

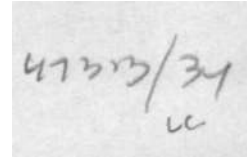
REF	The Sydney Harbour
387.16/	Commissioners' twenty-eighth
SYD	report being for the year ended
4050	30th June, 1928.



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1928.

NEW SOUTH WALES



THE

SYDNEY HARBOUR TRUST COMMISSIONERS

TWENTY-EIGHTH REPORT

BEING FOR THE

YEAR ENDED 30th JUNE, 1928.



SYDNEY: ALFRED JAMES KENT, GOVERNMENT PRINTER

TWENTY-EIGHTH REPORT

OF THE

SYDNEY HARBOUR TRUST COMMISSIONERS,

FOR THE

YEAR ENDED 30th JUNE 1928.

Sydney Harbour Trust Office,
Circular Quay,
17th September, 1928.

The Sydney Harbour Trust Commissioners have the honour to submit to the Colonial Treasurer their report for the year ended 30th June, 1928.

FINANCIAL.

Figures for the two previous years are shown for purposes of comparison:—

	Year ended 30th June, 1928.			Year ended 30th June, 1927.			Year ended 30th June, 1926.		
	£	s.	d.	£	s.	d.	£	s.	d.
Receipts	1,078,292	15	3	1,083,855	17	2	1,015,877	10	2
Working Expenditure (including Commissioners' salaries)	308,615	3	4	273,412	0	4	258,117	5	10
Capital Expenditure	290,408	8	0	349,782	19	10	316,367	12	10
Expenditure on Renewals and Replacements (Charged against surplus)	35,385	6	1	46,620	4	7	39,984	8	3
Capital Debt	11,590,430	14	2	11,299,988	16	11	10,956,554	14	1
Interest on Capital Debt	584,814	7	1	569,884	2	11	554,445	14	9
Surplus	149,477	18	9	193,939	9	4	163,330	1	4

The Gross Revenue was equal to a return of 9.42 per cent, on capital as compared with 9.73 for the previous year, and 9.40 for 1925-1926. Net Return 6.72 per cent, against 7.28 for the previous year, and 7.01 for 1925-1926. Net Surplus 1.30 per cent, against 1.74 in the previous year, and 1.51 in 1925-1926.

The **Ratio of Working Expenses** (excluding interest and renewals) to Gross Revenue was 28.6 per cent, against 25.2 for the previous year, and 25.4 for 1925-1926.

Attention is directed to the graph annexed to this report illustrating the revenue and expenditure &c, from 1901 to 1928.

Surplus Revenue.—The Government has notified the Commissioners that in future the surplus revenue of the Trust will not pass into Consolidated Revenue.

TRADE OF THE PORT.

Shipping.—During the year ended 30th June, 1928, the total number of vessels that entered the Port was 7,800, with a gross registered tonnage of 15,808,966. There were 566 less vessels than during the preceding year, and a decrease in gross tonnage of 717,832. (See graph illustrating the number and tonnage of vessels which arrived from 1901 to 1928).

The gradual increase in the amount of shipping entering the Port during previous years was not maintained, principally owing to industrial disturbances, the poor wheat season, and the falling off of the coal trade.

The development of the motor ship is further reflected in the figures for the year, as the number of vessels driven by internal combustion engines was 228 as compared with 150 for the previous year.

Imports.—Imported goods (inclusive of transhipments) showed an increase in quantity compared with the previous year, being 4,923,581 tons as against 4,882,531 tons for the year ended 30th June, 1927, and a decrease in value from £105,305,939 to £100,202,691.

	Year ended 30th June, 1928.			Year ended 30th June, 1927.		
	Tons.			Tons.		
Oversea	...	...	2,047,028	...	...	1,995,693
Interstate	...	...	967,683	...	...	972,396
Intra-State	...	...	1,908,870	...	...	1,914,442
	4,923,581			4,882,531		

From this comparative statement, it will be seen that the overseas imports, which constitute a record, exceeded those for the previous year by 51,335 tons. The interstate and intra-state imports were, however, slightly less by 4,713 tons and 5,572 tons respectively. The total imports for the year, consequent upon the increase in overseas trade, were 41,050 tons more than those of the previous year, and nearly approached the record figures for 1913-1914, indicating that the inward trade of the Port has practically reached pre-war level.

Exports.—Exports of **Primary Products** to oversea and interstate ports, exclusive of bunker coal, amounted to 895,006 tons compared with 1,130,638 tons in the previous year. The exports for 1923 and 1924 represented 806,632 tons and 809,677 tons respectively. The value of **Oversea** exports was £50,446,061 compared with £60,933,256 for the year ended 30th June, 1927.

Wheat Export.—The wheat harvest was an unsatisfactory one, the total quantity exported during the year on which wharfage rates were paid being only 151,914 tons, as compared with 304,444 tons, 327,422 tons and 868,211 tons for the three preceding years. The prospects for the coming season, however, are exceptionally bright.

WORKS AND IMPROVEMENTS.

Wheat Loading Wharfage, Glebe Island.—In continuation of the Commissioners' scheme to centralise wheat loading operations at Glebe Island, the work of constructing the additional shed at the south-western end of the Island for the handling of bagged wheat was completed during the year. This shed (No. 8) is 384 ft. x 41 ft., has a storage capacity of about 1,500 tons, and has been equipped with twelve horizontal conveyors and four elevators, all portable.

In order to enable them to proceed with their general scheme of improving wharfage facilities at Glebe Island the Commissioners acquired an area of land on the eastern side from the Public Works Department. Preliminary work in connection with the construction of two new sheds on this site for the storage of bagged wheat and general cargo has been put in hand. The sheds will be 520 ft. x 120 ft. and 400 ft. x 100 ft. (average width) respectively, with a total storage capacity of approximately 10,000 tons, and will be fully equipped with fixed and travelling conveyors to permit of the transfer of grain from truck to shed, truck to ship, or shed to ship. Upon completion of these sheds, it is anticipated that sufficient provision will have been made at Glebe Island to meet all requirements in connection with the handling of bagged wheat. A commencement has accordingly been made on the work of remodelling the old grain jetty at Pyrmont and erecting a modern structure in its place for general cargo.

Up-to-date plant has been installed in the sub-station and control house at the Island in connection with the operation of the mechanical equipment of the sheds, and a commencement has been made on the Rozelle Bay side on the work of cutting through the Glebe Island Bridge embankment for the purpose of joining the Glebe Island bagged wheat sheds with the Rozelle Bay railway system.

The Department of Agriculture has in course of erection two new loading towers on the wharf at Glebe Island in order to expedite the loading of bulk wheat. Under this system the bulk wheat will be taken direct from the silos to the heads of the towers by means of conveyors, and then deposited, per chute, into the holds of the ship. The existing bulk wheat travelling gantries will be retained for the purpose of trimming bulk wheat cargoes.

Railway lines have been provided along the whole of the rear of the bulk wheat galleries. These will facilitate the handling of small parcels of cargo, other than bulk wheat, into ships' holds, also small parcels of bagged wheat for topping-up bulk cargoes.

Unfortunately, the past wheat season was a poor one, and very little use was made of the facilities provided at the Island, but it is anticipated that the equipment will be fully utilised during the coming season. The sheds and wharves at Glebe Island were, however, extensively used in connection with general cargo.

Timber Trade, Rozelle Bay.—The Commissioners' scheme to provide extensive marginal wharfage on the northern foreshores of Rozelle Bay was practically brought to completion during the year. Another section of 440 feet was added, and the total length of wharfage now available is about 3,400 feet.

Operations in connection with the reclaiming of a considerable area of land at the rear of this wharfage for storage yards and railway lines were proceeded with throughout the year. Approximately 228,736 cubic yards of spoil from the Trust's quarry was laid on the ground in addition to 332,774 cubic yards which the Commissioners purchased from the Railway Department.

Berths to be Known as Nos. 24 and 25, Pyrmont.—Following upon the acquisition of Goodlet & Smith's property at the end of Harris street, Pyrmont, a start was made in October on the work of demolishing the old buildings on the property. This work was completed in December, and a commencement was then made on the provision of the new wharfage to be known as Nos. 24 and 25 berths, Pyrmont. This additional accommodation has been designed for the overseas shipping trade, and upon completion there will be added to the facilities of the Port one berth of 613 feet and another of 520 feet, with double-decked sheds of 450 ft. x 120 ft. and 420 ft. x 120 ft. respectively. These sheds will have a total storage capacity of about 20,000 tons.

Nos. 22 and 26 Jetties, Darling Harbour.—An open shed was erected on No. 22 jetty and the work of carrying out extensive repairs for the purpose of re-conditioning No. 26 jetty was put in hand. By the end of the year 445 squares of the wharf had been demolished and the old shed removed.

No. 34 Jetty, Darling Harbour.—The construction of this jetty was completed. The new structure is 300 feet long and 96 feet wide, and has been provided with a concrete wharf deck throughout—a new feature which it is anticipated will facilitate trucking and considerably reduce maintenance costs.

Nos. 36, 37 and 38 Jetties, Darling Harbour.—The work of constructing the shore end of No. 36 jetty was put in hand and practically brought to completion.

A timber shed 210 feet long by 120 feet wide at the shore end and 32 feet wide at the water end, was built at No. 37 jetty, and at No. 38 jetty preparatory work in the shape of trimming the wharf deck for the provision of a new shed, about 280 ft. x 40 ft., was commenced in March. At the end of June the storey posts, roof members and purlins had been placed in position, and a few bays of wall framing had also been erected.

The sea-wall behind these berths will, when finished, extend over a distance of 1,050 feet. Of this 792 feet had been completed by the end of the year.

No. 39 Jetty, Darling Harbour.—As mentioned in the previous Teport, operations in connection with the construction of this wharf were temporarily suspended pending the completion of a water conduit for the Eailway Commissioners' Power House at Ultimo; the structure was, however, finished just before the close of the year. This jetty, and Nos. 37 and 38 are in replacement of wharfage of which the Trust was deprived as a result of the filling in of the head of Darling Harbour.

Main Port Roadway—Extension of Hickson Road.—Throughout the year operations in connection with the extension of Hickson road to Sussex street were continued. At the end of June about 60 feet of the roadway at the Sussex street section had still to be concreted, and approximately 100 feet tarred, while 100 feet of the fencing had to be erected.

Extension of Bathurst Street.—A beginning was made on the work of extending Bathurst street, and a section, 50 feet wide, of the roadway has been metalled and rolled. This section fronts the new sheds at Nos. 37 and 38 jetties, Darling Harbour, and covers about 2,235 square yards. Ultimately this extension will form a link in the main port roadway round the harbour frontage.

Re-modelling of Grafton Bond.—The work of remodelling Grafton bond in consequence of the extension of Hickson road to Sussex street was begun early in 1926, and brought to completion during the year under review.

Dredging Eastern Channel.—The dredge " Triton " continued the work of straightening the eastern channel at the entrance of the Port. These operations were commenced towards the end of 1924, and when completed will greatly facilitate the navigation of vessels using the channel.

The Trusts other dredging plant was engaged during the year in providing a greater depth of water at Homebush Bay, Mortlake, Balmain, White Bay, Eozelle Bay, Blackwattle Bay and Pyrmont.

Lobnitz Rockbreaker " Cyclops."—This plant was engaged in breaking submarine rock with further satisfactory results. The total amount of rock broken during the year was 8,915 cubic yards (solid measurement).

Water Conduit for the Ultimo Power House.—As mentioned in the previous report, the reclamation of the head of Darling Harbour necessitated the reconstruction and re-location of the intake conduit for the Ultimo Power House, and the portion of the work undertaken by the Trust, at the expense of the Railway Department, was brought to completion.

The service was of considerable magnitude, and particularly difficult, as most of the operations had to be effected under water. Large coffer dams were constructed, and the excavation for the foundation of the screening chambers which form the terminals of the conduit was carried to a maximum depth of 47 feet below low water. Difficulty was experienced in constructing suitable foundations, owing to the faulty nature of the rock in which the coffer dams, &c., had to be placed; this involved extensive concrete work under water, which was effected with the assistance of divers, whose services were also essential in the timbering of the coffer dams. Pre-cast concrete pipes, 6 feet diameter and 25-feet long, each weighing approximately 30 tons, laid on concrete piers, form a connection between the screening chambers and the conduit inshore.

Petrol Electric Mobile Cranes.—As forecasted in the previous report, the Commissioners purchased locally two additional petrol mobile cranes. Experience of these cranes shows that they are invaluable in dealing with goods which cannot be man-handled, their special usefulness being indicated in the loading and unloading of waggons, also the stacking and moving of heavy cargo; and, owing to their mobility, they are particularly suitable for wharf to road or wharf to wharf transport purposes when dealing with cargo of a heavy or bulky nature. The mobile feature alone gives them a very decided advantage over all other methods hitherto adopted at this Port for similar purposes.

Notwithstanding these improved facilities for the handling of heavy goods on the wharves and in wharf sheds, the Commissioners regret that the cranes, two of which they have for hire on reasonable terms (one 3½-5 tons capacity and the other 2 tons capacity) have not been used to the extent they anticipated.

The Commissioners have utilised the smaller of these cranes extensively on constructional works, and this has resulted in a considerable saving in the cost of handling heavy concrete trestles, timber, &c, as compared with the old hand-crane method.

Pyrmont Bridge.—For some years the Commissioners have strongly advocated the removal of the Pyrmont Bridge, and, as a consequence of their continued representations, a special committee was appointed by the Government to report upon the proposal. After exhaustive inquiries into the general traffic problems involved in the removal of the bridge, and the further schemes of the Trust for the better utilisation of the harbour foreshores, the committee adopted a resolution to the effect that the removal of the bridge is desirable. The Commissioners therefore hope that it will be practicable to remove, without undue delay, this serious obstruction to road and water traffic.

In consequence of the large increase in road traffic, the Commissioners found it necessary recently to further curtail the period during which the swing span may be opened for shipping traffic. Protests were made by the shipping companies concerned, and, while the Commissioners admit that their action has involved certain of these companies in inconvenience and additional expense, they consider that the representations made in the interests of vehicular traffic were not to be gainsaid.

As previously pointed out; the Commissioners intended to meet the requirements of vehicular traffic, consequent upon the removal of the bridge, by the formation of a roadway round the reclamation which has been made at the head of Darling Harbour, this roadway to form a link of the main port roadway extending round the foreshores of the Port. However, the committee abovementioned also recommended, in addition to this low-level roadway, that an overhead roadway should be

Constructed from the foot of Bathurst street, across the railway yards to connect with Fig street, which, in turn, would be regraded and connected with another overhead roadway across Wentworth Park, linking up eventually with Bridge road. This new route will be primarily for the purpose of relieving the rapidly-growing western suburban traffic, and will eventually also serve to meet the demands of the large stream of traffic that will be prevented from using the Glebe Island Bridge owing to the development of new wharfage in Blackwattle and Rozelle bays.

Gladesville Bridge.—The Commissioners have consistently agitated for many years for the improvement of conditions at Gladesville Bridge. As previously mentioned, the Commissioners consider that the present structure is obsolete; that it is a serious obstruction to navigation and to road traffic; and that the bridge in its present state is retarding the progress of the upper Parramatta River and its tributaries. The increasing congestion on the bridge, and the correspondingly greater dangers to traffic have caused further representations to be made by the public bodies concerned for direct means of transport to be established between Abbotsford and the northern bank of the Parramatta River. This supports the Commissioners' contention, as set out in their previous report, that the existing Gladesville Bridge should be replaced with a new high-level bridge, designed to meet present and future requirements, between Abbotsford and Bedlam Point. The impossibility of widening Gladesville Bridge, and the prospects of tremendously heavy traffic over the structure when Sydney and Parramatta are connected by a first-class road via Ryde, and, particularly when the new Newcastle road is open, are making the problem one of urgency.

With a view to minimising the inconvenience caused by the existing structure a further conference was held at the suggestion of the Commissioners, and one important item approved by the Conference was that mechanically-operated gates be provided in connection with the opening and Closing of the swing span. This innovation will obviate the irritating delays that occur owing to the existing system of manual control.

Improved lighting and navigation signals were also agreed to by the Conference, which will tend towards the more satisfactory operation of the bridge in the interests of both road and river traffic.

Since the abandonment by the Sydney Ferries Limited of its ferry services in the upper part of the Parramatta River, the delays to road traffic are not quite as frequent as they were, the class of vessel now used in the ferry service not requiring the swing span to be opened.

Vehicular Ferry Docks.—As indicated in the last report, considerable sums of money have had to be expended by the Trust upon the docks at Fort Macquarie and Dawes Point in order to strengthen them sufficiently to withstand the impact and buffeting of the larger type of steel vessels which are now engaged in the service.

Fire Brigade.—The Trust has three well-equipped fire floats which can discharge a total quantity of 9,500 gallons of water per minute. Two of the floats are also equipped with "Foamite Firefoam" extinguishers for dealing with oil conflagrations. The three vessels are always kept under steam, and during the year rendered valuable service in extinguishing many fires in and around the foreshores of the Port. On a number of occasions minor salvage operations were carried out by these floats, which obviated considerable loss to the owners of the vessels and material concerned.

During the year the vessels were fitted with searchlights as an important item of added effectiveness in the discharge of their work.

Observatory Hill Resumed Area.—At the request of the late Government the Commissioners took over on the 29th August, 1927, the administration of 322 additional dwellings, 72 shops, 12 hotels and 52 other premises in what is known as the Observatory Hill area, in addition to 113 properties which have since been demolished for the purposes of the roadway approach to the Sydney Harbour Bridge.

Goat Island.—A commencement was made with the construction of a grid wharf at the Island for use in connection with the mooring of the Trust's dredge service and floating plant vessels.

Electric current was made available for use in the workshops and lighting of the Island.

GENERAL.

Ferry Services.—During the year approximately 46,444,300 passengers were carried by the various ferry services as against 47,046,300 during the previous year.

Early in November, 1927, a collision occurred between the "Tahiti" and the "Greycliffe" which involved the loss of many lives. This is the first occasion on which the Commissioners have had to record any serious happening in the carrying on of the ferry traffic of the Port. Many millions of people are carried annually in the ferry boats, and the immunity from accident is a tribute to the skill and care displayed by the masters of these boats.

Industrial.—The Federal and State Arbitration Acts were amended during the year, and, in common with other large employers of labour, the Commissioners have experienced great difficulty in connection with industrial matters, due, in large measure, to overlapping between Federal and State tribunals.

The Commonwealth Attorney-General states that the Commonwealth Conciliation and Arbitration Act of 1928 will, amongst other things, prevent this overlapping, and the Commissioners hope that the Act will, in practice, have this effect, as the present position is a very complicated one.

Mechanical Equipment on Wharves, and Connection of Wharves with the Railway System.—The Commissioners desire to dispel the erroneous impression that appears to exist as the result of certain statements made by Sir George Buchanan in the reports which he furnished last year on Port and Harbour facilities throughout Australia.

Sir George Buchanan made the following statement in his first report:—"Sydney has an unrivalled natural harbour, but is almost devoid of mechanical equipment, and is deficient in railway communications with the various wharves."

Very similar remarks have been made by many visitors to this port who are unacquainted with, local conditions. They have been accustomed in British and Continental ports to seeing lines of cranes ranged along the quay sides, and railways on every wharf. For this reason one is not surprised to hear uninformed people make such remarks, but when they are made by an engineer of experience the public naturally concludes that there is something lacking in the facilities provided by the port authorities.

The Commissioners wrote to Sir George Buchanan and took exception to his remarks, and received the following reply from him:—"I know that there are very good reasons for your not having cargo cranes on all the wharves, and the lack of cranes naturally struck me in comparison with other ports, but I had no intention of pointing this out as a defect, because every port has different ways of carrying on its business."

This statement by Sir George Buchanan speaks for itself, but the general public have only seen the published report, and, even in usually well-informed quarters, the published statement has been accepted at its face value.

For these reasons the Commissioners feel that it is necessary to publicly refute the erroneous impression that the remarks have created.

At many ports quick despatch for a vessel is essential, consequently port authorities find it necessary at such ports to provide efficient mechanical equipment on the wharves to supplement ships' gear. In many cases the equipment is not used, but the authorities feel that if it were not there when required vessels might be sent to a rival port. This competition has been the motive for the expenditure of enormous sums of money on expensive wharf cranes. These conditions do not obtain at Sydney, which is a terminal, where many vessels spend a considerable time in port; these vessels for the most part are equipped with highly efficient mechanical appliances for the handling of cargo, able as a rule to discharge and load at a sufficiently rapid rate. For these reasons certain efficient wharf cranes installed by the Commissioners at considerable expense some years ago have been rarely used, and they have consequently refrained from incurring the large expenditure that would be involved in installing additional wharf cranes while there is every prospect of such appliances remaining idle for most of the time.

The Commissioners' views in regard to the use of wharf cranes were confirmed as a result of investigation made abroad by their Engineer-in-Chief, and they decided to confine further expenditure on mechanical equipment to appliances for handling cargo after it has been landed on the wharves. In fulfilment of this policy, an extensive equipment of shed cranes has been provided on the more important wharves, and this equipment is being added to each year. In addition they have, as mentioned elsewhere, purchased some petrol electric mobile cranes for dealing expeditiously with heavy cargo which cannot be man-handled, and it is hoped that the results obtained will lead to a greater use of this type of crane throughout the Port.

Then with regard to Sir George Buchanan's remarks concerning railway communication with the wharves of the Port, it is pointed out that in countries where there are large commercial or industrial centres away from the seaboard a large proportion of the imports are sent by rail direct from the ship to those centres. The circumstances are entirely different at Sydney where goods imported are mostly warehoused and afterwards distributed to country centres. Apart from the export of coal, wheat, flour and meat, for which satisfactory provision has been made, there is no justification at present for direct rail connection with the wharves, although ample provision has been made in the plans for the further development of the Port, in anticipation of an increased demand from country towns in that respect.

Coaling Operations at Night.—Representations have been made from time to time by residents of certain waterside suburbs in regard to the noise caused by the coaling of vessels at night-time. The loading of coal at night-time and other operations of a noisy character connected with the handling of cargo and working of ships, are incidental to the activities of all large commercial ports, such as Sydney, where important shipping interests are centred. The Commissioners regard it as their duty to see that proper facilities are afforded for carrying on the business of the Port in the most efficient and economical manner, and they consider that the discontinuance of coaling operations at night-time would be inimical to the best interests of the Port. At the same time they have requested and received from the companies concerned an assurance that night work, involving as it does the payment of overtime, will only be resorted to when the exigencies of the occasion demand prompt delivery.

Development of Wharfage at Rozelle and Blackwattle Bays for the Use of Oversea Shipping.—From time to time it becomes necessary for the Commissioners to extend wharf facilities in order to cope with the constant demands that are made for additional wharfage accommodation, as a result of increasing commerce and the larger type of overseas vessel that enters the Port. The Commissioners' plans for the immediate future involve the construction of new berths, and the remodelling of others, at Pyrmont and Glebe Island. The possibilities of providing additional wharfage, however, in these and other convenient localities are limited, and the time is approaching when it will be necessary to open up new areas to meet the increasing requirements of shipping.

It has always to be borne in mind that the location of such additional wharfage should be as conveniently near as possible to the city itself, so that railways, tramways, thoroughfares, and all services connected with and used by shipping, and the shipping community, can be planned to the greatest economical advantage. The site should also offer easy approach for ships, and reasonable protection from wind and

currents, while the depth of water should be sufficient for the passage and berthing of large vessels with a minimum amount of dredging. It is also essential to Consider the interests of private industries requiring wharfage facilities, and to reserve space for stores, bonds, warehouses, passenger depots, and all other adjuncts and conveniences appertaining to the trade of the Port.

In furtherance of the above policy, and in view of the fact that the existing wharfage extends from Woolloomooloo Bay towards Glebe Island, the Commissioners consider that the most advantageous sites for future development are Rozelle and Blackwattle bays, and that this magnificent land-locked area of water is unsurpassed for shipping purposes anywhere in the Port. Reference to the map with this report shows that these two bays will reach the very heart of the commercial city as it develops in a south-westerly direction, and access to them by land could be given without involving difficult grades as in most other parts of the Port.

The formation of the foreshores is mainly regular and low-lying, which could enable the proposed wharfage to be connected to the existing railway system without any difficulty, and affords, as already stated, convenient gradients for vehicular traffic from the city to the wharf sheds and *vice versa*. This formation, coupled with the fact that dredging to a sufficient depth could be economically carried out owing to the nature of most of the material to be removed, permits of long shore or quay berths being built instead of jetties, the former being less expensive to construct and more serviceable. At certain points, owing to the natural conditions, double-decked sheds could be erected and vehicular traffic given access thereto by means of bridges connecting with the higher level roadways, as is done at Walsh Bay and elsewhere.

The wharfage in the two bays, when completed, would consist of nearly 2 miles of marginal wharves, equipped with sheds not less than 120 feet wide, and with a roadway at the rear of these sheds 120 feet in width. This thoroughfare would be divided into a through roadway, 64 feet wide, and a section, 37 feet in width, that would be used by the local wharf vehicular traffic. In addition, provision would be made to serve the wharves with lines of railway which would be kept clear of the through vehicular traffic.

The one serious obstacle in the way of carrying out the whole scheme is the existing Glebe Island Bridge. When this bridge was first built it was on a direct radial route from the traffic centre of the city, but it no longer holds that position and has become a circumferential thoroughfare that keeps its present importance largely by virtue of the fact that the roads connecting Ultimo, Glebe and Annandale, are poor as regards direction, size and grades. The construction of an overhead bridge from Bathurst street across to Harris street, and thence by means of another overhead bridge across Wentworth Park to junction with Bridge road will, in addition to providing for traffic passing to Pyrmont, Ultimo, and the western suburbs, open up a convenient route from the City for the traffic that wishes to reach Balmain and Drummoyne, without the necessity of passing over either a Pyrmont or a Glebe Island bridge. Such traffic could proceed around Blackwattle and Rozelle bays either by means of a low-level road which will be constructed around the foreshores, or else by the existing roads, such as Glebe road, to a point opposite the foot of Johnston street where it would cross the Rozelle Bay railway yards by means of an overhead bridge connecting with Weston road.

Should the present Gladesville Bridge be replaced by another from Abbotsford to Bedlam Point, as has been already recommended by the Commissioners, the traffic proceeding to the north of the Parramatta River would no longer need to travel *via* the Glebe Island Bridge, but would use the Parramatta and Great Northern roads.

The existing Glebe Island Bridge has narrow opening spans which are not wide enough to allow the free passage of large oversea vessels into or out of Rozelle and Blackwattle bays. Even if it could be reconstructed to serve this purpose, the repeated openings of the spans would seriously interfere with the vehicular traffic using the bridge, and consequently diminish its value to such an extent that other routes would be sought free of interruption thereby causing the practical usefulness of the bridge to decrease so appreciably as to make the expense involved in reconstructing it unwarranted.

It is hoped that it may be practicable in the near future to remove the Glebe Island Bridge altogether, in order that the Commissioners may proceed with the full development of their wharfage scheme in Rozelle and Blackwattle bays, which, for the reasons already set out, will not only be of great advantage to and further the trade of the Port, but, in conjunction with the proposed roadways, will be of inestimable value to the commercial city itself.

E. W. AUSTIN, Secretary.

W. D. LOVERIDGE, President.
R. T. McKAY, Commissioner.
W. O'CONNOR, Commissioner.

SYDNEY HARBOUR TRUST COMMISSIONERS IN ACCOUNT WITH THE STATE TREASURER.—REVENUE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1928.

1 July, 1927, to 30 June, 1928.	To Receipts collected on account of wharfage, tonnage and berthing dues, rents on wharf proper- ties, stores, and other properties, and miscel- laneous charges, as per detailed statement attached (refunds deducted)	£	a.	d.	1 July, 1927, to 30 June, 1928.	By Commissioners' salaries „ 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	£	s.	d.
			1,078,292	15 3		„ Balance net revenue for the year	305,315	3 4	
		£	1,078,292	15 3			769,677	11 11	
							1,078,292	15 3	
30 June, 1928 ...	To Balance net revenue		769,677	11 11	30 June, 1928 ...	By Interest for the year on Capital Debt at 5.12027 per cent.	584,814	7 1	
						„ Disbursements from Public Works Fund vote on renewals and replacements of wharves, jetties, plant, and buildings under reconstruction Balance net surplus	35,385	6 1	
		£	769,677	11 11			149,477	18 9	
							769,677	11 11	

S. C. BARNES,
Treasurer and Accountant.
E. J. E. MIDDLETON,
Inspector of Public Accounts.

W. D. LOVERIDGE, President,
R. T. MCKAY, Commissioner
W. O'CONNOR, Commissioner.

The vouchers and documents in support of the net receipts and not disbursements within the period 1st July, 1927, to 30th June, 1928, 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.

17th August, 1928.

F. A. COGHLAN,
Auditor-General.

STATEMENT OF REVENUE RECEIVED DURING THE FINANCIAL YEAR,
1ST JULY, 1927, TO 30TH JUNE, 1928.

From 1st July, 1926, to 30th June, 1927.	Head of Revenue.				From 1st July, 1927, to 30th June, 1928.																	
					Amount.			Amount.														
£ s. d.	WHARFAGE RATES—INWARD:—				£ s. d.	£ s. d.																
343,140 4 0	Overseas trade	...	...	...	352,685 4 4	593,309 5 4													
139,831 15 4	Interstate trade	...	...	...	144,510 11 1														
96,440 5 8	State trade	...	...	...	96,113 9 11														
TRANSHIPMENTS:—					9,188 15 2																	
4,694 15 8	Overseas trade	...	...	...				4,496 5 7											
4,135 7 1	Interstate trade	...	...	...				3,745 16 4											
1,083 8 9	State trade	...	...	...	946 13 3	74,940 4 2													
WHARFAGE RATES—OUTWARD:—					43,018 18 5																	
75,516 4 7	Overseas trade	...	...	...					63,490 18 2										
5,960 2 11	Interstate trade	...	...	...				5,826 9 7											
7,213 3 6	State trade	...	...	...	5,622 16 5	3,767 7 6													
TONNAGE RATES:—					301,698 17 1																	
46,493 10 5	Overseas vessels	...	...	...					38,386 15 9										
3,579 1 11	Interstate vessels	...	...	...				3,273 4 3											
1,330 11 9	State vessels	...	...	...	1,358 18 5	3,708 8 5													
BERTHING CHARGES:—					1,076,899 0 7																	
2,637 0 0	Ferry traffic	...	...	...					2,844 0 0										
460 0 0	Picnic steamers	...	...	...				368 7 6											
519 7 6	Other small craft	...	...	...	555 0 0	1,080,991 0 9													
LEASES AND OTHER OCCUPATION:—					Carried forward																	
WHARVES AND JETTIES:—									£													
106,897 14 6	Overseas companies	...	...	...								113,335 8 11							
34,412 19 5	Interstate companies	...	...	...								34,303 17 0							
20,591 6 7	State companies	...	...	...								19,977 2 6							
16,787 8 4	Ferry companies	...	...	...								16,329 4 5							
12,263 0 5	Sheds and Warehouses	...	...	...								12,588 4 5							
8,986 14 2	Lands	...	...	...								9,115 13 1							
9,699 15 7	Hotels	...	...	...								9,243 19 8							
49,883 11 2	Other business premises	...	...	...								50,243 1 8							
18,267 12 0	Residential properties	...	...	...								18,589 14 8							
1,302 6 8	Advertising	...	...	...								1,555 0 0							
15,587 15 2	Other leases	...	...	...								16,417 10 9							
LICENSE FEES:—												47,267 4 6										
63 0 0	Motor launches	...	...	...											67 0 0				
258 2 6	Moorings	...	...	...											275 2 6				
2,886 11 0	Lighters	...	...	...											2,781 1 0				
255 0 0	Ferry steamers, coal-hulks, &c.	...	...	...											328 5 11				
6 0 0	Watermen's boats	...	...	...											5 15 0				
230 3 0	Sites, pipe effluents, septic tanks	...	...	...											251 4 0				
SERVICES RENDERED:—															47,267 4 6							
1,988 12 10	Water supply	...	...	...														1,736 12 2	
29 3 11	Fire prevention	...	...	...														101 12 7	
498 8 5	Dredging at private wharves	...	...	...														497 5 8	
344 15 0	Cranes, engines, and lifting appliances	...	...	...														269 4 5	
783 10 0	Telephones on wharves	...	...	...														772 10 0	
3,771 7 3	Storage	...	...	...														3,075 11 8	
3,505 14 8	Storage on cargo at open wharves	...	...	...														4,197 7 1	
34,773 8 5	Bond charges	...	...	...														33,326 14 8	
870 10 10	Motor lorries	...	...	...														241 6 10	
2,462 10 9	Hire of steamers and plant	...	...	...														2,455 9 9	
264 12 0	Surveys	...	...	...														222 7 0	
284 7 1	Miscellaneous	...	...	...														321 2 8	
Carried forward																		47,267 4 6				
£																					1,076,899 0 7	
.....								1,076,899 0 7														
1,080,991 0 9					1,076,899 0 7																	

STATEMENT OF REVENUE—*continued.*

From 1st July, 1926, to 30th June, 1927.	Head of Revenue,					From 1st July, 1928, to 30th June, 1928.		
						Amount.	Amount.	
£ s. d. 1,080,991 0 9	Brought forward ... £					£ s. d.	£ s. d. 1,076,899 0 7	
278 14 6	PENALTIES AND FORFEITURES—					.....	78 18 6	
52 2 0	RECOVERIES :—					61 0 0		
27 7 10	Recoveries at law					4 7 5		
5,980 5 5	Unclaimed Moneys					5,397 12 7		
2 8 10	Other.						5,463 0 0	
	SALES OF MATERIAL ... ..					.....	249 0 3	
1,087,331 19 4							1,082,689 19 4	
3,783 4 11	REPAYMENTS, CREDIT PREVIOUS YEAR'S							
	VOTES ... ..					.....	4,312 13 5	
1,091,115 4 3							1,087,002 12 9	
7,259 7 1	Less Refunds ... ..					.....	8,709 17 6	
£1,083,855 17 2	Total ... .. £					..... £	1,078,292 15 3	

1

FINANCIAL YEAR, 1927-1923.—REVENUE COLLECTIONS FOR PERIOD, 1ST JULY, 1926, TO 30TH JUNE, 1927, COMPARED WITH PERIOD, 1ST JULY, 1927, TO 30TH JUNE, 1928.

REFUNDS DEDUCTED.

Head of Revenue.	July, 1926, to June, 1927.			July, 1927, to June, 1928.			Comparison.					
							Increase.			Decrease.		
Wharfage Rates:—	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Inward—Oversea	339,509	7	8	348,703	11	0	9,194	3	4			
Interstate	139,831	15	4	144,510	11	1	4,678	15	9			
State	96,440	5	8	96,113	9	11	.....			326	15	9
Transshipments	9,894	18	6	9,186	6	5	.....			708	12	1
Outward—Oversea	75,461	6	7	63,455	4	5	.....			12,006	2	2
Interstate	5,960	2	11	5,826	9	7	.....			133	13	4
State	7,213	3	6	5,622	16	5	.....			1,590	7	1
Total Wharfage Rates ...	674,311	0	2	673,418	8	10	.....			892	11	4
Storage Charges at Open Wharves and Sheds	3,481	4	3	4,196	17	4	715	13	1	.....	
Tonnage Rates... ..	51,319	6	1	42,910	9	10	.....			8,408	16	3
Berthing Charges—Ferry Traffic, Picnic Steamers, other Small Craft ...	3,616	7	6	3,767	7	6	151	0	0	.....	
Rents—Wharves, Jetties, Bonded Stores, Sheds, &c..	203,127	16	7	209,917	10	7	6,789	14	0	.....	
Rents—Houses, Shops, &c.	88,139	19	7	38,747	9	1	607	9	6	.....	
Bond Charges	34,782	12	8	33,326	14	8	.....			1,455	18	0
Motor Lorries	862	2	10	241	6	10	.....			620	16	0
License Fees—Terry Steamers, Coal Hulks, Lighters, &c.	3,147	11	0	3,115	1	11	.....			.....
License Fees—Motor Launches ...	63	0	0	67	0	0	4	0	0	.....	
License Fees—Mooringes	258	2	6	275	2	6	17	0	0	32	9	1
License Fees—Site Effluent Pipes, Septic Tanks	230	3	0	251	4	0	21	1	0	.....	
Miscellaneous	16,733	6	1	13,745	8	9	.....			2,987	17	4
Repayments, Credit Previous Year's Votes	3,783	4	11	4,312	13	5	529	8	6	.....	
Totals	£ 1,083,855	17	2	1,078,292	15	3	.....			5,563	1	11

STATEMENT OF ACTUAL REVENUE EXPENDITURE DURING THE FINANCIAL
YEAR 1ST JULY, 1927, TO 30TH JUNE, 1928.

Financial Year, 1926-27.	Head of Expenditure.	Expenditure, 1927-28.	Totals.
	HEAD OFFICE :—		
£ s. d.		£ s. d.	£ s. d.
8,943 17 10	<i>Salaries—</i>		
13,882 0 3	Secretary and Staff	9,395 0 8	
2,915 19 9	Treasurer and Accountant and Staff	15,242 3 3	
10,664 6 6	Harbour Master and Staff.. ...	5,076 6 6	
5,464 3 0	Engineer-in-Chief and Staff. ...	11,864 5 9	
3,652 18 8	Chief Surveyor and Land Valuer and Staff	5,561 2 2	
1,711 2 5	Solicitor and Staff	3,420 11 3	
	Property Officer and Staff.. ...	1,616 5 3	
			52,175 14 10
	<i>Contingencies—</i>		
215 15 2	Rates	215 15 2	
1,631 1 1	Stationery and printing	1,442 4 7	
329 18 11	Furniture and fittings	998 12 5	
212 1 11		267 1 0	
1,991 12 9	Postages and telephones	2,182 4 7	
1,562 18 3	Cleaning	1,896 16 11	
79 17 3	Insurance... ..	173 3 1	
23 16 8		316 2 0	
1,219 5 8	Messengers	1,267 19 9	
10,180 19 4	Other	7,012 1 11	
			15,772 1 5
	COLLECTION OF WHARFAGE :—		
17,410 2 9		17,183 7 4	
33 4 9	Other	1 0 6	
			17,184 7 10
	CONTROL OF HARBOUR :—		
2,523 9 5		2,226 18 2	
1,371 7 4	Other	927 1 0	
			3,153 19 2
	MAINTENANCE OF PROPERTY :—		
19,192 6 1	Wharves and jetties	14,096 3 6	
10,452 17 11	Sheds and warehouses	12,378 19 7	
4,071 0 5	Cranes on wharves	4,847 6 0	
602 8 9	Hotels	441 14 2	
2,669 16 2	Other business premises	3,445 14 1	
6,894 2 0	Residential properties	6,731 12 11	
6,166 9 9	Roads and approaches	5,015 15 2	
2,734 10 0	Other properties	6,658 0 7	
6,345 5 5		39,766 7 0	
			93,381 13 0
	LIGHTING :—		
2,237 18 0	Wharves	2,236 8 9	
568 14 6	Other properties	265 19 3	
337 7 0	Streets and approaches	318 18 10	
			2,821 6 10
	WATCHING :—		
2,863 18 5	Wharves	2,478 15 6	
.....	Other properties	1,755 11 9	
			4,234 7 3
151,156 14 1	Carried forward	£	188,723 10 4

STATEMENT OF EXPENDITURE—*continued.*

Financial Year, 1926-27.	Head of Expenditure.	Expenditure, Year 1927-28.	Totals.
£ s. d.		£ s. d.	£ s. d.
151,156 14 1	Brought forward ... .. £	.....	188,723 10 4
	DREDGING :—		
5,690 6 6	Salaries and wages.... ..	4,716 17 10	
7,172 15 7	Maintenance of launches	4,843 9 6	
985 2 9	Other	1,287 9 8	
8,803 12 9	Repairs ... ..	.....
			10,817 17 0
	SURVEY OF PORT:—		
520 2 11	Wages... ..	2,656 13 3	
2,335 14 0	Other	856 16 3	
			3,513 9 6
13,730 10 3	FIRE AND OTHER INSURANCES ... ..	.....	19,421 14 6
2,220 14 4	PREVENTION OF FIRE AMONGST SHIPPING ... ..	.....	1,881 14 3
11,581 15 5	RATES ... ..	.....	15,667 18 2
6 6 7	MAINTENANCE—LIFE-SAVING APPLIANCES ... ..	.....	48 10 7
1,364 8 9			1,648 18 7
14,039 1 8	PENSIONS ... ..	.....	13,497 5 1
22,483 7 11	OTHER EXPENDITURE :—		
.....	Bonds and motor lorries	15,707 4 1	
6,041 18 9	Demolition—wharves and building	1,917 19 0	
1,954 4 7	Cleaning and garbage	4,774 3 0	
9,573 11 5	Recoverable amounts	3,111 16 4	
3,230 16 0	Wharf patrol service	11,767 16 0	
639 8 7	Officers' extended leave prior to retirement	3,005 18 9	
1,462 17 4	Compensation—Liquor Amendment Act... ..	.....
1,050 0 0	Hat Extermination	941 19 11	
4,018 10 2	Commissioners' Salaries	1,050 0 0	
	Good conduct leave	7,787 8 3	
			50,064 5 4
£270,112 0 4	Total ... .. £	..... £	305,315 3 4

PUBLIC WORKS FUND EXPENDITURE FOR FINANCIAL YEAR 1ST JULY, 1927,
TO 30TH JUNE, 1928.

	£	s.	d.
Buildings, Renewals, etc	2,494	1	11
No. 7 Berth, Darling Harbour	55	10	0
No. 1 Berth, Darling Harbour	123	19	5
No. 26a Berth, Darling Harbour	313	12	10
No. 30 Berth, Darling Harbour	108	4	5
Nos. 19-22 Berths, Darling Harbour	1,536	14	10
No. 48 Berth, Darling Harbour	407	8	0
Darling Harbour Coal Bins—demolition	751	17	9
Nos. 23-24 Berths, Darling Harbour	576	5	6
Nos. 51-57 Day Street	210	5	7
No. 4 Berth, Darling Harbour	23	4	5
No. 34 Berth, Darling Harbour	10,189	11	7
No. 27 Berth, Darling Harbour	219	15	0
Nos. 4-6 Erskine Street	45	13	8
Goat Island trucks etc.	802	14	5
Glebe Island Wharfage Scheme	1,000	0	0
Launch "Helen"	363	7	0
1a High Street	7	12	2
Nos. 19-21 Berths, Jones Bay	552	17	0
21 Lower Fort Street	9	15	11
35 Lower Fort Street	116	6	4
37 Lower Fort Street	85	14	2
Store, rear 35-39 Merriman Street	49	18	4
Manly Cargo Jetty, Manly	271	5	0
Nos. 7-10 Berths, Pyrmont	5,738	13	6
Plant, Renewals, Account	11,735	6	5
Nos. 24-25 Berths, Pyrmont	4,803	19	11
Shark Island Pile Beacon	19	0	7
Nos. 77-79 Sussex Street	152	8	4
See Lane Store	65	1	9
Towns Bond Reconstruction	40	16	11
No. 11 Walsh Bay	2,370	6	2
Nos. 1-3 Woolloomooloo	2,933	12	4
Nos. 8-9 Berths, Walsh Bay	5,198	16	10
Nos. 4-5 Berths, Walsh Bay	2,556	2	1
No. 1 Berth, Walsh Bay	1,477	11	11
Walsh Bay Inflammable Goods Store	14	8	0
d.	£57,421	19	2

LESS CREDITS:	£	s.	
No. 28 Berth, Darling Harbour	2	17	9
No. 13 Berth, Darling Harbour	2	4	6
No. 11 Berth, Darling Harbour	14	2	11
No. 2 Berth, Darling Harbour	300	18	0
Grafton Bond	22	4	2
Rozelle Bay Wharfage Scheme	21,694	5	9
	22,036	13	1
	£35,385	6	1

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 vouchers and documents in support of net disbursements from the Public Works Fund Votes within the period 1st July, 1927, to 30th June, 1928, have been examined as required by the Sydney Harbour Trust Act, 1900. The above total of £35,385 6s. 1d. represents the net disbursements of the Sydney Harbour Trust Commissioners during the period mentioned from such Fund.

F. A. COGHLAN,
Auditor-General.

17th August, 1928.

STATEMENT OF NET CAPITAL EXPENDITURE FROM LOAN VOTES DURING
THE FINANCIAL YEAR ENDED 30TH JUNE, 1928.

Act	Amount of Vote.	Purpose.	Amount.
	£		£ s. d.
Loan Act No. 48 of 1927	151,000	Towards construction of works generally 	133,730 16 6
Loan Act No. 1 of 1928	207,200	Towards construction of works generally 	156,677 11 6
		Total 	£ 290,408 8 0

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

S. C. BARNES,
Treasurer and Accountant.

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

The vouchers and documents in support of the net disbursements within the period 1st July, 1927 to 30th June, 1928, 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 two hundred and ninety thousand four hundred and eight pounds eight shillings (£290,408 8s.) represents the net disbursements made by the Sydney Harbour Trust Commissioners on account of the capital during the above mentioned period.

17th August,

1928.

F. A. COGHLAN,
Auditor-General.

STATEMENT OF CAPITAL DEBT AT THE 30TH JUNE, 1928.

	£..	s.	d.
Capital Debt at 30th June, 1927	11,299,988	16	11
Capital Expenditure by the Commissioners for year ending 30th June, 1928	290,408	8	0
Vestment of the following areas :—1 1/5 perches, Blackwattle Bay, Pyrmont. Gazette No. 187, 23rd December, 1927		Nil.	
5 acres, 3 roods, 5 perches, Glebe Island, Balmain. Gazette No. 5, 13th January, 1928	9,700	0	0
16 square feet, 1/10 perch, 2/5 perch, Berry's Bay, North Sydney. Gazette No. 2, 6th January, 1928		Nil.	
	11,600,097	4	11

Deduct:

Divestment of the following area:—12 1/10 perches, Sussex-street and Sussex-lane, Sydney Gazette No. 127, 9th September, 1927	£	s.	d.
	4,205	0	0

Repayments to Loan Votes of previous years :—

Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 1,560 of 25th August, 1927 ...	166	3	0
Act No. 56, Geo. V, 1915, Loan Vote—£376,300. Treasury Receipt 1,560 of 25th August, 1927	179	17	3
Act No. 25, Geo. V, 1926, Loan Vote—£271,200. Treasury Receipt 4,202 of 18th November, 1927	993	18	5
Act No. 25, Geo. V, 1911, Loan Vote—£250,000. Treasury Receipt 5,860 of 11th November, 1928	1,750	0	0
Act No. 22, Geo. V, 1923, Loan Vote—£173,000. Treasury Receipt 7,729 of 9th March, 1928	261	12	9
Act No. 21, Geo. V, 1921, Loan Vote—£450,000. Treasury Receipt 7,729 of 9th March, 1928	98	0	0
Act No. 22, Geo. V, 1924, Loan Vote—£315,000. Treasury Receipt 7,729 of 9th March, 1928	721	7	1
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 7,729 of 9th March, 1928	451	8	5
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 8,344 of 29th March, 1928	141	2	2
Act No. 27, Geo. V, 1920, Loan Vote—£440,000. Treasury Receipt 8,344 of 29th March, 1928	76	0	0
Act No. 43, Geo. V, 1910, Loan Vote—£231,000. Treasury Receipt 9,905 of 18th May, 1928	194	6	3
Act No. 56, Geo. V, 1915, Loan Vote—£376,300. Treasury Receipt 9,905 of 18th May, 1928	59	9	1
Act No. 22, Geo. V, 1924, Loan Vote—£315,000. Treasury Receipt 9,905 of 18th May, 1928	4	11	5
Act No. 22, Geo. V, 1924, Loan Vote—£315,000. Treasury Receipt 9,905 of 18th May, 1928	223	13	0
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 9,905 of 18th May, 1928	100	1	11
Act No. 64, Vic. 10, 1900, Darling Harbour Resumptions—£4,000,000. Treasury Receipt 10,571 of 8th June, 1928	40	0	0
	9,666	10	9

Capital Debt at 30th June, 1928 £11,590,430 14 2

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

S. C. BABKES,
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. COGLAN,
Auditor-General.
17/8/28.

SPECIAL DEPOSITS ACCOUNT.

STATEMENT of Receipts and Disbursements during the period 1st July, 1927, to 30th June, 1928.

Deposits.	Balances 30th June, 1927 .		Receipts.		Totals.		Disbursements.		Balances 30th June, 1928	
	£	S. d.	£	s. d.	£	a. d.	£	s. d.	£	s. d.
Contractors	1,816	11 9	3,313	5 0	5,129	16 9	3,459	16 9	1,670	0 0
Key	32	10 6	7	6 0	39	16 6	1	18 0	37	18 6
Wharfage guarantees	1,273	18 6	105	10 0	1,379	8 6	48	0 0	1,331	8 6
Suspense	5,893	12 4	23,294	13 10	29,188	6 2	26,367	7 10	2,820	18 4
Unclaimed wages	94	19 4	179	15 2	274	14 6	136	13 9	138	0 9
Stamp duties	22	0 0	455	17 6	477	17 6	445	1 6	32	16 0
<i>Fixed Deposits held by Trust :</i>	9,133	12 5	27,356	7 6	36,489	19 11	30,458	17 10	6,031	2 1
Contractors	1,040	0 0	215	0 0	1,255	0 0	1,080	0 0	175	0 0
Wharfage guarantees	495	0 0	30	0 0	525	0 0	50	0 0	475	0 0
Store Advance Account	10,668	12 5	27,601	7 6	38,269	19 11	31,588	17 10	6,681	2 1
	18,339	5 10	128,026	9 8	146,365	15 6	131,083	7 0	15,282	8 6
Grand Totals .....	... £	29,007 18 3	155,627	17 2	184,635	15	162,672	4 10	21,963	10 7

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.

The above statement represents transactions under the Trust's Funds and Store Advance Account within the period 1st July, 1927, to the 30th June, 1928, and the balance shown opposite each account as at 30th June, 1928, is accurate.

17th August, 1928.

F. A. COGHLAN,
Auditor-General.

SYDNEY HARBOUR TRUST COMMISSIONERS IN ACCOUNT WITH THE STATE TREASURER.
SINKING FUND AND SURPLUS REVENUE ACCOUNT TO 30TH JUNE, 1928.

1927. 30 June.	£	s. d.	£	a. d.	1928. 30 June.	£	s. d.
To Balance brought forward— Sinking Fund Account to 30th June, 1912	177,012	0 0			By Balance carried forward	1,690,437	5 10
Surplus Revenue Account from 1st July, 1912, to 30th June, 1927	1,363,947	7 1					
			1,540,959	7 1			
1928. 30 June. „ Surplus for the year 1927-28			149,477	18 9			
	£	1,690,437	5 10			£	1,690,437 5 10
1928. 30 June. „ Balance	£	1,690,437	5 10				

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. COGHLAN,
Auditor-General.

17th August, 1928.

TABLE SHOWING THE TRUST'S POSITION FOR EACH YEAR OF ITS EXISTENCE.
11TH FEBRUARY, 1901, TO 30TH JUNE, 1928.

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	.....
1928 ...	1,078,293	308,615	290,408	11,590,431	584,814	35,385	149,478	.....
Total ...	15,164,628	4,227,684	7,286,614	11,590,431	8,703,083	543,422	1,690,437†	.....

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

† Total surplus, deficiencies deducted

SUMMARY OF VESSELS ENTERING THE PORT OF SYDNEY DURING THE TWELVE MONTHS ENDED 30TH JUNE, 1928, TOGETHER WITH THE FIGURES FOR THE FOURTEEN PREVIOUS YEARS.

Month.	Oversea and Inter-State.										State.						Totals.			
	Tonnage.										Tonnage.									
	No. of Vessels.				Motor.			Sail.			No. of Vessels.				Motor.				Sail.	
					Net.	Gross.	Net.	Gross.	Net.	Gross.					Net.	Gross.				
	Steam.	Motor.	Sail.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.			
1927—	188	12	...	552,970	928,370	35,567	58,746	.....	.....	506	...	9	141,457	291,809	5,913	6,578	735,907	1,285,503
July	222	19	4	595,788	995,405	59,338	98,289	3,774	4,261	496	...	11	141,584	281,499	7,227	8,041	807,711	1,387,495		
August	205	17	5	582,657	979,464	54,726	90,453	4,230	4,648	462	2	4	127,429	263,000	1,828	2,924	717,920	1,342,459		
September	220	22	2	665,450	1,107,414	73,299	120,947	1,932	2,140	485	4	6	134,558	283,172	3,942	4,386	881,281	1,521,999		
October	225	16	1	672,247	1,106,769	45,986	75,727	37	37	413	4	7	134,327	275,125	4,599	5,117	859,296	1,466,715		
November	179	16	1	588,445	961,745	55,718	92,292	1,843	2,143	447	4	...	131,425	169,483	.....	.....	779,531	1,229,603
December	195	14	1	608,537	1,021,788	40,688	66,825	286	334	407	4	...	120,954	248,595	.....	.....	772,565	1,341,482
1928—	195	20	...	613,354	1,018,506	66,694	109,752	.....	.....	408	4	...	128,895	263,401	.....	.....	811,043	1,395,599
January	197	17	...	652,898	1,085,032	54,748	90,343	.....	.....	418	5	...	136,689	279,746	.....	.....	846,960	1,460,046
February	171	10	...	490,136	819,143	28,793	47,675	.....	.....	381	4	...	114,869	237,962	.....	.....	635,898	1,108,720
March	188	13	...	528,820	878,921	37,980	62,963	.....	.....	394	5	...	138,641	282,746	.....	.....	708,066	1,229,555
April	151	12	...	454,793	744,314	28,263	47,275	286	334	367	4	...	116,675	243,927	.....	.....	602,117	1,039,790
May	2,336	188	15	7,006,095	11,646,871	581,800	961,287	12,388	13,897	5,184	40	37	1,567,503	3,120,465	23,509	27,046	9,212,295	15,808,966		
June, for years ending—	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	9,546,973	16,526,798		
30th June, 1927..	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	8,717,770	14,961,630		
30th June, 1926..	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	9,131,675	15,623,989
30th June, 1925..	2,547	...	46	7,320,015	12,132,362	.....	.....	44,273	50,752	5,847	...	78	1,629,283	3,220,867	28,466	31,651	9,022,037	15,435,632
30th June, 1924..	2,452	...	51	7,162,252	11,775,998	.....	.....	39,649	44,849	5,805	...	69	1,585,027	3,197,639	26,504	29,502	8,377,432	15,047,988
30th June, 1923..	2,194	...	48	5,984,820	9,869,294	.....	.....	24,298	27,524	6,146	...	94	1,488,078	2,797,235	44,165	48,938	7,541,361	12,742,991
30th June, 1922..	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	7,236,253	12,408,695
30th June, 1921..	3,629	...	113	4,318,833	7,028,946	.....	.....	69,026	79,241	5,632	...	171	1,375,254	2,782,412	40,271	45,829	5,803,384	9,936,428
30th June, 1920..	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	5,152,666	8,806,090
30th June, 1919..	1,738	...	126	3,809,666	6,152,137	.....	.....	130,568	155,527	5,468	...	200	1,341,710	2,707,000	38,456	43,904	5,320,400	9,058,568
30th June, 1918..	2,026	...	127	5,000,450	.....	.....	.....	107,841	136,511	6,100	...	200	1,576,907	.....	40,630	.....	6,725,828	.....	
30th June, 1917..	2,331	...	152	5,589,677	.....	.....	.....	136,511	.....	6,571	...	241	1,762,430	.....	46,659	.....	7,535,277	.....	
30th June, 1916..	2,452	...	70	6,290,718	.....	.....	.....	67,980	.....	6,640	...	304	1,761,927	.....	43,708	.....	8,164,333	.....	
30th June, 1915..	2,739	...	120	7,418,856	.....	.....	.....	133,894	.....	6,894	...	389	1,827,636	.....	56,924	.....	9,437,310	.....	

NOTE.—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, for the year ended 30th June, 1928, when compared in the aggregate with that for the year ended 30th June, 1927, shows a decrease of 334,678 tons net, and a decrease of 717,832 tons gross; steam vessels show a decrease of 624, motor vessels show an increase of 78, and sailing vessels show a decrease of 20. 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 1922-1923 by the Newcastle coal trouble, and in 1924-25 by the maritime strike, and again in 1925-26 by the British seamen's strike, irritation and Federated Engine Drivers' strike, and in 1927-28 by maritime cooks' strike. On account of the outbreak of 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.

GOODS EXPOETED DURING THE TWELVE MONTHS ENDED 30TH JUNE, 1928.

(INCLUDES ONLY GOODS ON WHICH WHARFAGE WAS COLLECTED.)

Items.	Oversea. Tons.	Interstate. Tons.	State. Tons.
Bones	490	.....	.....
Bran, pollard, sharps	4,209	4,822	271
Butter	11,953	3,340	6
Cement	248	14,638	1,968
Coal	1,550	3,234	2,129
Coal—bunker ... ..	.....	.....	188,251*
Coke	8,065	6,808	1,243
Copper	5	11	252
Eggs	761	.....	.....
Fats—animmal	139	164	10
Fertilizers... ..	2,291	1,729	146
Flour	88,037	21,059	2,585
Glue pieces, sinews	147	7	.....
Grain—wheat	134,241	18,255	27
Hares and rabbits... ..	10,542	.....	.....
Hides	12,108	985	2
Hoofs and horns	1,445	.....	.....
Leather	3,967	1,842	.....
Margarine... ..	194	2,411	111
Meals and mill offals	4	106	13
Meat—frozen	9,687	429	.....
Oil cake	750	1,352	99
Oliene	19	89	.....
Ores	2,927	41	14
Preserved meats	757	1,576	.....
Skins—furs	16,929	45	.....
Skins, shee p	26,727	27	.....
Stearine	474	16	.....
Tallow	17,938	236	529
Tin—ingots	1,055	209	11
Wool—bales 1,121,420 =	448,568	13,370=5,348	88= 35
Totals	806,227	88,779	197,702

• Includes oversea and interstate exports.

PARTICULARS OF PRINCIPAL ITEMS TRANSHIPPED.

Principal Items transhipped at the Port during the twelve months ended 30th June, 1928.

Items.	Oversea.	Intentate.	State.
Benzine tons	9	.....	.....
Cables—copper and wire	25	.....	1,612
Copper	113	519	3,032
Copper—ore	33	19	.....
Copra	23,952	19	41
Earth's—red oxide	913	.....	2,139
Iron—galvanised	207	.....	.....
Iron—N.E.I... ..	8	.....	.....
Kerosene	1,698	.....	.....
Lead ... ..	.....	70,784	.....
Liquid Fuel	31,424	.....	.....
Milk—preserved	369	202	2,190
Motor Spirit and refined mineral oils	315	.....	.....
Oik—N.E.I.	277	4	6
OreF— „	5,587	71	1020
Tallow	3,109	33	269
Timber—sawn, rough, and palings spr. ft.	3,271,000	386,784	10,348,796
Wire—N.E.I... .. tons	47	19	821
Wool bales	24,273	4,857	18
Zinc tons	1,495	3,776	.....
Steel—rolled and drawn	264	.....	1

STATEMENT OF TONNAGE AND VALUES OF GOODS IMPORTED INTO THE PORT
OF SYDNEY FOR THE YEARS ENDED 30TH JUNE 1928, 1927, AND 1914.

Items.	Oversea.	Interstate.	State.	Totals
Total tonnage for the year ended—				
30th June, 1928	2,047,023	967,683	1,908,870	4,923,581
30th June, 1927	1,995,693	972,396	1,914,442	4,882,531
30th June, 1914	1,939,703	912,661	2,228,906	5,081,270
Values of imports for the year ended—	£	£	£	£
30th June, 1928	63,257,493	24,969,255	11,975,943	100,202,691
30th June, 1927	67,633,524	25,935,513	11,736,902	105,305,939
30th June, 1914	32,126,091	13,636,210	7,850,729	53,613,030

RETURN SHOWING THE EXPORTS OVERSEA FROM THE PORT OF SYDNEY DURING
THE YEARS ENDED 30TH JUNE, 1926, 1927, AND 1928.

Article.	Unit.	1926.		1927.		1928.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Animals—living .....	£	.....	£ 67,058	.....	£ 69,315	.....	£ 75,768
Butter	lb.	24,096,546!	1,724,154	16,473,854	1,140,590	20,035,970	1,332,130
Coal	ton	2,138	3,217	2,241	3,146	4,031	6,229
Copper—Ingots and matte	cwt.	56,0766	191,362	25,633	81,931	47,157	157,930
Gold—Coined and uncoined .....	£	.....	3,201,991	.....	10,278,191	.....	2,039,576
Wheat	cental	6,443,021	3,523,022	6,457,147	3,030,891	2,971,425	1,444,273
Floor	cental	3,316,339'	2,288,724	3,059,332	1,984,594	2,012,398	1,283,080
Leather .....	£	.....	441,576	.....	413,528	.....	347,267
Frozen beef	lb.	4,346,506	71,534	8,094,43	132,637	3,503,465	63,455
Meats—Frozen mutton and lamb	carcase	752,531	1,069,730	1,069,730	538,509	.....	402,882
	lb.	30,456,032	905,997	42,479,484 ;	808,242	17,352,098	.....
Hares and rabbits	Fair	3,467,285i	335,610	2,837,433	2,52,646	2,848,266	259,350
Oils—Coconut	gallons.	2,851	7,703	50,682	9,948	30,478	5,972
Ores and concentrates	cwt.	28,909	12,361	34,603	14,250	30,833	11,036
Skins Hides	No.	341,297	423,375	410,250	424,627	673,442	871,661
Rabbits and hare	lb.	11,004,446	2,231,637	11,860,570	2,437,010	9,316,863	1,886,523
Sheep	No.	2,560,246	1,074,637	3,025,546	1,133,003	3,437,720	1,333,702
Other .....	£	.....	433,883	.....	764,679	.....	463,677
Silver, lead concentrates and ores	cwt.	34,598	33,850	58,748	51,158	48,661	49,538
Tallow	cwt.	300,672	575,566	436,292	740,122	271,269	439,271
Timber	sup. foot.	12,911,661	253,195	10,307,258	193,959	9,802,106	194,081
Tin ingots	cwt	31,669	430,934	32,719	483,365	26,270	340,419
Wool—Greasy, scoured, and tops	bale,	1,080,275	1,159,691 1	1,159,691 1	1,125,370!	.....	29,856,229
	lb.	333,276,667	25,876,179	368,424,421	28,444,587	335,152,365	.....
Bones	cwt.	16,192	13,185	11,822	7,605	8,594	5,030
Glte pieces and sinews	cwt.	7,566	17,163	6,444	8,878	6,595	12,129
Hoofs and horns .....	£	.....	15,941	.....	9,688	.....	10,701
Lead—Pig and matte	cwt.	1,233,485	2,115,320	1,476,170	2,193,797	1,494,684	1,637,207
Meats Preserved in tins	lb.	3,786,003;	128,499	5,999,457 I	211,101	2,584,401	92,231
All other articles .....	£	.....	5,794,629	.....	6,607,768	.....	5,794,702
Totals	.....	.....	£52,200,302	.....	£60,933,256	.....	£50,446,061

SUMMARY OF GOODS IMPORTED AT SYDNEY DURING THE YEARS ENDED 30TH JUNE, 1914, 1927 AND 1928.

(For particulars of principal items transhipped in the Port, see page 18.)

Articles.	1914.			Oversea.		1928.			1914.			Interstate.		1928.			1914.			State.		1927.		1928.	
	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.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	
Acid—Sulphuric	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tartaric	348	.....	.....	280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other	375	.....	.....	827	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Advertising matter	495	.....	.....	918	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aeroplanes and parts	144	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural implements	10,629	.....	.....	6,293	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ale, beer, and stout	16,656	.....	.....	2,058	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alkalies—Caustics	1,563	.....	.....	2,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soda ash	4,630	.....	.....	11,781	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soda, oarb., bicarb	1,941	.....	.....	2,739	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sodium	106	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other	1,051	.....	.....	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alum	101	.....	.....	138	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ammonia	90	.....	.....	128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Animals—Calves
Horses
Horned cattle
Pigs
Sheep
Other
Arms and ammunition	773	.....	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arrowroot	567	.....	.....	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aobatos	52	.....	.....	648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
„ crude	2,328	.....	.....	410	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Asphaltum and bitumen	19,265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Asphaltum powder	593	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bacon and hams	48	.....	.....	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bags—Bran	3,436	.....	.....	2,921	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
„ Corn	11,925	.....	.....	18,075	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Corn sacks	272	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second-hand	4,109	.....	.....	10,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woolpacks	9,986	.....	.....	1,444	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other	17,013	.....	.....	2,371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ballast	1,465	.....	.....	1,998	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bamboos, rattans, &c.
Bananas—Bunches	175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cases	574,153	.....	.....	2,658	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bark	2,006	.....	.....	1,078	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bass	53	.....	.....	64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bathbricks	73	.....	.....	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Benzene	12,950	.....	.....	679	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Biscuits and cakes	298	.....	.....	446	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blacking	24	.....	.....	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bluestone (sulphate of copper)	239	.....	.....	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boats	61	.....	.....	44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bones	120	.....	.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Books and periodicals	4,246	.....	.....	5,397	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boots, shoes, etc	3,844	.....	.....	1,682	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Borax	320	.....	.....	446	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bottling material	360	.....	.....	278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bran and pollard	113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bricks	4,786	.....	.....	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brushware	781	.....	.....	969	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Butter	4	.....	.....	2,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Candles, tapers, night lights	380	.....	.....	77	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Articles.	Oversea.				Interstate.				State.			
	1914.		1927.		1928.		1914.		1927.		1928.	
	No. or Quantity.	Ton.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Canvas and canvas goods	1,314			2,107		2,805						
Caramel, caramel paste, and cocoa butter	129			1,041		1,034						
Carbide of calcium	4,772			441		518						
Casks, barrels, &c	29			4		66						
Casks, barrels, &c. (shooked).	493			46								
Cement	12,312			1,683		1,727						
Cement, Fibro	4,952			10		24						
Chaff						662						
Cheese	196			536		354						
Chicory	12			27		331						
China ware, includ'g porcelain	2,433			fi. 693		5,458						
Clocks, watches, &c	1,008			1,468		1,408						
Coaching building materials	2,768			161		75						
Coal						105						
Coal, bunker				1,084		739						
Cocoa and beans	1,095			2,435		2,681						
Cocoonut, desiccated	379			1,432		1,670						
Coffee and beans	423			995		1,210						
Coke, charcoal, &c.	8			16		45						
Composition boards, mill-boards, strawboards, wood pulp	7,598			16,848		24,942						
Confectionery, edible and ornamental	6,101			702		929						
Copper	695			1,023		597						
Copper—Ingots	1											
Copper—Matte	376											
Ores												
Produce of Commonwealth												
Copra	5,326			1		7,599						
Cordage and rope	2,708			1,200		908						
Cork	2,312			3,105		2,755						
Cotton, raw				1,841		536						
„ waste	1,626			1,308		917						
Cream of tartar	1,164			1,104		1,079						
Currants, raisins, sultanas	91			43		2						
Cyanide	126			111		185						
Cycles and parts	1,564			3,860		3,133						
Dates	1,299			2,145		2,109						
Dextrine	118			154		205						
Disinfectants, dips, &c	1,557			397		289						
Drapery, millinery, mercery, hats, &c	71,408			61,212		59,338						
Drugs, medicines, chemicals	11,928			12,327		12,313						
Dyes	333			447		424						
Earthenware	14,561			10,070		11,703						
Earths, minerals, sand, &c.	501			8,899		8,167						
Eggs—In shell	1			19		20						
Other	10											
Electrical goods	7,643			15,566		15,686						
Empty returns	2,767			3,444		10,362						
Essences, &c.	489			189		257						
Explosives	2,122			1,809		1,856						
Fancy goods	5,483			6,227		7,000						

SUMMARY OF GOODS IMPORTED—continued.

Articles.	Oversea.				Interstate.				State.			
	1914.		1927.		1928.		1914.		1927.		1928.	
	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	550	577	.....	512	.....	1,048	.....	812	.....	.....	.....	.....
Fibre—Flax, hemp	280	226	.....	145	.....	.....	.....	.....	.....	.....	.....	.....
Other	365	2,813	.....	3,428	.....	.....	.....	.....	.....	.....	.....	.....
Fireclay, manufactured and												
fire lamps, &c.....	2,330	1,465	.....	2,088	.....	.....	.....	.....	.....	.....	.....	.....
Fireworks, fuses, &c.....	457	449	.....	377	.....	.....	.....	.....	.....	.....	.....	.....
Fish—Fresh or preserved by												
cold process	677	779	.....	1,051	.....	.....	.....	.....	.....	.....	.....	.....
Oysters—Fresh	6		.....		.....	.....	.....	.....	.....	.....	.....	.....
Preserved, &c.....	6,805	10,653	.....	10,344	.....	.....	.....	.....	.....	.....	.....	.....
Floor coverings	9,353	17,093	.....	18,761	.....	.....	.....	.....	.....	.....	.....	.....
Flour	3	22	.....	15	.....	.....	.....	.....	.....	.....	.....	.....
Fodder—compressed	8	1,126	.....	826	.....	.....	.....	.....	.....	.....	.....	.....
Fruit—Fresh, cases	185,019	19,406	.....	14,925	.....	.....	.....	.....	.....	.....	.....	.....
Canned, preserved, or												
pulpd	1,177	1,153	.....	1,761	.....	.....	.....	.....	.....	.....	.....	.....
Furniture	6,709	1,954	.....	3,859	.....	.....	.....	.....	.....	.....	.....	.....
Furs	53	261	.....	340	.....	.....	.....	.....	.....	.....	.....	.....
Gas, carbonic acid, and other												
Gelatine	1,350	369	.....	185	.....	.....	.....	.....	.....	.....	.....	.....
Ginger	753	107	.....	111	.....	.....	.....	.....	.....	.....	.....	.....
Glass and glassware, includ-	490	718	.....	584	.....	.....	.....	.....	.....	.....	.....	.....
ing bottles	30,457	24,281	.....	27,292	.....	.....	.....	.....	.....	.....	.....	.....
Glucose	1,026	430	.....	414	.....	.....	.....	.....	.....	.....	.....	.....
Glue	235	263	.....	217	.....	.....	.....	.....	.....	.....	.....	.....
Glue pieces and sinews	49	1,778	.....	1,621	.....	.....	.....	.....	.....	.....	.....	.....
Gold	9	6	.....	5	.....	.....	.....	.....	.....	.....	.....	.....
Bullion												
Grain—Barley	13,027	6	.....	2,403	.....	.....	.....	.....	.....	.....	.....	.....
Maize	661	13,717	.....	6,534	.....	.....	.....	.....	.....	.....	.....	.....
Oats	224	1,009	.....	9	.....	.....	.....	.....	.....	.....	.....	.....
Other	600	16	.....	783	.....	.....	.....	.....	.....	.....	.....	.....
Peas and beans	13	639	.....	9	.....	.....	.....	.....	.....	.....	.....	.....
Wheat		14	.....		.....	.....	.....	.....	.....	.....	.....	.....
Grain and pulsn, prepared and												
mnufactured	221	619	.....	956	.....	.....	.....	.....	.....	.....	.....	.....
Grease, excluding tar	1,392	1,548	.....	1,786	.....	.....	.....	.....	.....	.....	.....	.....
Grindery	601	259	.....	246	.....	.....	.....	.....	.....	.....	.....	.....
Gums, &c., other than re-												
sidual	299	1,118	.....	1,097	.....	.....	.....	.....	.....	.....	.....	.....
Gypsum	31	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
used as a fertilizer												
Hair	251	239	.....	281	.....	.....	.....	.....	.....	.....	.....	.....
Hardware, including manu-												
factures of metals, cutlery,												
tools of trade, Ac	69,397	51,146	.....	53,690	.....	.....	.....	.....	.....	.....	.....	.....
Hay—Oaten and lucerne	5	228	.....	258	.....	.....	.....	.....	.....	.....	.....	.....
Hemp, tow, &c	4,427	4,136	.....	3,193	.....	.....	.....	.....	.....	.....	.....	.....
Hessian	4,981	4,731	.....	4,646	.....	.....	.....	.....	.....	.....	.....	.....
Hides and calf skins	2,289	3,110	.....	3,024	.....	.....	.....	.....	.....	.....	.....	.....
Hoofs and horns	173	137	.....	89	.....	.....	.....	.....	.....	.....	.....	.....
Honey	1		.....		.....	.....	.....	.....	.....	.....	.....	.....
Hops	628	141	.....	200	.....	.....	.....	.....	.....	.....	.....	.....
Ink	745	1,115	.....	1,111	.....	.....	.....	.....	.....	.....	.....	.....
Instruments (scientific, ex-												
cludinrs optical goods)	161	280	.....	269	.....	.....	.....	.....	.....	.....	.....	.....

Articles.	Oversea.				Interstate.				State.			
	1914.		1927.		1928.		1914.		1927.		1928.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Iron—Galvanized	32,788	18,780	.....	330	.....	247	.....	162	.....	5	.....	32
Other	18,685	6,023	.....	259	.....	342	.....	59	.....	.....	.....	116
Other — Produce of Commonwealth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	356
Pig	26,273	319	.....	71	.....	.....	.....	2	.....	.....	.....	18
“ Produce of Commonwealth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scrap .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jama and Jellies	6,036	50	.....	.....	.....	2,953	.....	4,635	.....	40	.....	432
Jewellery	412	94	.....	3,614	.....	6,689	.....	6,657	.....	.....	.....	142
Jute	94	80	.....	1	.....	1	.....	.....	.....	.....	.....	23
Jute & coir goods, & matting, Kapok	48	67	.....	15	.....	.....	.....	.....	.....	.....	.....	.....
Kerosene—In case	1,860	1,191	.....	.....	.....	42	.....	6	.....	.....	.....	.....
“ In bulk	9,186	5,841	.....	.....	.....	3,385	.....	3,444	.....	.....	.....	.....
Lampware	24,651	28,784	.....	35	.....	10	.....	257	.....	.....	.....	239
Lanterns, films &c.,.....	7,630	6,962	.....	.....	.....	155	.....	95	.....	.....	.....	9
Lard	3,899	4,374	.....	190	.....	.....	.....	78	.....	.....	.....	47
Lard oil, refined fats	465	382	.....	.....	.....	48	.....	56	.....	.....	.....	62
Lead	157	80	.....	433	.....	386	.....	495	.....	178	.....	124
Leaf and foil of any metal	167	93	.....	638	.....	2,733	.....	4,437	.....	.....	.....	210
Leatherware	147	216	.....	4,930	.....	9,644	.....	12,521	.....	.....	.....	97
Licorice	48	751	.....	1	.....	4	.....	6	.....	.....	.....	.....
Line	1,709	141	.....	1,820	.....	1,823	.....	1,809	.....	178	.....	166
Linseed meal, &c	83	4	.....	3	.....	324	.....	409	.....	.....	.....	.....
Liquid fuel	16	12,797	.....	20	.....	1	.....	10	.....	.....	.....	1
Macaroni and vermicelli	3,889	34,746	.....	102	.....	.....	.....	19	.....	.....	.....	.....
Machines and machinery	186	344	.....	.....	.....	8,428	.....	11,281	.....	.....	.....	.....
Malt and malt extract	186	344	.....	24	.....	117	.....	126	.....	.....	.....	.....
Manures — Acid Phosphates	44,936	53,801	.....	6,099	.....	9,095	.....	8,557	.....	575	.....	1,018
“ — Acid Phosphates	960	71	.....	8,829	.....	9,578	.....	10,994	.....	.....	.....	.....
Manures	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blood, dried .....	.....	.....	.....	76	.....	25	.....	10	.....	.....	.....	.....
Blood Ash	13	.....	.....	143	.....	.....	.....	.....	.....	.....	.....	.....
Guano .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nitrate of Soda	638	1,232	.....	.....	.....	25	.....	.....	.....	.....	.....	.....
Phosphates	25	15	.....	50	.....	.....	.....	.....	.....	.....	.....	.....
Phosphatic rock	14,637	.....	.....	1,578	.....	.....	.....	51	.....	.....	.....	.....
Potash	65	472	.....	.....	.....	.....	.....	9	.....	.....	.....	.....
Superphosphates	3,246	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other	98	16	.....	819	.....	3	.....	6	.....	47	.....	.....
Matches, and matchmaking materials	3,680	4,908	.....	1,658	.....	1,445	.....	1,721	.....	.....	.....	5
Meat—fresh or preserved by cold process .....	.....	311	.....	1,152	.....	854	.....	7,399	.....	376	.....	328
Melons, pumpkins, squashes, Metals,	4	.....	.....	.....	.....	.....	.....	204,384	.....	.....	.....	.....
Milk and cream—fresh or preserved	1,919	1,250	.....	990,092	.....	252,302	.....	252,968	.....	124,176	.....	126
Millet—broom or corn .....	.....	.....	.....	275	.....	471	.....	445	.....	.....	.....	.....
Miscellaneous	830	46	.....	4,140	.....	8,108	.....	8,010	.....	35	.....	1,899
Molasses, syrups, &c	322	14	.....	11	.....	149	.....	297	.....	420	.....	295
Motor-cars	1,020	4,485	.....	463	.....	1,553	.....	1,929	.....	2,119	.....	1,568
Motor-cars parts	8,850	7,656	.....	1,810	.....	9,024	.....	11,942	.....	3,999	.....	6,428
Motor spirits, gasoline, &c., Mouldings, timber and metal	19,932	74,385	.....	1,588	.....	2,733	.....	4,482	.....	462	.....	2,551
.....	3,267	74,303	.....	99	.....	75,409	.....	52,494	.....	.....	.....	123
.....	5,972	188,749	.....	.....	.....	2,550	.....	2,164	.....	.....	.....	266
.....	738	50	.....	586	.....	84	.....	72	.....	.....	.....	1

Articles.	Oversea.				Interstate.				State.			
	1914		1927.		1928.		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.
Musical instruments—Pianos	10,916	.....	16,742	.....	10,486	.....	826	.....	1,819	.....	441
Other	2,790	.....	6,232	.....	3,082	.....	195	.....	347	.....	70
Myrabolams	165	.....	251	.....	358	.....	2	.....	.....	.....	.....
Naphtha	192	.....	269	.....	238	.....	107	.....	8	.....	174
Nuts—Almonds	78	.....	474	.....	636	.....	90	.....	103	.....	.....
Coconuts	105	.....	241	.....	158	.....	.....	.....	.....	.....	.....
Other	1,215	.....	5,328	.....	2,923	.....	26	.....	424	.....	.....
Oakum	154	.....	77	.....	43	.....	.....	.....	2	.....	21
Oilcake	1,984	.....	2,152	.....	.....	.....	279	.....	.....
Oilmen's stores	9,760	.....	6,159	.....	5,691	.....	1,290	.....	3,548	.....	29
Oils	33,310	.....	36,235	.....	32,328	.....	1,114	.....	2,755	.....	565
Onion s.	1,331	.....	2,898	.....	56	.....	7,996	.....	2,250	.....	220
Optical goods	41	.....	175	.....	142	.....	4	.....	7,109	.....	144
Ores, metallic, including spelter, concentrates, &c.	720	.....	253	.....	68	.....	781	.....	1,349	.....	120
Ores, mattes &c.	18	.....	.....	.....	.....
Packing	519	.....	435	.....	436	.....	64	.....	122	.....	1
Paints, putty, colours, &c.	12,977	.....	7,464	.....	9,494	.....	352	.....	842	.....	30
Paper	53,890	.....	97,163	.....	98,148	.....	431	.....	1,494	.....	48
Paper hangings	918	.....	1,264	.....	1,443	.....	5	.....	22	.....	1
Pearlshell	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Personal and second-hand furniture and effects	1,546	.....	2,339	.....	2,458	.....	1,528	.....	6,529	.....	2,319
Photographic goods	960	.....	472	.....	424	.....	263	.....	476	.....	23
Pickles and sauces	2,026	.....	1,684	.....	1,152	.....	1,113	.....	3,112	.....	3
Pictures and photographs	74	.....	84	.....	116	.....	88	.....	56	.....	2
Pipes, smoking, and smokers requisites	192	.....	977	.....	1,149	.....	9	.....	.....	.....	1
Pitch	135	.....	172	.....	170	.....	366	.....	54	.....	16
Plants	241	.....	75	.....	96	.....	512	.....	249	.....	174
Plaster and plaster of Paris	9,403	.....	3,169	.....	2,555	.....	237	.....	159	.....	83
Plated and silverware	1,219	.....	647	.....	676	.....	64	.....	22,624	.....	89
Plumbago and graphite	301	.....	257	.....	295	.....	53	.....	185	.....	.....
crucible.	143	.....	325	.....	368	.....	.....	.....	57	.....	.....
Potash	631	.....	580	.....	731	.....	5	.....	5	.....	.....
Potatoes	403	.....	11,641	.....	201	.....	43,241	.....	51,748	.....	5,109
Poultry, live	5	.....	10	.....	10	.....	2	.....	2	.....	2,947
Poultry, game, &c. (fresh or preserved by cold process)	48	.....	30	.....	63	.....	296	.....	147	.....	2
Preserved meats, &c	298	.....	215	.....	248	.....	334	.....	783	.....	205
Printed matter	781	.....	600	.....	497	.....	328	.....	400	.....	101
Printers requisites	132	.....	309	.....	148	.....	62	.....	185	.....	2
Pumice-stone and sand	1,133	.....	1,434	.....	1,773	.....	.....	.....	.....	.....	.....
Quicksilver	5	.....	5	.....	7	.....	.....	.....	.....	.....	.....
Rails, &c	3,422	.....	423	.....	343	.....	372	.....	71	.....	770
Resin	3,177	.....	4,087	.....	3,945	.....	12	.....	.....	.....	1
Rice	9,786	.....	8,299	.....	1,999	.....	74	.....	116	.....	1
Road metal and gravel	188	.....	165	.....	.....	.....	24	.....	41,440
Rubber	256	.....	5,135	.....	5,799	.....	.....	.....	15,560	.....	189
Rubber goods	2,212	.....	11,960	.....	9,514	.....	2,502	.....	.....	.....	3
Ruberoid and other roofing materials	1,399	.....	1,442	.....	1,743	.....	36	.....	40	.....	4
Saddlery	623	.....	165	.....	122	.....	131	.....	25	.....	5
Saltpetre	268	.....	120	.....	107	.....	10	.....	7	.....	.....

Articles	Overseas.				Interstate.				State.			
	1814.		1927,		1928.		1914.		1928.		1914.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Tin and tinware	1,174	.....	619	.....	788	.....	326	.....	732	.....	.....
Tin—Ore	11	.....	.....	.....	38	.....	951	.....	1,431	.....	.....
Concentrates	20	.....	.....	.....	.....	.....	.....	.....	.....
Ingots
Plates	13,940	.....	.....	.....	18,004	.....	321	.....	99	.....	.....
Tobacco, cigars, &c	14,645	.....	20,492	.....	25,083	.....	260	.....	417	.....	.....
Toys	4,159	.....	24,083	.....	6,816	.....	1,237	.....	1,162	.....	.....
Turpentine	1,094	.....	6,471	.....	4,805	.....	35	.....	68	.....	.....
Twine	2,817	.....	684	.....	51	.....	10	.....	.....
Undertakers' goods.....	235	.....	309	.....	287	.....	.....	.....	686	.....	.....
Valonia	828	.....	287	.....	263	.....	28	.....	27	.....	.....
Varnishes	730	.....	403	.....	271	.....	13	.....	.....	.....	.....
Vegetables—Fresh	22	.....	341	.....	357	.....	23	.....	105	.....	.....
Vegetables—Preserved	215	.....	236	.....	5,527	.....	5,418	.....	.....
Vehicles, &c	759	.....	1,864	.....	1,937	.....	196	.....	887	.....	.....
Vinegar	1,283	.....	4,286	.....	2,916	.....	753	.....	994	.....	.....
Waters, cordials, &c	1,042	.....	702	.....	54 6	.....	93	.....	13	.....	.....
Wax	1,365	.....	598	.....	653	.....	1,138	.....	423	.....	.....
Whiting	1,315	.....	1,622	.....	1,503	.....	86	.....	140	.....	.....
Wickerwork, bamboo, cane work	1,561	.....	2,133	.....	2,056	.....	.....	.....	.....	.....	.....
Wines	1,007	.....	1,628	.....	1,634	.....	136	.....	66	.....	.....
Wire—Barbed	470	.....	492	.....	328	.....	2,732	.....	9,115	.....	.....
" Produce of Com- monwealth	897	.....	22	.....	.....	.....	.....	.....	.....
Galvanized	4,994	.....	518	.....	123	.....	121	.....	12	.....	.....
" Produce of Com- monwealth
Other	19,784	.....	3,115	.....	2,515	.....	357	.....	399	.....	.....
" Produce of Com- monwealth
Netting	14,639	.....	323	.....	100	.....	26	.....	8	.....	.....
" Produce of Com- monwealth
Rope, cables, &c	3,460	.....	14,462	.....	12,144	.....	94	.....	75	.....	.....
Wood veneer, &c	1,098	.....	3,623	.....	3,882	.....	3	.....	2,071	.....	.....
Wooden ware	4,160	.....	5,509	.....	4,779	.....	1,025	.....	2,689	.....	.....
Wool—Bales and butts	46,074	.....	26,468	.....	.....
Bags	1,006	.....	.....	.....	2,948	.....	.....	18,480	.....	143	.....	.....
Woolens	472	.....	.....	.....	28	.....	.....	.....	.....	.....	.....	.....
Yarns	5,767	.....	2,677	.....	3,027	.....	2,609	.....	4,417	.....	.....
Zinc—Concentrates, &c.....	1,791	.....	5,688	.....	5,810	.....	131	.....	1,612	.....	.....
Spelter	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Government goods (State).....	720	.....	375	.....	424	.....	2,026	.....	6,085	.....	.....
" (Com'wealth)	119,513	.....	10,770	.....	13,446	.....	2,784	.....	583	.....	.....
" (Com'wealth)	1,307, 961	.....	10,413	.....	9,210	.....	443,225	.....	6,835	.....	.....
" (Com'wealth)	1,507,893	.....	1,496,433	.....	.....	.....	762,141	.....	.....
All articles in the above list shown in numbers and quantities are equivalent to
Total shipments for twelve mouths ended 30th June.....	425,769	.....	293,776	.....	355,214	.....	102,091	.....	82,893	.....	.....
Grand Totals for twelve months ended 30th June	205,973	.....	194,024	.....	195,381	.....	362,345	.....	127,362	.....	.....
Grand Totals for twelve months ended 30th June	1,939,703	.....	1,995,693	.....	2,047,028	.....	912,661	.....	972,396	.....	.....

WOOLLOOMOOLOO BAY.

SYDNEY HARBOUR BRIDGE.
IN COURSE OF CONSTRUCTION—



View showing a Section of the Wharfrage of the Port of Sydney and its Relation to the Commercial Centre of the City.

BERTHS
NOS. 37 & 38

PYRMONT
BRIDGE

GRAIN JETTY
BERTHS Nos. 7-10

BLACKWATTLE
BAY

BERTHS Nos. 24 & 25
LATE GOODLET & SMITH

ROZELLE
BAY

BAG
WHEAT
SHEDS
BULK
WHEAT
SILOS

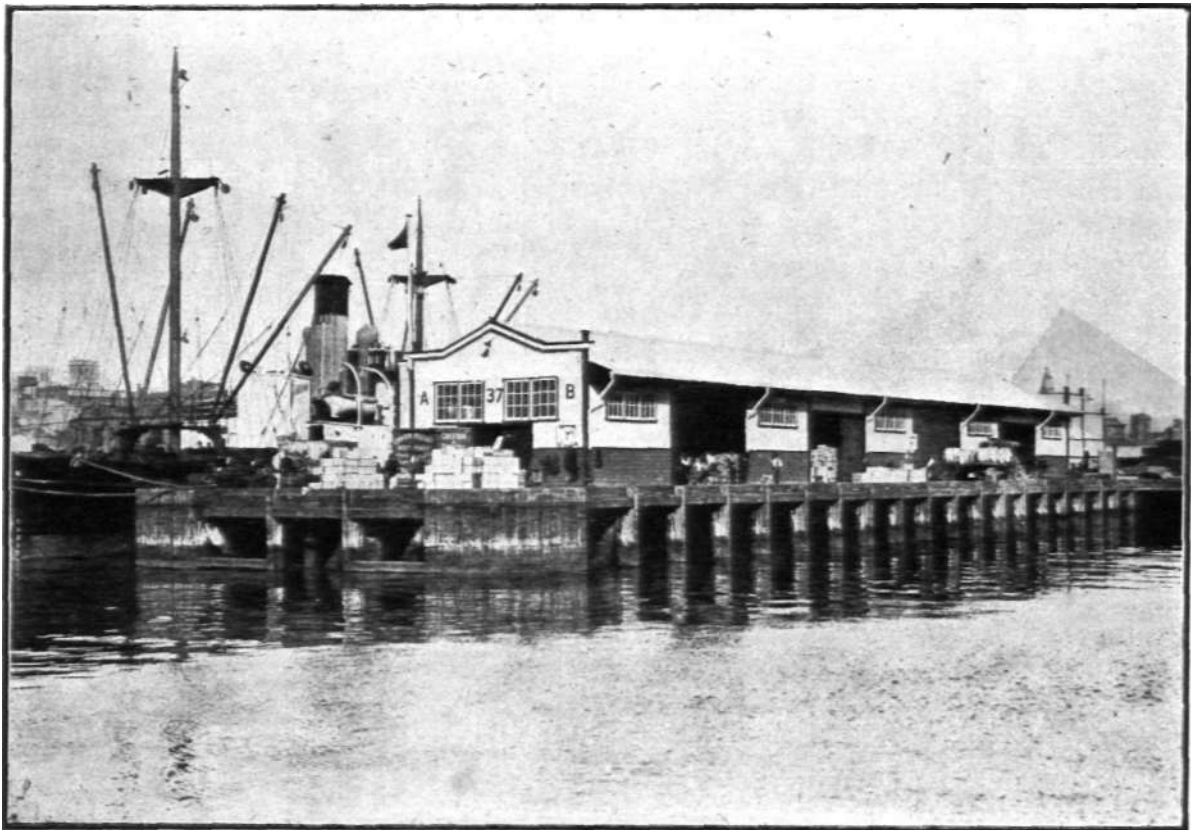
GLEBE
ISLAND



SYDNEY HARBOUR BRIDGE
IN COURSE OF CONSTRUCTION

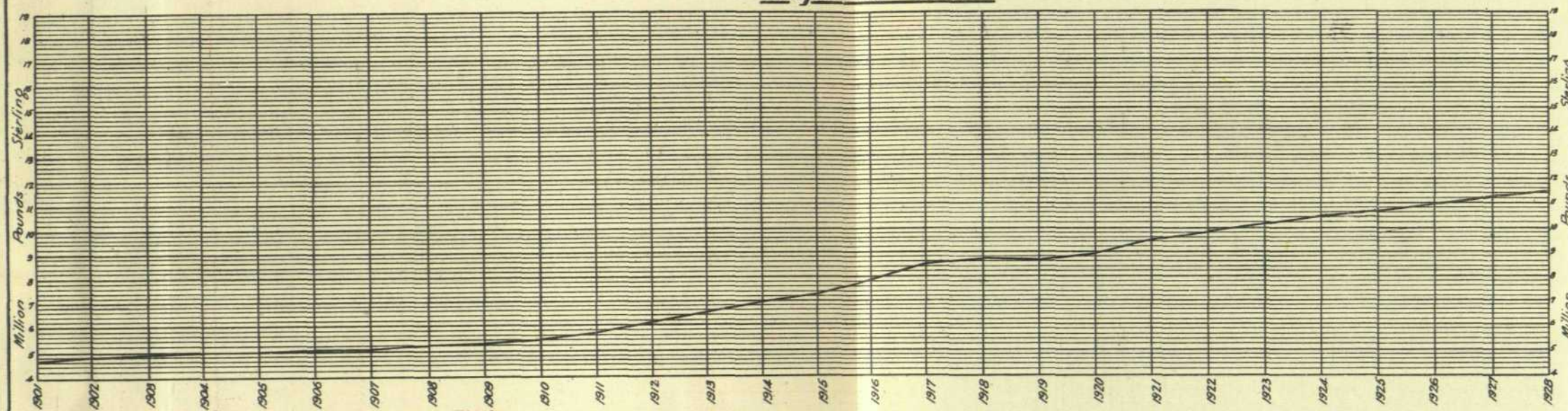
View showing a Section of the Wharfage of the Port.

(The arrows indicate some of the localities to which reference is made in this Report.)



Berth No. 37, Darling Harbour.

— Capital Debt —



— Sydney Harbour Trust — Diagram showing Revenue and Expenditure — 1901 to 1928 —

A. J. Debenham
Engineer-in-Chief
10. 8. 28

