

yards on land south of the markets is considered to be impracticable, and the area south of the markets is not sufficient to provide the necessary railway facilities.

- (e) *Livestock travelled by road to and from the markets is dangerous, confuses the street traffic, creates dust, noise, etc., and should not be permitted in the metropolis.*
- (f) *The offensive trades, the majority of which are situated close to the abattoirs and markets, pollute the atmosphere within a considerable distance, and although no effect on the health of the community in the surrounding district has been directly traced to the presence of these trades, their offensiveness makes living conditions in the neighbourhood unpleasant, and the Commission of Public Health asserts that it delays convalescence.*
- (g) *The existence of these offensive trades reflects on the value of the property within a considerable radius, and there would be an appreciable enhancement in property values if such trades were concentrated in a location isolated from the populous area."*

*"To provide the desirable and necessary facilities at the present location would involve the construction of railway lines, independent of the suburban services, to carry stock trains; the provision of new de-trucking yards close to the markets; a probable re-arrangement of the markets; the resumption of sufficient valuable land and buildings in addition to the vacant land in the vicinity to allow for resting paddocks and all future extensions; and facilities to enable the re-trucking of a proportion of livestock for the various other metropolitan abattoirs, many of which have no railway sidings, or alternatively the closing of these works."*

*"For the foregoing reasons it is considered that the present site is not only unsuitable for the efficient handling of the livestock, but is also wrongly situated in relation to the metropolis."*

Some of the noxious features have since been improved by new processes, such as modern dry rendering plants in boiling-down operations, but the basic problem of inadequate space for the handling and proper resting of the cattle remains.

Melbourne has to eat a high proportion of what the trade terms "green meat" because of the inadequate handling facilities at Newmarket. Because of insufficient space at the

saleyards, there is a constant high rate of turnover of stock, which often has to be killed without adequate rest. In addition, in the Melbourne City Abattoirs itself there is inadequate space for chilling and storing meat, with the result that killed meat cannot be left standing for sufficient time to produce the best condition for sale to the retail trade. It has to be sold too soon after killing to make way for the constant flow through the abattoirs. This problem is increasing each day with the increasing volume of meat necessary to feed the growing population. Even at the nearby large private meatworks of W. Angliss & Co. (Aust.) Pty. Ltd. the facilities are not good, as the holding paddocks are located in a low-lying area that tends to flood in the winter, and is somewhat devoid of wind in the summer thus encouraging flies. These disabilities tend to irritate stock and prevent adequate resting before killing.

The removal of the main saleyards from Newmarket to a larger and more adequate area is the only real solution of the problem. It is generally agreed that if the saleyards are moved to such a site then it is logical that the main metropolitan abattoirs should be located in the same vicinity.

There appears to be general agreement among the trade as to the desirability of restricting the number of stock markets in the metropolitan area. Marketing should be co-ordinated and centralised as much as possible, as this not only reduces overhead charges but is generally preferred by both buyers and sellers to ensure the best trading results. It is generally felt that a new modern saleyards to the west of Melbourne, supplemented by a small dairy cattle market at Dandenong, is the best arrangement for all concerned.

Most authorities still favour Derrimut in the outer western suburbs as the desirable locality for a new Melbourne saleyards.

The original Derrimut proposal contemplated the eventual use of some 3,350 acres in all, including 1,800 acres as resting paddocks. Of this original area 220 acres have since been absorbed by the chemical industry, but the remainder is still being used for grazing purposes.

#### *Dandenong Stock Market*

The Dandenong stock market is essentially a dairy cattle market for the Gippsland area. It is regarded as one of the finest dairy cattle markets in Australia because of the variety and quality of the dairy stock it handles. Its facilities, however, are restricted and inadequate, with the result that the Dandenong Council is seeking Government assistance to build a new market on a larger site. The present market is located right alongside the city centre and comprises a site of about three acres, of which the stock market itself occupies a little more than two acres and the retail market the remainder. The market is held every Tuesday, and its turnover has increased considerably since the war. The cattle yardings alone have increased from around 35,000 in 1947 to 53,000 in 1950.

The area from which this market draws is primarily the Gippsland area reaching down to Korumburra and almost

Table 53  
NEWMARKET YARDINGS, 1948-51

Year	Cattle	Sheep and Lambs
1948	315,822	4,174,714
1949	349,814	4,890,559
1950	346,885	4,475,931
1951	343,091	3,371,781



## LIVESTOCK MARKETS

as far as Warragul on the main Gippsland line. It also includes most of the Mornington Peninsula. Buyers of dairy cattle attend Dandenong from all over the State.

Of the cattle sold, approximately 20% are dairy cattle purchased by farmers, and 80% are fat cattle purchased by metropolitan meat killing establishments and by the large private abattoirs in the western suburbs. Over 90% of all livestock yarded at Dandenong comes from the general Gippsland area and most is carried to the market by road transport. Similarly, the great bulk of cattle sold at the market is transported across to the western suburbs by road.

The Dandenong Council is holding a site of 60 acres near the station for a new stock market as soon as government assistance is available. The council is also interested in building and operating an abattoirs adjacent to this new site. It is thought that such an abattoirs would eliminate the need to transport killed meat from the western side of Melbourne to the growing outer south-eastern suburbs.

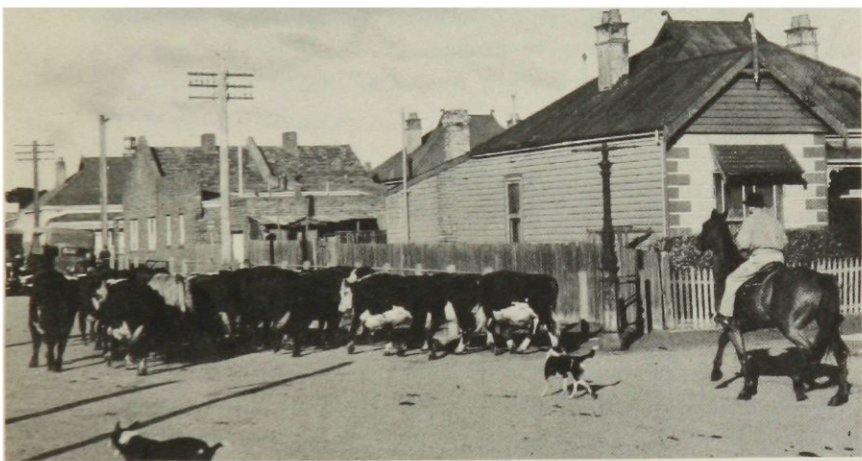
The traffic generated by Dandenong market is fairly considerable on market days. The average attendance is about 8,000 and sometimes is higher. As many as 1,250 parked

cars and trucks have been counted around the market on a peak day. These would cover both the stock market and retail markets, although the former would be responsible for most of these vehicles.

### *Brooklyn Pig Market*

This market which is really the successor to the old pig market formerly located on the Haymarket site near the new Melbourne Hospital, is operated jointly by five municipalities in the western area, handles pigs and calves, and is held every Wednesday and Thursday. About 1,100 pigs and 150 calves are yarded each week, 80% of them being carried by motor transport and the balance by rail. Most of this livestock comes from the Gippsland area, which means it has to be transported across the city.

About 75% of the pigs sold at the market are bought by large private abattoirs in the western area and the rest by country killing establishments. However, a considerable proportion of the pigs killed in the metropolitan area are purchased direct from country centres and do not go through the metropolitan markets. The larger bacon curing firms buy most of their pigs from the country.



*Cattle being sold at  
Newmarket Saleyards*

*Cattle being driven through a residential  
area near Newmarket*

