchased last year has been put into commission and during the present year a considerable quantity of rock has been broken and removed. The plant has realised the Commissioners' expectations and has been the means of economically removing rock at the face of wharf premises which would otherwise have been a protracted and expensive process.

Goat Island.—Activity in connection with the establishment of a general repair depot on the Island for the Trust's plant was continued. A broadside wharf (770 feet x 20 feet) had already been built, and during the current year alterations to old buildings to be used as workshops, also the construction of tramways, were completed.

New coal-bins have been erected on the western side, which will permit of the removal of the old and unsightly bins on the north-east end and improve the appearance of the Island.

Arrangements are also being made for the supply of electric current from the mainland for use in the workshops and the lighting of the Island.

The tidying up of the Island has been taken in hand, and a number of shrubs have been planted as part of a general beautification scheme.

Eastern Channel.—Towards the end of 1924 a commencement was made on a new cut designed to straighten out the course of the Eastern Channel at the entrance of the port and the suction dredge " Triton " is still engaged on the work, which will take some years to complete, and will greatly facilitate the navigation of vessels using the channel.

Vehicular Ferry Docks.—The vehicular ferry docks were originally designed and constructed for the accommodation of the wooden vehicular ferries engaged in the service, and for many years they amply met the demands made upon them. Latterly, however, much larger vessels constructed of steel, have been employed, and the impact of these heavy vessels damaged the sides of the docks to such an extent that it became imperative to strengthen them considerably and face them with armour plate to withstand the severe buffeting to which they are subjected.

City Railway.—The Commissioners understand that a further section of the City Railway, extending from the eastern side of Circular Quay to Wynward Square, is to be proceeded with at once. The proposed scheme involves the complete re-construction of the ferry jetties along the Quay front, and the removal of the Trust's offices.

The proposals of the Commissioners provide for the ultimate transposition of the Manly and Mosman-Cremorne services at Circular Quay, the Manly ferries transferring to No. 2 and the Mosman-Cremorne to No. 3. This alteration will obviate the crossing of the routes of these steamers and thus be a step in the direction of safer navigation in the fairway.

It is also intended to provide a pontoon at the new No. 3 jetty, which will bring it into conformity with all the other ferry jetties at Circular Quay.

Ferry Services.—During the year approximately 47,046,000 passengers were carried by the various ferry services as against 45,700,000 during the previous year.

Water Conduit for the Ultimo Power House.—The reclamation of the head of Darling Harbour necessitated the reconstruction and re-location of the existing intake conduit for the Ultimo Power House, and portion of the work was undertaken by the Trust, at the expense of the Railway Commissioners. The work was particularly difficult and of considerable magnitude. It entailed sinking a shaft down to the portion of the conduit already constructed by the Railway Department, and extending it by means of two lines of large concrete pipes, with screening chambers at the ends, beyond the reclamation and out to deep water. The work involved a good deal of coffer-dam construction and the employment of divers.

The conduit will eventually be covered by No. 39 Berth—Darling Harbour.

Petrol Electric Cranes.—During the previous year a petrol electric mobile crane was installed at the Jones Bay Berths with the idea, of increasing their efficiency by providing facilities for the expeditious handling of heavy goods. The benefit which it was anticipated would be derived has been fully realised, so much so that another crane of a similar type, but with a greater lifting capacity has been provided. In point of fact the usefulness of the berths for certain lines of cargo has been increased by about 50 per cent, and the experiment has been such a success that the Commissioners have decided to obtain additional cranes of this type.

The cranes already purchased are imported articles, but, as the result of the Commissioners' representations through the Chamber of Manufacturers and direct to various local manufacturers, they obtained a satisfactory tender for the supply of the cranes, and a contract has been entered into with a local firm for two more of these appliances.

Pollution of the Port.—For many years the pollution of the port and foreshores by fuel oil and oily refuse has caused the Commissioners serious concern. Despite the vigilance of their officers oily matter was discharged into the harbour from vessels, and a considerable amount of damage was done to public and private baths launches, yachts, and rowing boats. The statutory powers conferred on the Trust were limited, and it was extremely difficult to obtain evidence of such a nature as to secure a conviction.

Representations were accordingly made to the Government, which resulted in the passing of the Oil in Navigable Waters Act, 1927. This Act provides that if oil be discharged or allowed to discharge into the waters of any port in New South Wales, whether from any vessel or any land adjoining the waters, or from any apparatus used for the transfer of oil, the owner or master of the vessel, the occupier of the land, or the person having charge of the apparatus, as the case may be, would be guilty of an offence and liable to a penalty not exceeding one hundred pounds (£100). This provision removes certain disabilities under which the Trust laboured in the past and it is hoped that the enlarged statutory powers will enable the Commissioners to check the nuisance to a considerable extent, but the experience of the authorities at large ports in other parts of the world is that despite every effort it is practically impossible to stop this form of pollution entirely.

It is gratifying to be able to report that cases of pollution by shipping were not numerous during the year.

Industrial growth on the banks of the Parramatta River and its tributaries is also responsible for pollution in portions of the Port where there is little tidal scour. This class of pollution is less difficult to deal with than that caused by shipping, as the source can be more readily traced, and the factories responsible for the nuisance have readily adopted remedial measures in response to the Trust's representations.

Hydrographical Survey.—During the year several additional important sections of the Main Channels of the Port were surveyed.

A section of the Parramatta River from the Ryde Railway Bridge to the head of the tidal water (Charles Street, Parramatta)—in length about $4\frac{3}{4}$ miles, and in area about 400 acres—has been completed.

A survey of Duck River from its junction with the Parramatta River to Parramatta road, in length about $1\frac{3}{4}$ miles and about 100 acres in area, has also been completed.

The important section of the port between long Nose Point, Balmain, and Blues Point, North Sydney, in area about 530 acres, was completed early in 1927.

In addition to current soundings for dredging and other purposes, the total area sounded in connection with the special re-survey of the port amounted to 3,500 acres, or between 5 and 6 square miles.

Industrial.—The amendment of the "Industrial Arbitration Act 1912" had the immediate effect, so far as the Trust was concerned, of facilitating the registration of industrial unions of employees of corporate bodies, and awards of the Conciliation Committee have been made in respect of the clerical officers, and inspectors, foremen, timekeepers, storekeepers, patrolmen, &c., in the employ of the Trust.

The professional officers of the Trust have been working under an award for a number of years.

Pymont Bridge.—A committee was appointed in 1916 to report on the disposal of spoil from the City Railway excavations, and recommended amongst other things the reclamation at the head of Darling Harbour and the formation of a 100 feet roadway round such reclamation. The scheme also involved the ultimate removal of Pymont Bridge.

The recommendation was adopted and the Metropolitan Railway Construction Branch proceeded with the reclamation whilst the Trust has been carrying out a scheme of wharfage reconstruction as a result of the reclamation. Matters have now been advanced to such a state, both as regards reclamation and wharf construction, as will permit of the extension of the Main Port Roadway round the reclamation connecting Bathurst-street on the City side with Union-street on the Pymont side. The designs which have been prepared by the Trust provide for the removal of the Bridge as an essential feature, the principal reasons being from the point of view of shipping that the water area above the Bridge has been greatly restricted by the reclamation, and, from the aspect of vehicular traffic, that the new roadway will form a more direct route for the major portion of the traffic now using the Bridge. Advantages of this new route are that it will afford a better grade at the foot of Bathurst-street than the existing one in Market-street; that the traffic would be spared the interruptions which at present take place owing to the opening of the swing span of Pymont Bridge for shipping; that the city traffic along Sussex-street and crossing Market-street would be reduced by the time it reached Bathurst-street; and that a more convenient route from George-street than Quay-street near the Central Railway Station now affords would be available for the trams to Pymont, Balmain, and the suburbs beyond, which services at present contribute to the traffic congestion at Railway Square.

From the point of view of shipping, the removal of Pymont Bridge is regarded by the Commissioners as absolutely essential to the satisfactory navigation of the water area on the southern side as well as to obviate the harassing delays due to the opening of the swing span, the negotiation of which has been rendered more difficult by the construction of the reclamation.

The Commissioners have therefore approached the Public Works Department with a view to securing the removal of the Bridge at an early date, and a special Committee has been appointed by the Government to report upon the proposal. The scope of the inquiry has been extended to cover the general traffic problems which are involved by not only the removal of Pymont Bridge, but by further propositions which the Trust has in view for the better utilisation of the harbour foreshores. It has been pointed out to the Committee that these further plans of the Commissioners seriously affect the use of Pymont Bridge or any substitute for it. The development of Blackwattle and Rozelle Bays, which will shortly have to be undertaken by the Trust will involve either the removal

of Glebe Island Bridge or the substitution of one with a larger opening span. In the latter event the opening and closing of such a Bridge when these bays have been developed would be so frequent that this thoroughfare would almost certainly cease to be attractive, the traffic naturally preferring a somewhat longer route where it would not be subjected to so many interruptions.

Gladesville Bridge.—The Commissioners have been agitating for many years for the improvement of conditions at this bridge. They consider that the present structure is obsolete; that it is a serious obstruction to navigation and to road traffic; and that it is retarding the progress of the Upper Parramatta River and its tributaries.

The existing facilities for the passage of vessels are inadequate: The clear opening through the swing span on the southern side is 47 feet 8 inches, and on the northern side 53 feet 4 inches, but it is considered that a vessel having a greater beam than 35 feet cannot safely pass through the opening principally because the swing span is too close to the river bank, thus exposing vessels to strong tidal influences.

Besides catering for trams, vehicles, and pedestrians, provision has to be made for shipping traffic to pass through the bridge, which necessitates the frequent opening of the swing span. With a view to overcoming the consequent interruption of road traffic the Commissioners have been requested from time to time to make regulations requiring the hinging of the masts and funnels of vessels navigating the bridge. At high tide there is a maximum head room of 19 feet 8 inches, and the superstructure of some of the ferry boats (exclusive of the funnel) is at least 20 feet above the waterline therefore, the hinging or lowering of the funnels would not have any practical effect, as the ferry boats would still have to use the swing span. But, quite apart from the ferry boats, the extension of industrial enterprises above the bridge will necessitate the employment of larger vessels than are used at present, and it would be impracticable owing to their beam for such vessels to use the fixed spans even if their masts and funnels were hinged.

The existing method of operating the bridge is tedious, and results in irritating delays to road and river traffic.

A conference of representatives of the public departments concerned was held recently with a view to effecting an improvement, and the officers recommended, amongst other things, that the whole of the operations in connection with the opening and closing of the swing span, also the gates and the regulation of the trams, be made from the control tower. The Commissioners do not own the bridge, and are unable to do more than continually urge the adoption of a more satisfactory system.

It is inevitable as time goes on that the natural development, particularly industrial, which must continue in the western suburbs of the City and on the foreshores of Parramatta River, will be accompanied by the increasing use of the river for navigation by all classes of vessels. The Commissioners favour the replacement of the existing structure with a new high-level bridge designed to meet present and future requirements, and located possibly between Abbotsford and Bedlam Point.

Royal Visit.—The visit of Their Royal Highnesses the Duke and Duchess of York for the institution of the Federal Parliament at Canberra marked an epoch in the history of Australia. Special regulations were made by the Trust in connection with the arrival in the Port of H.M.S. "Renown," which conveyed the Royal visitors, and the preservation of a clear course for the vessel, also for the control of craft on the harbour at the time was in the hands of the Trust's officers, assisted by the Water Police. The arrangements for the departure of the vessel were similarly controlled.

Interstate Harbour Conference.—The Fifth Interstate Conference of Harbour Authorities was held at Adelaide from the 25th to the 30th September, 1926. The Harbour Authorities of all the States as well as the Commonwealth Navigation, Hydrographical and Lighthouse Departments, were represented.

Numerous resolutions in regard to the administration of the Ports of the Commonwealth were carried, making for greater uniformity of working which will be to the advantage of shipping in the Australian trade.

W. D. LOVERIDGE,
President.

R. T. McKAY,
Commissioner.

W. O'CONNOR,
Commissioner.

E. W. AUSTIN,
Secretary.

SYDNEY HARBOUR TRUST.

SYDNEY HARBOUR TRUST COMMISSIONERS IN ACCOUNT WITH THE STATE TREASURER—REVENUE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1927.

		£	s.	d.			£	s.	d.
1 July, 1926, to 30 June, 1927.	To Receipts collected on account of wharfage, tonnage and berthing dues, rents of wharf properties, stores, and other properties, and miscellaneous charges, as per detailed statement attached (refunds deducted)	1,083,855	17	2	1 July, 1926, to 30 June, 1927.	By Commissioners' salaries.....	3,300	0	0
						„ Working expenses—salaries and wages of staff; maintenance of establishment; up-keep of properties, wharves, &c. ; dredging; working of bonded and free stores; motor lorries; rates and insurance premiums, and other miscellaneous disbursements, as per detailed statement attached	270,113	0	4
						„ Balance net revenue for the year	810,443	16	10
		£					£		
		1,083,855	17	2			1,083,855	17	2
30 June, 1927 ...	To Balance net revenue	810,443	16	10	30 June, 1927 ...	By Interest for the year on Capital Debt at 5.1312 per cent.....	569,884	2	11
						„ Disbursements from Public Works Fund vote on renewals and replacements of wharves, jetties, plant, and buildings under reconstruction ...	46,620	4	7
							193,939	9	4
		£					£		
		810,443	16	10			810,443	16	10

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S. C. BARNES,
Treasurer and Accountant.

E. J. E. MIDDLETON,
Inspector of Public Accounts.

W. D. LOVERIDGE, President, } Commissioners of the
R. T. McKAY, Commissioner, Sydney Harbour Trust.
W. O'CONNOR, Commissioner,

The vouchers and documents in support of the net receipts and not disbursements within the period 1st July, 1926, to 30th June, 1927, by the Sydney Harbour Trust Commissioners have been examined as prescribed by the Audit Act, and as required under Section 77 of the Sydney Harbour Trust Act, 1900, and the above represents a true statement of the Revenue Account.

5th September, 1927.

P. A. COGHLAN,
Auditor-General.

SYDNEY HARBOUR TRUST
STATEMENT OF REVENUE COLLECTED DURING THE FINANCIAL YEAR,
1ST JULY, 1926, TO 30TH JUNE, 1927.

From 1st July, 1925, to 30th June, 1926.	Head of Revenue.	From 1st July, 1926, to 30th June, 1927.	
		Amount.	Amount.
£ s. d. 320,006 6 4 117,476 14 5 88,598 18 2	WHARFAGE RATES—Inward :— Oversea trade... .. Interstate trade Statetrade... ..	£ s. d. 343,140 4 0 139,831 15 4 96,440 5 8	£ s. d. [579,412 5 0
5,814 11 7 3,855 12 4 1,117 6 5	TRANSHIPMENTS :— Oversea trade... .. Interstate trade Statetrade... ..	4,694 15 8 4,135 7 1 1,083 8 9	9,913 11 6
73,922 5 6 6,232 17 3 7,301 1 7	WHARFAGE RATES—Outward :— Oversea trade Interstate trade State trade	75,516 4 7 5,960 2 11 7,213 3 6	88,689 11 0
45,369 19 11 3,015 7 9 1,269 13 8	TONNAGE RATES :— Oversea vessels Interstate vessels State vessels	46,493 10 5 3,579 1 11 1,330 11 9	51,403 4 1
2,164 10 0 719 2 6 616 10 0	BERTHING CHARGES :— Ferry traffic Picnic steamers Other small craft	2,637 0 0 460 0 0 519 7 6	3,616 7 6
106,494 13 7 32,116 16 4 23,074 7 6 18,544 15 9 10,956 4 9 8,249 19 5 291 7 8 9,537 14 2 48,890 7 9 18,121 19 4 1,077 16 8 6,870 18 2	LEASES AND OTHER OCCUPATION:— Wharves and Jetties— Oversea companies Interstate companies State companies Ferry companies Sheds and Warehouses Lands Public baths Hotels... .. Other business premises Residential properties Advertising Other leases	106,897 14 6 34,412 19 5 20,591 6 7 16,787 8 4 12,263 0 5 8,986 14 2 9,699 15 7 49,883 11 2 18,267 12 0 1,302 6 8 15,587 15 2	234,680 4 0
89 0 0 253 2 6 2,700 17 0 267 0 0 7 10 0 248 13 0 3 3 0	LICENSE FEES:— Motor launches Moorings Lighters Ferry steamers, coal-hulks, &c. Watermen's boats Sites, pipe effluents, septic tanks Construction of wharves and jetties... ..	63 0 0 258 2 6 2,886 11 0 255 0 0 6 0 0 230 3 0	3,698 16 6
1,917 1 8 67 12 2 1,038 5 9 321 18 5 3,562 15 8 3,784 18 6 31,519 1 9 1,267 19 6 2,474 3 5 208 9 6 286 15 8	SERVICES RENDERED :— Water supply Fire prevention Dredging at private wharves Cranes, engines, and lifting appliances Telephones on wharves Storage Storage on cargo at open wharves Bond charges... .. Motor lorries... .. Hire of steamers and plant Surveys Miscellaneous	1,988 12 10 29 3 11 498 8 5 344 15 0 783 10 0 3,771 7 3 3,505 14 8 34,773 8 5 870 10 10 2,462 10 9 264 12 0 284 7 1	49,577 1 2
£1,011,770 6 0	Carriedforward... ..	£	1,080,991 0 9

STATEMENT OF REVENUE—*continued.*

From 1st July, 1926, to 30th June, 1926.	Head of Revenue.	From 1st July, 1926 to 30th June, 1927.	
		Amount.	Amount.
£ s. d. 1,011,770 6 0	Broughtforward...	£ £ s. d. 1,080,991 0 9	£ s. d. 1,080,991 0 9
450 3 0	PENALTIES AND FORFEITURES—	278 14 6	278 14 6
25 15 6	RECOVERIES :—		
22 0 5	Recoveries at law	52 2 0	
8,929 14 2	Unclaimed Moneys	27 7 10	
	Other	5,980 5 5	
168 10 0	SALES OF MATERIAL	2 8 10	6,059 15 3 2 8 10
1,021,366 9 1	REPAYMENTS, CREDIT PREVIOUS YEAR'S		1,087,331 19 4
4,164 3 7	VOTES		3,783 4 11
1,025,530 12 8			1,091,115 4 3
9,653 2 6	Less Refunds		7,259 7 1
£1,015,877 10 2	Total	£ £	1,083,855 17 2

S. C. BARNES,
Treasurer and Accountant.

SYDNEY HARBOUR TRUST,
FINANCIAL YEAR, 1926-1927.—REVENUE COLLECTIONS FOR PERIOD, 1ST JULY, 1926,
TO 30TH JUNE, 1927, COMPARED WITH PERIOD, 1ST JULY, 1925, TO 30TH JUNE, 1926.
REFUNDS DEDUCTED.

Head of Revenue.	July, 1925, to June, 1926.		July, 1926, to June, 1927.		Comparison.	
	£	s. d.	£	s. d.	Increase.	Decrease.
Wharfage Rates:—						
Inward—Oversea	313,956	2 7	339,509	7 8	25,553	5 1
Interstate	117,470	14 5	139,831	15 4	22,361	0 11
State	88,598	18 2	96,410	5 8	7,841	7 6
Transhipments	10,771	0 2	9,894	18 6		876 1 8
Outward—Oversea	73,744	12 11	75,461	6 7	1,716	13 8
Interstate	6,232	17 3	5,960	2 11		272 14 4
State	7,301	1 7	7,213	3 6		87 18 1
Total Wharfage Rates	618,075	7 1	674,311	0 2	56,235	13 1
Storage Charges at Open Wharves and Sheds	3,784	18 6	3 482	0 6		302 18 0
Tonnage Rates	49,643	2 1	51,319	6 1	1,670	4 0
Berthing Charges—Ferry Traffic, Picnic Steamers, other Small Craft	3,500	2 6	3,616	7 6	116	5 0
Rents—Wharves, Jetties, Bonded Stores, Sheds, &c.	194,677	12 10	203,127	16 7	8,450	3 9
Rents—Houses, Shops, &c.	86,169	5 0	88,139	19 7	1,970	14 7
Bond Charges	31,519	1 9	34,781	16 5	3,262	14 8
Motor Lorries	1,267	19 6	862	2 10		405 16 8
License Fees—Ferry Steamers, Coal Hulks, Lighters, &c.	2,975	7 0	3,147	11 0	172	4 0
License Fees—Motor Launches	89	0 0	63	0 0		26 0 0
License Fees—Moorings	253	2 6	258	2 6	5	0 0
License Fees—Site Effluent Pipes, Septic Tanks	248	13 0	230	3 0		18 10 0
Miscellaneous	19,509	14 10	16,733	6 1		2,776 8 9
Repayments, Credit Previous Year's Votes	4,164	3 7	3,783	4 11		380 18 8
Totals	£ 1,015,877	10 2	1,083,855	17 2	67,978	7 0

S. C. BARNES,
Treasurer and Accountant.

SYDNEY HARBOUR TRUST.

STATEMENT OF ACTUAL REVENUE EXPENDITURE DURING THE FINANCIAL YEAR, 1ST JULY, 1926, TO 30TH JUNE, 1927.

Financial Year, 1925-26.	Head of Expenditure.	Expenditure, 1926-27.	Totals.
	HEAD OFFICE :—		
£ s. d.	Salaries—	£ s. d.	£ s. d.
8,515 12 1	Secretary and Staff	8,943 17 10	
13,552 10 5	Treasurer and Staff	13,882 0 3	
2,764 3 8	Harbour Master and Staff	2,915 19 9	
10,850 8 11	Engineer-in Chief and Staff	10,664 6 6	
4,911 7 8	Chief Surveyor and Land Valuer and Staff	5,464 3 0	
3,782 13 3	Solicitor and Staff	3,652 18 8	
1,669 15 8	Property Officer and Staff... ..	1,711 2 5	
			47,234 8 5
	Contingencies—		
2.5 15 2	Rates	215 15 2	
1,483 8 2	Stationery and printing	1,631 1 1	
341 19 2	Furniture and fittings	329 18 11	
348 16 6	Advertising	212 1 11	
1,775 0 11	Postages and telephones	1,991 12 9	
1,637 3 4	Cleaning	1,562 18 3	
79 17 0	Insurance	79 17 3	
17 19 1	Legal expenses	23 16 8	
1,146 12 10	Messengers... ..	1,219 5 8	
6,427 19 7	Other	10,180 19 4	
			17,447 7
	COLLECTION OF WHARFAGE :—		
16,870 1 9	Salaries	17,410 2 9	
23 16 6	Other	33 4 9	
			17,443 7 6
	CONTROL OF HARBOUR :—		
2,949 6 9	Beacons and buoys	2,523 9 5	
1 186 1 5	Other	1,371 7 4	
			3,394 16 9
	MAINTENANCE OF WHARFAGE :—		
18,845 9 4	Wharves and jetties	19,192 6 1	
12,892 10 11	Sheds and warehouses	10,452 17 11	
2,998 9 3	Cranes on wharves	4,071 0 5	
645 6 5	Hotels	602 8 9	
3,524 11 5	Other business premises	2,669 16 2	
9,174 16 3	Residential properties	6,894 2 0	
4,626 12 6	Roads and approaches	6,166 9 9	
5,250 17 10	Other properties	2,734 10 0	
3,849 4 5	Plant Repairs	6,345 5 5	
			59,128 16 6
	LIGHTING :—		
1,964 18 1	Wharves	2,237 18 0	
360 10 10	Other properties	568 14 6	
315 7 9	Streets and approaches	337 7 0	
			3,143 19 6
	WATCHING :—		
2,886 5 7	Wharves and jetties		2,863 18 5
147,885 10 5	Carried forward	£	151,156 14 1

STATEMENT OF EXPENDITURE—*continued.*

Financial Year, 1925-26.	Head of Expenditure.	Expenditure, Year 1926-27.	Totals.
£ s. d. 147,885 10 5	Brought forward £	£ s. d.	£ s. d. 151,156 11 1
	DREDGING :—		
		
5,254 5 7	Salaries and wages	5,690 6 6	
4,645 9 3	Repairs to vessels	8,803 12 9	
5,389 11 7	Maintenance of launches	7,172 15 7	
1,016 2 0	Other	985 2 9	22,651 17 7
	SURVEY OF POET:—		
		
767 3 1	Wages	520 2 11	
1,248 19 8	Other	2,335 14 0	2,855 16 11
		
12,350 7 4	FIRE AND OTHER INSURANCES		13,730 10 3
	PREVENTION OF FIRE AMONGST SHIPPING		
2,019 7 2	RATES		2,220 14 4
		
13,501 4 5	... ..		11,581 15 5
	MAINTENANCE—LIFE-SAVING APPLIANCES		
3 12 11	WATER SUPPLY		6 6 7
		
1,151 14 7	... ..		1,364 8 9
		
15,194 12 8	PENSIONS		14,039 1 8
	OTHER EXPENDITURE :—		
18,463 3 3	Bonds and motor lorries	22,483 7 11	
236 7 6	Demolition—wharves and building		
4,541 4 10	Cleaning and garbage	6,041 18 9	
2,146 4 10	Recoverable amounts	1,954 4 7	
9,139 7 4	Wharf patrol service	9,573 11 5	
2,355 14 7	Officers' extended leave prior to retirement	3,230 16 0	
1,014 13 11	Compensation—Liquor Amendment Act...	689 8 7	
1,888 16 6	Rat Extermination	1,462 17 4	
1,050 0 0	Commissioners' Salaries	1,050 0 0	
3,100 18 2	Good conduct leave	4,018 10 2	
452 14 3	Extended — recreation leave — deceased office's		50,504 14 9
		
£254,817 5 10	Total	£	£ 270,112 0 4

S. C. BARNES,
Treasurer and Accountant.

SYDNEY HARBOUR TRUST.

PUBLIC WORKS FUND EXPENDITURE FOR FINANCIAL YEAR 1ST JULY, 1926,
TO 30TH JUNE.. 1927.

	£	s.	d.
Bettington-street Kindergarten Building	22	6	9
Blackwattle Bay Wharf	911	2	2
No. 1 Berth, Circular Quay	42	12	11
No. 5 Berth, Circular Quay	833	8	2
No. 7 Berth, Darling Harbour... ..	66	1	7
No. 28 Berth, Darling Harbour... ..	419	11	6
Nos. 19-22 Berth, Darling Harbour	86	18	0
Nos. 23-24 Berth, Darling Harbour	282	19	10
No. 13 Berth, Darling Harbour	87	2	11
Dawes Point Horse Ferry Dock	39	10	0
No. 11 Berth, Darling Harbour	1,266	14	11
No. 2 Berth, Darling Harbour... ..	3,493	8	3
No. 4 Berth, Darling Harbour... ..	303	2	7
No. 34 Berth, Darling Harbour	3,356	1	4
Fort Macquarie Vehicular Dock	1,761	19	0
Grafton Bonds	9,184	14	7
Hickson-road Workshops... ..	1,184	12	9
“ Lady Hopetoun ”	542	8	2
No. 21 Lower Fort-street	216	13	1
Manly Cargo Jetty, Manly	1,382	10	8
Mosman Bay Pontoon	130	4	10
Oswald's Bond	363	16	1
Plant Account	1,526	17	6
Parbury's Bond	29	2	2
No. 6 Berth, Pyrmont	188	7	3
No. 15 Berth, Pyrmont	12	18	3
Rozelle Bay Lighter Berths	57	19	5
Rozelle Bay Wharf—late T. West	157	14	0
Rozelle Bay Wharfage Scheme... ..	18,291	0	0
Survey Boat	112	12	1
Sydney Harbour Trust Fire Brigade	150	14	4
No. 101 Sussex-street	49	14	0
Nos. 8-9 Berths, Walsh Bay	18	0	9
Wharf adjoining Cargo Wharf, Woolloomooloo	14	4	9
	£46,620	4	7

W.D.LOVERIDGE, President } Commissioners of the
R. T. McKAY, Commissioner, Sydney Harbour Trust.
W. O'CONNOR, Commissioner,

S. C. BARNES,
Treasurer and Accountant.

E. J. E. MIDDLETON,
Inspector of Public Accounts.

The vouchers and documents in support of net disbursements from the Public Works Fund Votes within the period 1st July, 1926, to 30th June, 1927, have been examined as required by the Sydney Harbour Trust Act, 1900. The above total of £46,620 4s. 7d. represents the net disbursements of the Sydney Harbour Trust Commissioners during the period mentioned from such Fund.

F. A. COGHLAN,
Auditor-General.

5th September, 1927.

SYDNEY HARBOUR TRUST.
STATEMENT OF NET CAPITAL EXPENDITURE FROM LOAN VOTES DURING
THE FINANCIAL YEAR ENDED 30TH JUNE, 1927.

Act.	Amount of Vote.	Purpose.	Amount.
	£		£ s. d.
Loan Act 22 of 1925 ...	350,000	Towards construction of works generally	53,803 12 4
Loan Act 25 of 1926 ...	271,200	Towards construction of works generally	271,200 0 0
Loan Expenditure Sus- pense.....		Towards construction of works generally	24,779 7 6
			£349,782 19 10

W. D. LOVERIDGE, President, } Commissioners of the
R. T. McKAY, Commissioner, Sydney Harbour Trust.
W. O'CONNOR, Commissioner,

S. C. BARNES,
Treasurer and Accountant.

E. J. E. MIDDLETON,
Inspector of Public Accounts.

The vouchers and documents in support of the net disbursements within the period 1st July, 1926, to 30th June, 1927, from each of the Loan Votes abovementioned, have been examined, as provided by the Audit Act, and as required under section 77 of the Sydney Harbour Trust Act, 1900; the above total of three hundred and forty-nine thousand seven hundred and eighty-two pounds nineteen shillings and ten pence (£349,782 19s. 10d.) represents the net disbursements made by the Sydney Harbour Trust Commissioners on account of the capital during the above-mentioned period.

5th September, 1927.

F. A. COGHLAN,
Auditor-General.

SYDNEY HARBOUR TRUST.

STATEMENT OF CAPITAL DEBT AT THE 30TH JUNE, 1927.

	£	s.	d.
Capital Debt at 30th June, 1926	10,956,554	14	1
Capital Expenditure by the Commissioners for year ending 30th June, 1927	349,782	19	10
	11,306,337	13	11
Divestment of the following area:—83/5perches, Musgrave-street, Mosman.	£	s.	d.
<i>Gazette</i> No. 79, 17th June, 1927		Nil.	
Deduct:			
Repayments to Loan Votes of previous years :—			
Act No. 27, Geo. V, 1919, Loan Vote—£250,000. Treasury Receipt 435 of 17th June, 1926	£	s.	d.
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 1,521 of 26th August, 1926	21	0	0
Act No. 43, Geo. V, 1910, Loan Votes—£231,000. Treasury Receipt 1,521 of 26th August, 1926	113	16	5
Act No. 25, Geo. V, 1911, Loan Vote—£250,000. Treasury Receipt 1,521 of 26th August, 1926	67	12	4
Act No. 14, Edw. VII, 1903, Loan Vote—£100,000. Treasury Receipt 1,521 of 26th August, 1926	15	16	10
Act No. 56, Geo. V, 1915, Loan Vote—£376,300. Treasury Receipt 1,521 of 26th August, 1926	19	10	7
Act No. 18, Geo. V, 1922, Loan Vote—£300,000. Treasury Receipt 1,521 of 26th August, 1926	203	8	8
Act No. 22, Geo. V, 1923, Loan Vote—£173,000. Treasury Receipt 3,228 of 28th October, 1926	125	11	9
Act No. 22, Geo. V, 1924, Loan Vote—£315,000. Treasury Receipt 3,228 of 28th October, 1926	35	12	8
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 3,908 of 19 November, 1926	16	1	11
Act No. 14, Edw. VII, 1903, Loan Vote—£100,000. Treasury Receipt 3,908 of 19th November, 1926	231	11	3
Act No. 43, Geo. V, 1910, Loan Vote—£231,000. Treasury Receipt 4,711 of 16th December, 1926	86	5	0
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 4,711 of 16th December, 1926	46	18	4
Act No. 56, Geo. V, 1915, Loan Vote—£376,300. Treasury Receipt 4,711 of 16th December, 1926	172	17	10
Act No. 50, Vic. 28, 1886, Blackwattle Bay Wharf—£7,500. Treasury Receipt 4,711 of 16th December, 1926	1,049	10	10
Act No. 5, Geo. V, 1914, Loan Vote—£465,500. Treasury Receipt 7,419 of 28th March, 1927	101	19	10
Act No. 31, Edw. VII, 1904, Loan Vote—£30,000. Treasury Receipt 8,573 of 5th May, 1927	69	11	4
Act No. 5, Geo. V, 1914, Loan Vote—£465,500. Treasury Receipt 9,188 of 27th May, 1927	3,788	7	11
Act No. 22, Edw. VII, 1908, Loan Vote—£150,000. Treasury Receipt 9,188 of 27th May, 1927	13	3	5
Act No. 27, Geo. V, 1920, Loan Vote—£440,000. Treasury Receipt 9,188 of 27th May, 1927	10	17	5
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 9,188 of 27th May, 1927	54	6	3
	104	16	5
		6,348	17 0
Capital Debt at 30th June, 1927	£11,299,988	6	11

W. D. LOVERIDGE, President. }
 R. T. McKAY, Commissioner, }
 W. O'CONNOR, Commissioner, }
 Commissioners of the Sydney Harbour Trust.

S. C. BARNES,
Treasurer and Accountant.

E. J. E. MIDDLETON,
Inspector of Public Accounts.

The figures in the above statement agree with those shown in the books of the Department.

F. A. COGHLAN,
Auditor-General.

SYDNEY HARBOUR TRUST.

SPECIAL DEPOSITS ACCOUNT.

STATEMENT of Receipts and Disbursements during the period 1st July, 1926, to 30th June, 1927.

Deposite.	Balances 30th June, 1926.	Receipts.	Totals.	Disbursements.	Balances, 30th June, 1927.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Contractors	2,473 0 0	3,425 7 4	5,898 7 4	4,081 15 7	1,816 11 9
Key	38 18 0	6 8 0	43 6 0	12 16 0	32 10 6
Wharfage guarantees.....	1,260 19 6	61 10 0	1,322 9 0	48 11 0	1,273 18 6
Suspense	1,755 17 0	16,858 0 0	18,613 17 0	12,720 4 8	5,893 12 4
Unclaimed wages	84 10 9	241 15 5	326 6 2	231 6 10	94 19 4
Fire insurance recoveries	3,788 7 11		3,788 7 11	3,788 7 11	
Stamp duties	84 2 6	479 3 0	563 5 6	541 5 6	22 0 0
<i>Fixed Deposits held by Trust :</i>	9,485 16 2	21,072 3 9	30,557 19 11	21,424 7 6	9,133 12 5
Contractors.....	2,215 0 0	405 0 0	2,620 0 0	1,580 0 0	1,040 0 0
Wharfage guarantees	515 0 0	40 0 0	555 0 0	60 0 0	495 0 0
Store Advance Account	12,215 16 2	21,577 3 9	33,732 19 11	23,064 7 6	10,688 12 5
	21,534 2 5	144,048 6 10	165,582 9 3	147,243 3 5	18,339 5 10
Grind Totals	£ 33,749 18 7	165,565 10 7	199,315 9 2	170,307 10 11	29,007 18 3

S. C. BARNES,
Treasurer and Accountant.

W. D. LOVERIDGE, President, }
R. T. McKAY, Commissioner, }
W. O'CONNOR, Commissioner, }
Commissioners of the
Sydney Harbour Trust.

E. J. E. MIDDLETON,
Inspector of Public Account?.

The above statement represents transactions under the Trust's Funds and Store Advance Account within the period 1st July, 1926, to the 30th June, 1927, and the balance shown opposite each account as at 30th June, 1927, is accurate.

F. A. COGLAN,
Auditor General.

5th September, 1927.

SYDNEY HARBOUR TRUST.

SYDNEY HARBOUR TRUST COMMISSIONERS IN ACCOUNT WITH THE STATE TREASURER.

SINKING FUND AND SURPLUS REVENUE ACCOUNT TO 30TH JUNE, 1927.

	£ s. d.	£ s. d.	1927. £ s. d.
1926. 30 June	To Balance brought forward— Sinking Fund Account to 30th June, 1912 177,012 0 0		1927. 30 June. By Balance carried forward..... 1,540,959 7 1
	Surplus Revenue Account from 1st July, 1912, to 30th June, 1926 1,170,007 17 9	1,341,701 17 9	
1927. 30 June.	„ Surplus for the year 1926-27	193,939 9 4	
	£ 1,540,959 7 1		£ 1,540,959 7 1
1927. 30 June.	„ Balance.....	1,540,959 7 1	

S. C. BARNES,
Treasurer and Accountant.

W. D. LOVERIDGE, President, }
R. T. McKAY, Commissioner, }
W. O'CONNOR, Commissioner, }
Commissioners of the
Sydney Harbour Trust.

E. J. E. MIDDLETON,
Inspector of Public Accounts

F. A. COGLAN,
Auditor-General.

6th September, 1927.

SYDNEY HARBOUR TRUST.

TABLE SHOWING THE TRUST'S POSITION FOR EACH YEAR OF ITS EXISTENCE.

11TH FEBRUARY, 1901, TO 30TH JUNE, 1927.

Year ended 30 June.	Revenue Receipts.	Revenue Expenditure	Capital Expenditure	Total Capital Debt.	Interest.	Expenditure, renewals, and replacements	Surplus.	De-ficiency.
	£	£	£	£	£	£	£	£
1901*...	58,318	11,275	.....	4,692,782	55,554	.....	.....	8,513
1902...	219,706	75,692	84,759	4,806,534	169,874	.....	.....	25,860
1903...	256,145	86,172	126,961	4,950,299	173,112	.....	.....	3,139
1904...	261,677	83,765	81,705	5,030,209	177,906	.....	6	.....
1905...	253,581	76,776	46,313	5,074,422	180,966	.....	.....	4,161
1906...	270,689	80,027	38,879	5,112,417	178,779	.....	11,883	.....
1907...	297,942	82,669	45,011	5,137,646	184,074	.....	31,199	.....
1908...	327,525	90,782	90,424	5,227,360	189,265	.....	47,478	.....
1909...	334,368	103,882	113,955	5,338,108	191,532	.....	38,954	.....
1910...	337,047	107,793	144,207	5,482,060	191,246	34,970	3,038	.....
1911...	373,755	119,531	216,130	5,697,756	200,845	23,650	29,729	.....
1912...	411,649	113,963	439,141	6,136,670	212,842	28,446	56,398	.....
1913...	450,281	122,968	398,592	6,535,853	221,049	29,610	76,654	.....
1914...	469,529	130,773	463,187	6,992,932	248,088	30,706	59,962	.....
1915...	464,681	133,156	376,060	7,367,922	263,478	28,202	39,845	.....
1916...	489,721	144,972	603,489	7,948,756	289,286	26,979	28,484	.....
1917...	511,980	140,616	650,528	8,598,939	330,954	24,970	15,441	.....
1918...	576,459	151,017	211,506	8,796,521	348,023	19,837	57,582	.....
1919...	618,901	159,821	220,278	8,691,972	336,823	20,079	102,178	.....
1920...	658,313	186,458	268,054	8,959,887	353,037	19,992	98,826	.....
1921...	797,211	224,676	492,149	9,449,213	438,210	20,088	114,237	.....
1922...	827,122	236,058	423,712	9,868,165	488,552	25,062	77,450	.....
1923...	852,242	229,849	279,728	10,129,113	514,756	23,766	83,871	.....
1924...	897,357	247,007	274,855	10,417,859	528,743	29,877	91,730	.....
1925...	970,403	247,842	240,432	10,644,468	526,945	35,199	160,418	.....
1926...	1,015,878	258,117	316,368	10,956,555	554,446	39,984	163,330	.....
1927...	1,083,855	273,412	349,783	11,299,989	569,884	46,620	193,939	.....
Total...	14,086,335	3,919,069	6,996,206	11,299,989	8,118,269	508,037	1,540,959†	.....

* 11th February, 1901, to 30th June, 1901.

† Total surplus, deficiencies deducted.

S. C. BARNES,

Treasurer and Accountant.

SYDNEY HARBOUR TRUST.

SUMMARY OF VESSELS ENTERING THE PORT OF SYDNEY DURING THE TWELVE MONTHS ENDED 30TH JUNE, 1927, TOGETHER WITH THE FIGURES FOR THE THIRTEEN PREVIOUS YEARS.

Month.	Oversea and Inter-State.									State.						Totals.			
	No. of Vessels.			Tonnage.						No. of Vessels.		Tonnage.				No. of Vessels, Steam, Motor, and Sail.	Tonnage.		
				Steam.		Motor.		Sail.				Steam.		Sail.			Net.	Gross.	
	Steam.	Motor.	Sail.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Steam.	Sail.	Net.	Gross.	Net.	Gross.				
1926-																			
July	177	15	1	494,997	825,729	47,654	78,630	1,843	2,142	514	9	150,286	309,961	5,913	6,579	716	700,693	1,223,041	
August	198	10	1	572,006	952,142	29,195	48,552	166	251	513	11	140,312	291,855	7,227	8,041	733	748,906	1,300,841	
September	213	8	1	659,635	1,089,609	33,151	54,567	200	230	472	6	131,533	273,602	3,942	4,386	700	828,461	1,422,394	
October	204	14	1	648,235	1,070,922	32,004	54,040	286	334	492	.....	138,210	291,224	.....	.....	711	818,735	1,416,520
November	243	16	1	737,151	1,224,900	50,280	91,019	1,523	1,817	496	3	139,582	289,988	1,971	2,193	759	936,507	1,609,917	
December	201	9	2	628,304	1,046,924	26,447	43,479	4,368	4,833	483	7	146,317	301,197	4,599	5,117	702	810,035	1,401,550	
1827—																			
January	209	11	1	632,532	1,059,209	40,718	67,257	2,346	2,453	455	—	129,512	269,773	.....	.....	676	805,108	1,398,692
February	219	16	.....	649,041	1,077,326	48,543	80,117	.....	.....	416	.....	123,983	257,761	.....	.....	651	822,167	1,415,204
March	206	13	4	654,601	1,098,151	45,911	75,623	2,276	2,764	482	.....	137,250	285,042	.....	.....	705	840,044	1,401,580
April	194	14	1	603,627	999,291	40,610	67,421	115	259	357	2	106,622	219,951	1,314	1,462	568	752,288	1,288,384	
May	211	11	.....	605,231	1,013,253	39,660	65,565	.....	.....	498	10	141,376	294,701	6,570	7,310	730	792,837	1,380,829
June	186	13	2	495,394	825,556	43,977	72,672	378	485	505	9	145,530	302,554	5,913	6,579	715	691,192	1,207,846	
Total for years ending—																			
30th June, 1927	2,461	150	15	7,381,354	12,283,012	484,150	798,942	13,501	15,568	5,683	57	1,630,519	3,387,609	37,449	41,667	8,366	9,546,973	16,526,798	
30th June, 1926	2,256	86	21	6,913,831	11,494,932	303,695	498,253	16,087	18,398	5,265	24	1,468,389	2,932,511	15,768	17,536	7,652	8,717,770	14,961,630	
30th June, 1925	2,462	.....	20	7,515,212	12,423,910	.....	.....	10,543	13,152	5,582	28	1,600,979	3,181,478	4,941	5,449	8,092	9,131,675	15,623,989
30th June, 1924	2,547	.....	46	7,320,015	12,132,362	.....	.....	44,273	50,752	5,847	78	1,629,283	3,220,807	28,466	31,651	8,518	9,022,037	15,435,632
30th June, 1923	2,452	.....	51	7,162,252	11,775,998	.....	.....	39,649	44,849	5,805	69	1,585,027	3,197,639	20,504	29,502	8,377	8,813,432	15,047,988
30th June, 1922	2,194	.....	48	5,984,820	9,869,294	.....	.....	24,298	27,524	6,146	94	1,488,078	2,797,235	44,165	48,038	8,482	7,541,361	12,742,991
30th June, 1921	2,113	.....	92	5,524,491	9,063,339	.....	.....	77,269	87,280	6,343	150	1,587,434	3,204,868	47,059	53,208	8,698	7,230,253	12,408,695
30th June, 1920	1,629	.....	113	4,318,833	7,028,940	.....	.....	69,026	79,241	5,632	171	1,375,254	2,782,412	40,271	45,829	7,545	5,803,384	9,936,428
20th June, 1919	1,791	.....	131	3,712,216	6,049,044	.....	.....	134,699	151,558	5,412	165	1,271,916	2,567,579	33,835	37,909	7,499	5,152,666	8,806,090
30th June, 1918	1,738	.....	126	3,809,666	6,152,137	.....	.....	130,568	155,527	5,468	206	1,341,710	2,707,000	38,456	43,904	7,538	5,320,400	9,058,568
30th June, 1917	2,026	.....	127	5,000,450	.....	.....	.....	107,841	.....	6,100	200	1,576,907	.....	40,630	.....	8,453	6,725,828	.....
30th June, 1916	2,331	.....	152	5,589,677	.....	.....	.....	136,511	.....	6,571	241	1,762,430	.....	46,659	.....	9,285	7,535,277	.....
30th June, 1915	2,452	.....	70	6,290,718	.....	.....	.....	67,980	.....	6,640	304	1,761,927	.....	43,708	.....	9,466	8,164,333	.....
30th June, 1914	2,739	.....	120	7,418,856	.....	.....	.....	133,894	.....	6,894	389	1,827,636	.....	56,924	.....	10,142	9,437,310	.....

NOTK.—The tonnage of Oversea and Interstate vessels which proceeded to Newcastle and then returned to port with bunker coal is included in the figures representing the tonnage of Oversea and Interstate arrivals. The tonnage for the year ended 30th June, 1927, when compared in the aggregate with that for the year ended 30th June, 1926, shows an increase of 829,203 tons net, and an increase of 1,565,168 tons gross; steam vessels show an increase of 623, motor vessels show an increase of 64, and sailing vessels show an increase of 27. During the year 1917-1918, however, the shipping figures were affected by the general industrial strike, and again in 1918-1919 by the seamen's strike, and in 1919-1920 by the engineers' and stewards' strikes, and also slightly in 1922-1928 by the Newcastle coal trouble, and in 1924-1925 by the maritime strike, and again in 1926-26 1 y the british seamen's strike, irritation and Federated Engine Drivers' strikes. On account of the outbreak or war on 4th August, 1914, the shipping of this port has been considerably affected, as indicated by the figures for the years ended 30th June, 1914 to 1926, inclusive. It will be noted that the tonnage of vessels entering the port for the period of 12 months ended 30th June, 1927, exceeds, by 109,663 net tons, that of the 1914 period, and is the greatest in the history of the port.

SYDNEY HARBOUR TRUST.

GOODS EXPORTED TO OVER-SEAS AND INTER-STATE PORTS DURING THE TWELVE MONTHS ENDED 30TH JUNE, 1927, AND ON WHICH WHARFAGE WAS COLLECTED.

Items.	Oversea.	Interstate.
	tons.	tons.
Bones	599	.....
Bran, pollard, sharps	4,697	7,583
Butter	9,882	3,666
Cement	266	10,052
Coal	1,077	2,180
Coal—bunker		.....
Coke	3,738	8,988
Copper ... ..	.....	35
Eggs	4,106	.....
Fats—animal	164	119
Fertilizers	4,005	3,176
Flour... ..	135,691	18,240
Glue pieces, sinews	249	.....
Grain—wheat	276,190	28,197
Hares and rabbits... ..	10,724	.....
Hides	8,530	2,347
Hoofs and horns	1,138	15
Leather	5,227	1,861
Margarine	36	2,141
Meals and mill offals	69	113
Meat—frozen	22,396	933
Oil cake	515	1,800
Oliene	32	.....
Ores	3,235	55
Preserved meats	3,429	1,459
Skins—furs	21,130	77
Skins, sheep... ..	25,712	1
Stearine	603	5
Tallow	28,597	176
Tin—ingots	1,341	168
Wool—bales 1,147,090	458,836	(bales 12,593) 5,037
Totals	1,032,214	98,424

PARTICULARS OF PRINCIPAL ITEMS TRANSHIPPED.

Principal Items transhipped at the Port during the twelve months ended 30th June, 1927.

Items.	Oversea.	Interstate.	State.
Benzine tons	.....	.....	.....
Copra "	29,404	34	63
Copper "	68	371	2,253
Cables—copper and wire "	4	.....	2,163
Copper—ore ... .. "	.....	16	.....
Earths—red oxide "	1,152	.....	1,286
Iron—galvanised "	147	.....	.....
Iron—other ... .. "	.....	.....	97
Kerosene "	3,207	.....	.....
Lead ... .. "	.....	68,357	1
Liquid Fuel "	26,569	.....	.....
Milk preserved "	710	356	1,511
Motor spirits and refined mineral oils "	1,612	.....	.....
Ores "	3,272	67	1,321
Oils—other "	463	.....	.....
Steel—rolled and drawn "	495	42	.....
Tallow "	740	.....	1,080
Timber, sawn and rough ... spr.ft.	3,935,726	181,444	13,105,806
Wire—other tons	20	.....	1,479
Wool bales	11,765	2,618	.....
Zinc tons	.....	2,875	.....

SYDNEY HARBOUR TRUST.

STATEMENT OF TONNAGE AND VALUES OF GOODS IMPORTED INTO THE PORT OF SYDNEY FOR THE YEARS ENDED 30TH JUNE 1927, 1926, AND 1914.

Items.	Oversea.	Interstate.	State.	Totals
Total tonnage for the year ended—				
30th June, 1927	1,995,693	972,396	1,914,442	4,882,531
30th June, 1926	1,879,810	821,872	1,677,457	4,379,139
30th June, 1914	1,939,703	912,661	2,228,906	5,081,270
Values of imports for the year ended—	£	£	£	£
30th June, 1927	67,633,524	25,935,513	11,736,902	105,305,939
30th June, 1926	61,616,002	21,834,431	12,138,481	95,588,914
30th June, 1914	32,126,091	13,636,210	7,850,729	53,613,030

SYDNEY HARBOUR TRUST.

RETURN SHOWING THE EXPORTS OYERSEA FROM THE PORT OF SYDNEY DURING THE YEARS ENDED 30TH JUNE, 1925, 1926, AND 1927.

Article.	Unit.	1925.		1926.		1927.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Animals—living	£		87,961		67,058		69,315
utter	lb.	38,697,165	2,583,883	24,096,546	1,724,154	16,473,854	1,140,590
Coal	ton.	5,317	7,318	2,138	3,217	2,241	3,146
Copper—Ingots and matte	cwt.	65,954	220,263	56,076	191,362	25,633	81,931
Gold—Coined and uncoined	£		99,213		3,204,991		10,278,191
Wheat	cental	19,095,326	11,106,222	6,443,021	3,523,022	6,457,147	3,030,891
Flour	cental	2,601,528	1,907,571	3,316,339	2,288,724	3,059,332	1,984,594
Leather	£		388,662		441,576		413,528
Frozen beef	lb.	7,990,550	131,915	4,346,506	71,534	8,094,431	132,637
Meats—Frozen mutton and lamb	{ carcass	{ 394,944	491,537	{ 752,531	905,997	{ 1,069,730	808,242
	lb.	15,876,228		30,456,032		42,479,484	
Hares and rabbits	pair	3,198,080	291,600	3,467,285	335,610	2,837,433	252,646
Oils—Coconut	cwt.	4,679	13,220	2,851	7,703	50,682	9,948
Ores and concentrates	cwt.	6,668	12,551	28,909	12,361	34,603	14,250
Skins—Hides	No.	504,594	573,940	341,297	423,375	410,250	424,627
Babbits and hares	lb.	10,835,628	2,110,142	11,004,446	2,231,637	11,860,570	2,437,010
Sheep	No.	1,732,266	1,127,848	2,560,246	1,074,637	3,025,546	1,133,003
Other	£		332,648		438,883		764,679
Silver, lead concentrates and ores	cwt.	13,254	12,145	34,598	33,850	58,748	51,158
Tallow	cwt.	286,026	582,075	300,672	575,566	436,292	740,122
Timber	sup. foot.	13,027,429	267,039	12,911,661	253,195	10,307,258	195,959
Tin ingots	cwt.	30,975	386,255	31,669	430,934	32,719	483,365
Wool—Greasy, scoured, and tops	bale,	{ 701,656	26,610,657	{ 1,080,275	25,876,179	{ 1,159,691	28,444,587
	lb.	223,386,356		333,276,667		368,424,421	
Bones	cwt.	7,792	7,471	16,192	13,185	11,822	7,605
Glue pieces and sinews	cwt.	5,323	21,475	7,566	17,163	6,444	8,878
Hoofs and horns	£		14,522		15,941		9,688
Lead—Pig and matte	cwt.	1,857,535	3,280,026	1,233,485	2,115,320	1,476,170	2,193,797
Meats—Preserved in tins	lb.	3,936,092	112,932	3,786,003	128,499	5,999,467	211,101
All other articles	£		5,406,592		5,794,629		5,607,768
Totals			£58,187,683		£52,200,302		£60,933,256

SYDNEY HARBOUR TRUST—SUMMARY OF GOODS IMPORTED AT SYDNEY DURING THE YEARS ENDED 30TH JUNE, 1914, 1926 AND 1927.

(For particulars of principal items transhipped in the port, see page 17.)

* 46441-0

Articles.	Oversea.						Interstate.						State.					
	1914.		1926.		1927.		1914.		1926.		1927.		1914.		1926.		1927.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Acid—Sulphuric				1		2												
Tarturii		348		263		336		9		18								
Other		375		651		823		46		496		519				1		1
Advertising matter		495		730		966		254		476		172		1		12		9
Aeroplanes and parts				20		73				18					2			
Agricultural implements		10,629		6,835		6,293		10,185		6,003		6,540				51		31
Ale, beer, and stout		16,656		2,127		1,862		1,187		1,062		1,010		2,343		57		74
Alkalies—Caustic		1,563		2,376		2,962		2		54		110				5		2
Soda ash		4,630		10,134		11,781				115		6				15		
Soda, carb., bicarb.		1,941		2,367		2,739				2		2						2
Sodium		106		79		18		9										
Other		1,051		18		47		13		45		142		4		4		
Alum.....		101		145		169		2		9		1						
Ammonia		90		8		93		196		249		265				31		29
Animals—Calves											4		14,290		2,864		1,704	
Horses	324		155		162		577		240		188		865		263		294	
Horned cattle.....	22		59		64		77		59		62		5,766		3,054		2,652	
Pigs			3		1				30		18		64,986		46,167		40,534	
Sheep.....			845		3,990				3,450		1,252				175			
Other.....		773		115		36		1,082		14		32		19		22		24
Arms and ammunition.....		567		781		648		109		163		180				1		2
Arrowroot.....		52						153		189		221				1		1
Asbestos.....		2,328		198		410		73		3		6				1		1
„ crude.....				2,746		3,115						1						
Asphaltum and bitumen		2,384		12,136		19,620		11		78		1				94		2
Ashphaltum powder				599		447												
Bacon and hams.....		48		306		239		1,833		3,299		2,486		4,788		5,020		4,974
Bugs—Bran		3,436		4,234		2,921		180		83		188						
Corn sacks		11,925		14,566		18,075		1		268		676						
Second-hand		272		3,736		1		229		181		386				1		32
Woolpacks		4,109		8,196		10,000		172		116		270						
Other		9,986		1,533		1,298		172		152		248		588		114		214
Ballast.....		17,013		347		5,165								400				
Bamboos, rattans, &c		1,465		2,405		1,998		9		34		34						
Bananas—Bunches.....	574,153		134		175		94,134											
Cases	26,155		1,868		2,658		26,068		3,453	12,258	5,361	10,221	4,681	2,477	84,476	3,110	57,213	2,929
Bark.....		2,006		455		1,078		3		1		1		2,631				
Bass.....		53		109		64												
Bathbricks		73		32		21												
Benzine.....		12,950		1,352		679		1		1,655		372				14		13
Biscuits and cakes.....		298		282		428		140		13		19		91		6		5
Blacking.....		24		62		24		517		646		682				1		3
Bluestone (sulphate of copper)		239		194		99		202		1						123		181
Boats.....		61		70		28		170		26		32		32		93		108
Bones.....		120		148		121		1,876		829		904		1,001		568		601
Books and periodicals.....		4,246		4,956		5,151		670		343		388				28		27
Boots, shoes, etc.....		3,844		1,469		1,705		4,178		2,796		2,279		32		53		49
Borax.....		320		499		499		3				4						
Bottling material		360		248		278		12		377		403				1		
Bran and pollard						113		23		172		5,068				2		
Bricks.....		4,786		211		22				1		116						21
Brushware.....		781		1,023		969		145		248		364		9		35		40
Butter.....		4		571		2,558		840		167		358		21,491		30,268		24,136
Candles, tapers, night lights..		380		52		77		296		402		385		1,303		836		639

SUMMARY OF GOODS IMPORTED—*continued.*

Article.	Oversea.						Interstate.						State.					
	1914.		1926.		1927.		1914.		1926.		1927.		1914.		1926.		1927.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Canvas and oauvaB Hoods.....	1,314	1	1,859	1	2,107	1	36	.....	77	.....	94	.....	.....	.....	.....	9	.....	1
Caramel, caramel paste, and cocoa butter.....	129	.....	900	.....	1,041	.....	17	.....	121	.....	156	.....	.....	.....	.....	.....	.....	.....
Carbide of calcium.....	4,772	.....	934	.....	441	.....	.....	.....	808	.....	1,074	.....	.....	.....	.....	.....	.....	.....
Casks, barrels, &c.....	29	.....	.....	.....	4	.....	.....	.....	38	.....	94	.....	.....	.....	.....	.....	.....	.....
Casks, barrels, &c. (shooked).....	493	.....	66	.....	46	.....	.....	.....	286	.....	228	.....	.....	.....	.....	.....	.....	.....
Cement.....	12,312	.....	2,107	.....	1,683	.....	544	.....	6,525	.....	5,243	.....	.....	.....	1,025	.....	.....	4,436
Cement, Fibro.....	4,952	.....	88	.....	10	.....	76	.....	2	.....	2	.....	.....	.....	.....	.....	.....	1
Chaff.....	.....	.....	.....	.....	.....	.....	32,801	.....	16	.....	7,756	.....	33	.....	3	.....	.....	2
Cheese.....	196	.....	668	.....	536	.....	615	.....	862	.....	879	.....	3,170	.....	3,044	.....	.....	3,138
Chicory.....	12	.....	.....	.....	27	.....	283	.....	450	.....	511	.....	.....	.....	.....	.....	.....	.....
Chinaware, includ'g porcelain.....	2,433	.....	6,213	.....	6,693	.....	26	.....	149	.....	107	.....	.....	.....	2	.....	.....	8
Clocks, watches, &c.....	1,008	.....	1,136	.....	1,468	.....	23	.....	26	.....	27	.....	.....	.....	4	.....	.....	4
Coachbuilding materials.....	2,768	.....	312	.....	161	.....	66	.....	35	.....	18	.....	.....	.....	48	.....	.....	2
Coal.....	.....	.....	.....	.....	.....	.....	.....	.....	47	.....	.....	.....	629,130	.....	743,995	.....	.....	881,506
Coal, bunker.....	.....	.....	50	.....	1,084	.....	.....	.....	.....	.....	.....	.....	1,039,329	.....	378,095	.....	.....	465,093
Cocoa and beans.....	1,095	.....	2,676	.....	2,435	.....	111	.....	972	.....	606	.....	.....	.....	1	.....	.....	1
Cocoonut, desiccated.....	379	.....	1,495	.....	1,670	.....	24	.....	7	.....	24	.....	.....	.....	1	.....	.....	5
Coffee and beans.....	423	.....	1,207	.....	995	.....	52	.....	75	.....	72	.....	.....	.....	.....	.....	.....	.....
Coke, charcoal, &c.....	8	.....	7	.....	16	.....	.....	.....	.....	.....	.....	.....	296	.....	8	.....	.....	406
Composition boards, mill- boards, strawboarda, wood pulp.....	7,598	.....	17,047	.....	16,848	.....	2,038	.....	7,683	.....	9,226	.....	.....	.....	16	.....	.....	6
Confectionery, edible and ornamental.....	6,101	.....	895	.....	702	.....	3,481	.....	8,668	.....	10,218	.....	.....	.....	59	.....	.....	208
Copper.....	695	.....	612	.....	1,023	.....	61	.....	8	.....	5	.....	5	.....	28	.....	.....	25
Copper—Ingots.....	1	.....	.....	.....	.....	.....	4	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	8
Matte.....	.....	.....	.....	.....	.....	.....	71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ores.....	376	.....	.....	.....	.....	.....	77	.....	4	.....	518	.....	13	.....	.....	.....	.....	.....
Produce of Common- wealth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	356	.....	.....	701
Copra.....	5,326	.....	5,690	.....	6,711	.....	18	.....	18	.....	41	.....	.....	.....	5	.....	.....	25
Cordage and rope.....	2,708	.....	606	.....	1,200	.....	1,595	.....	1,191	.....	1,399	.....	.....	.....	1	.....	.....	2
Cork.....	2,312	.....	4,352	.....	3,105	.....	250	.....	32	.....	61	.....	.....	.....	.....	.....	.....	.....
Cotton, raw.....	.....	.....	949	.....	1,841	.....	.....	.....	793	.....	1,170	.....	.....	.....	.....	.....	.....	.....
„ waste.....	1,626	.....	1,460	.....	1,308	.....	17	.....	22	.....	50	.....	.....	.....	3	.....	.....	.....
Cream of tartar.....	1,164	.....	1,064	.....	1,104	.....	23	.....	146	.....	23	.....	.....	.....	7	.....	.....	2
Currants, raisins, sultanas.....	91	.....	23	.....	43	.....	2,363	.....	4,557	.....	5,321	.....	.....	.....	8	.....	.....	16
Cyanide.....	126	.....	129	.....	111	.....	4	.....	4	.....	9	.....	.....	.....	.....	.....	.....	.....
Cycles and parts.....	1,564	.....	4,559	.....	3,800	.....	145	.....	278	.....	292	.....	51	.....	165	.....	.....	237
Dates.....	1,299	.....	2,399	.....	2,145	.....	3	.....	38	.....	18	.....	.....	.....	1	.....	.....	.....
Dextrine.....	118	.....	174	.....	154	.....	2	.....	7	.....	5	.....	.....	.....	.....	.....	.....	.....
Disinfectants, dips, &c.....	1,557	.....	1,336	.....	397	.....	344	.....	258	.....	275	.....	.....	.....	3	.....	.....	2
Drapery, millinery, mercery, hats, &c.....	71,408	.....	55,992	.....	61,212	.....	13,431	.....	10,880	.....	12,351	.....	473	.....	944	.....	.....	984
Drugs, medicines, chemicals.....	11,928	.....	9,383	.....	12,327	.....	1,391	.....	2,831	.....	3,124	.....	130	.....	201	.....	.....	647
Dyes.....	333	.....	333	.....	447	.....	84	.....	86	.....	81	.....	.....	.....	.....	.....	.....	1
Earthenware.....	14,561	.....	9,254	.....	10,070	.....	1,954	.....	439	.....	994	.....	1,284	.....	27	.....	.....	14
Karths, minerals, sand, &c.....	501	.....	4,492	.....	8,899	.....	100	.....	1,242	.....	749	.....	1,848	.....	3,023	.....	.....	1,958
Eggs—In shell.....	1	.....	.....	.....	.....	.....	599	.....	349	.....	304	.....	4,597	.....	2,307	.....	.....	1,928
Other.....	10	.....	4	.....	19	.....	519	.....	794	.....	1,151	.....	.....	.....	.....	.....	.....	.....
Electrical goods.....	7,643	.....	9,161	.....	16,566	.....	308	.....	1,597	.....	2,463	.....	.....	.....	77	.....	.....	102
Empty returns.....	2,767	.....	3,285	.....	3,444	.....	19,291	.....	41,322	.....	40,962	.....	.....	.....	57,235	.....	.....	69,177
Essences, &c.....	488	.....	218	.....	189	.....	248	.....	148	.....	159	.....	.....	.....	2	.....	.....	2
Explosives.....	2,122	.....	1,918	.....	1,809	.....	37	.....	1,616	.....	1,814	.....	.....	.....	.....	.....	.....	19
Fan??v goods.....	5,843	.....	5,445	.....	6,227	.....	571	.....	586	.....	680	.....	.....	.....	25	.....	.....	13

SUMMARY OF GOODS IMPORTED—continued.

Articles.	Oversea.						Interstate.						State.					
	1914.		1926.		1927.		1914.		1928.		1927.		1914.		1928.		1927.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Felt		2,250		760		577		12		1,099		1,048						
Fibre—Flax, hemp		280		40		226		43										
Other		365		2,500		2,813		64		14		17					1	
Fireclay, manufactured and fire lumps.....		2,330		1,289		1,465		57		182		106					5	5
Fireworks, fuses, &c.		437		438		449		35		131		148						
Fish—Fresh or preserved by cold process.....		677		638		779		388		68		31		8,538		5,251		6,907
Oysters—Fresh		6		5				19						1,369		1,041		1,145
Preserved, &c.		6,805		9,962		10,653		340		658		562		27		41		50
Floor coverings		9,353		15,594		17,093		197		282		306				18		33
Flour		3		23		22		1,935		1,980		2,806				45		57
Fodder—compressed.....		8		255		1,126		174		821		1,801		92		6		3
Fruit Fresh, cases	183,019		8,683		19,406		1,552,230		1,004,195		1,399,204		166,654		166,552		158,769	
Canned, preserved, or pulped.....		1,177		632		1,153		8,205		10,094		12,918		26		23		22
Furniture.....		6,700		1,814		1,954		2,990		340		292				52		111
Furs		53		151		261		5		10		44						
Gas, carbonic acid, and other		1,330		511		369		140		451		433				1		1
Gelatine		753		119		107		20		62		56						
Ginger		490		481		718		23		117		26				2		
Glass and glassware, including bottles		30,457		26,956		24,281		1,230		2,405		2,539		1,115		986		1,133
Glucose.....		1,026		564		430		40		3,134		3,897						
Glue		235		296		263		40		311		289						1
Glue pieces and sinews		49		1,501		1,778		145		4,183		4,394		142		270		234
Gold-Bullion.....		9		3		6		4										
Grain—Barley						6		2,901		9,545		7,641						1
Maize	13,027		21,665		13,717		8,203		3,140		1,769		23,542			6,880		3,658
Oats	661		3,254		1,009		26,177		3,944		6,928					1		3
Other	224		16		16		20		50		32		24					7
Peas and beans	600		446		639		1,992		2,280		2,323		40			1		
Wheat	13				14		3		19		4,186					3		4
Grain and pulse, prepared and manufactured.....		221		308		619		1,431		3,850		4,331		95		4		6
Grease, excluding tar	1,392		1,321		1,548		119		74		121					46		18
Grindery.....	601		192		259		213		324		455							
Gums, &c., other than residual	299		1,008		1,118		62		137		195		6			2		8
Gypsum	31		135		35		4,626		8,863		15,112							
used as a fertilizer.....																		
Hair	251		525		239		282		266		269		119			102		125
Hardware, including manufactures of metals, cutlery tools of trade, &c.	69,397		50,980		51,146		5,494		7,101		9,348		1,352		1,345			2,413
Hay—Oaten and lucerne	5		228		228		888		153		279		6,097		7,168			4,209
Hemp, tow, &c.	4,427		4,156		4,136		93		85		23							
Hessian	4,981		6,458		4,731		93		133		162					11		7
Hides and calf skins	2,289		2,889		3,110		10,086		6,733		3,898		7,111		3,819			3,826
Hoofs and horns	173		155		137		210		60		36		110		150			142
Honey	1						233		226		308		179		143			120
Hops	628		113		141		1,173		1,403		1,868							
Ink	745		1,244		1,115		117		208		229							
Instruments (scientific, excluding optical goods)	161		312		280		38		11		6					1		1

SUMMARY OF GOODS IMPORTED—continued.

Articles.	Oversea.						Interstate.						State.					
	1914.		1926.		1927.		1914.		1926.		1927.		1914.		1926.		1917.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Iran—Galvanized.....		32,788		15,104		18,789		330		754		247		5		97		32
Other.....		18,685		7,715		6,023						342			48			116
Other — Produce of Commonwealth															378			356
Pig		28,273		449		319		71							6			18
„ Produce of Commonwealth										1,079						677		432
Scrap		6,036		771		50		10		4855				40		113		142
Jawis and Jellies.....		412		119		94									9			23
Jewellery.....		94		13		80		1				1						
Jute.....		48				67		1		9								
Jute & coir goods, & matting.....		1,880		1,710		1,191				18		1						
Kapok.....		9,180		5,496		5,841				3,915		42			2			
Kerosene—Incense.....		24,051		82,307		28,784				18		3,388			2			239
Inbulk.....		7,630		5,255		6,962				113		10			1			9
Lampware.....		3,999		4,563		4,374				33		155			4			47
Lanterns, films, &c.....		465		714		382				412		48			30			124
Lard.....		157				7				4,449		386		178		153		210
Lard oil, refined fats.....		167				80				10,610		2,733			218			97
Lead.....		147		114		93				1		9,644			90			
Leaf and foil of any metal.....		48		176		216				2,167		4						166
Leatherware.....		1,709		702		751		1,820				1,823		178		181		
Lieoriee.....		83				141				43		324						1
Lime.....		16		19		4		20				1				10		1
Lime.....		3,889		17,944		12,797		102		8,444								
Lime.....				7,098		34,746						8,428						
Liquid fuel.....																		
Macaroni and vermicelli.....		186		238		344		24		104		117						
Machines and machinery.....		44,036		43,504		53,801		6,099		7,545		9,095		575		703		1,018
Malt and malt extract.....		960		66		71		8,829		8,525		9,578			1			
Maures—Acid Phosphates		3																
Blood, dried.....				1				76				25						
Bone Ash.....		13						143										
Guano.....																		
Nitrate of Soda.....		638		1,238		1,232				30		25						
Phosphates.....		25		2		15		50										
Phosphatic rock.....		14,637		1,000				1,578		200								
Potash.....		65		746		472												
Superphosphates.....		3,246				2												
Other.....		98		102		16		819		4		3		47				
Matches, and matchmaking materials.....		3,680		5,335		4,908		1,658		1,659		1,445				9		5
Meat—fresh or preserved by cold process.....		4		449		311		1,152		2,378		854		376		338		328
Melons, pumpkins, squashes.....				1,844		990,092		425,630		252,302		252,968		94,077		124,176		
Metals.....		1,919		620		1,250		275		395		471		57		80		126
Milk and cream—fresh or preserved.....		830		193		46		4,140		6,091		8,108		35		3,233		1,899
Millet—broom or corn.....		322		128		14		11		2		149		420		235		295
Miscellaneous.....		1,020		1,804		4,485		463		2,029		1,553		2,119		983		1,568
Molasses, syrups, &c.....		6,850		5,398		7,656		1,810		6,258		9,024		3,999		8,552		6,428
Motorcars.....		19,932		63,918		74,385		1,588		3,354		2,733		462		2,513		2,551
Motor-carparts.....		3,267		61,513		74,303		99		37,811		75,409				111		123
Motor spirits, gasoline, &c.....		5,972		148,302		188,749				3,380		2,550				89		266
Mouldings, timber and metal.....		738		252		50		536		107		84						1