

PART III.—INTERCHANGE.

418. The weights and measures used in Victoria are in every respect similar to those in use in the United Kingdom. Weights and measures.

419. In converting the weights and measures of foreign countries into their English equivalents, which is often necessary in the progress of this work, the operation is performed by using the scale adopted by the Imperial Board of Trade, which is as follows:— Foreign weights and measures.

FOREIGN WEIGHTS AND MEASURES, WITH THEIR ENGLISH EQUIVALENTS.

Countries.	Foreign Weights and Measures.	English Equivalents.
Austria, Belgium, France, Germany, Holland, Italy, Norway, Portugal, Spain, Sweden, and Switzerland	Kilomètre ...	·621 of a mile
	Square kilomètre ...	·386 of a square mile
	Are ...	·0247 of an acre
	Hectare ...	2·47 acres
	Cubic mètre ...	1·308 cubic yard
	Mètre ...	1·094 yard, or 3·28 feet
	Kilogramme ...	2·204 lbs. avoirdupois
	Quintal métrique ...	220·4 lbs. avoirdupois
	Tonneau (coal) ...	2,204 lbs. avoirdupois
Austria ...	Hectolitre (liquid measure) ...	22 Imperial gallons
	„ (cereals, etc.) ..	2·75 Imperial bushels
	Zoll. Centner ...	110 lbs. avoirdupois
	Ts'un ...	1·41 inch
	Ch'ih ...	1·175 foot
	Chang ...	11·75 feet
	Li ...	2,115 feet
	Tael ...	12 ounces
	Catty... ..	1·33 lb. avoirdupois
China and Japan	Picul ...	133½ lbs. avoirdupois
	Dansk mil ...	4·68 miles
	Geo. mil ...	4·61 miles
	Geo. sq. mil ...	21·195 square miles
	Töndeland ...	1·36 acre
	Tönde (corn) ...	3·8 Imperial bushels
	„ (coal) ...	4·6775 bushels
	Pund ...	1·102 lb. avoirdupois
	Ocque ...	2·84 lbs. avoirdupois
Denmark ...	Quintal ...	123·2 lbs. avoirdupois
	Livre... ..	1·1 lb. avoirdupois
	Drachme ...	⅑ ounce
Greece ...		

FOREIGN WEIGHTS AND MEASURES, WITH THEIR ENGLISH EQUIVALENTS—*continued.*

Countries.	Foreign Weights and Measures.			English Equivalents.
Russia	{	Verste	...	·663 mile
		Sq. verste	...	·44 square mile
		Desiatine	...	2·7 acres
		Pood ...	...	36 lbs. avoirdupois
		Berkovet	...	360 lbs. avoirdupois
		Tchetvert	...	5·77 Imperial bushels
		Vedro	...	2·7 Imperial gallons
Sweden	{	Tunnland	...	1·22 acre
		Centner	...	93·7 lbs. avoirdupois
		Kubikfot	...	·72 of an Imperial bushel
		Tunna	...	4·5 Imperial bushels

Imports and exports classified.

420. The returns of imports and exports, as given in the following pages, are arranged according to a system of classification recommended by the Statistical Conference of representatives of the Australasian colonies held in Tasmania in 1875,* the principle kept in view being that articles of a like nature should be classed together, and the form adopted that employed in the tabulation of the Victorian Census Return of Occupations, means thus being thereby afforded of making calculations in respect to the number of persons in the colony working at the various trades in connexion with which articles are manufactured similar to those imported into and exported from the colony. The year under review is the eleventh in which this mode of classification has been used in Victoria. It has met with the approval of eminent statisticians in Europe and elsewhere, but up to the present time has only been adopted by one of the other colonies represented at the Conference.

Mode of valuing imports and exports.

421. The Customs valuations are made upon the following principle. In the case of the imports, goods on which *ad valorem* duties are payable are by law appraised at their fair market value at the principal markets of the country whence they were exported, with

* See report of Conference, with introductory letter by the Government Statist of Victoria (Parliamentary Paper, No. 11; Session 1875), page 6, paragraph 16; page 9, resolution 6; and page 12, Appendix A.; also *Victorian Year-Book* 1875, paragraphs 96 to 99 and footnotes.

10 per centum added.* Valuations of other goods may be practically said to be their cost price on landing, *i.e.*, their invoice values with the addition of freight and charges. In the case of the exports, the valuations are presumed to be the actual values in the local markets at the time of shipment. In the case of both imports and exports, the values are carefully checked by officers of the Customs Department and returned to the merchants for amendment if found incorrect.

422. In the following table, the rate of import duty† is given, and the amount collected in connexion with each article. The quantities of the various articles are also given where possible, as well as the values, and, in addition, the excess of imports over exports, or the contrary, of each article. Table of imports and exports.

423. The table of imports and exports is preceded by the following summary of the headings adopted for the classification of articles; also by an alphabetical index, which will still further facilitate the discovery of the position of any article:— Classification and index of imports and exports.

CLASSIFICATION OF ENTRIES OF ARTICLES IMPORTED AND EXPORTED.

CLASS I.—ART AND MECHANIC PRODUCTIONS.

- | | |
|-------|------------------------------------------------------|
| Order | 1. Books, etc. |
| „ | 2. Musical instruments |
| „ | 3. Prints, pictures, etc. |
| „ | 4. Carving, figures, etc. |
| „ | 5. Tackle for sports and games |
| „ | 6. Watches, philosophical instruments, etc. |
| „ | 7. Surgical instruments |
| „ | 8. Arms, ammunition, etc. |
| „ | 9. Machines, tools, and implements |
| „ | 10. Carriages, harness, etc. |
| „ | 11. Ships and boats, and matters connected therewith |
| „ | 12. Building materials |
| „ | 13. Furniture |
| „ | 14. Chemicals. |

CLASS II.—TEXTILE FABRICS AND DRESS.

- | | |
|-------|---------------------------------------|
| Order | 15. Wool and worsted manufactures |
| „ | 16. Silk manufactures |
| „ | 17. Cotton and flax manufactures |
| „ | 18. Drapery and haberdashery |
| „ | 19. Dress |
| „ | 20. Manufactures of fibrous materials |

CLASS III.—FOOD, DRINKS, ETC.

- | | |
|-------|----------------------------|
| Order | 21. Animal food |
| „ | 22. Vegetable food |
| „ | 23. Drinks and stimulants. |

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

- | | |
|-------|-----------------------|
| Order | 24. Animal substances |
| „ | 25. Vegetable „ |
| „ | 26. Oils.‡ |

* This has been assumed by the Victorian authorities to be the average rate at which goods increase in value *in transitu* by reason of freight and other charges.

† At the time of going to press, important changes in the rates of import duty were under the consideration of Parliament. The amended tariff, also reference to amendments in the tariffs of the other Australasian colonies, will be given in an Appendix to the second volume.

‡ It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head.

CLASSIFICATION OF ENTRIES OF ARTICLES IMPORTED AND
EXPORTED—*continued*.

CLASS V.—MINERALS AND METALS.		CLASS VI.—LIVE ANIMALS AND PLANTS.	
Order 27. Articles connected with mining		Order 33. Animals and Birds	
„ 28. Coal, etc.		„ 34. Plants.	
„ 29. Stone, clay, earthenware, and glass			
„ 30. Water		CLASS VII.—MISCELLANEOUS MATTERS.	
„ 31. Gold, silver, specie, and precious stones		Order 35. Miscellaneous articles of trade, etc.	
„ 32. Metals other than gold and silver.		„ 36. Indefinite articles.	

INDEX.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Acid—acetic, other ...	14	Bitters ...	23	Caps, percussion ...	8
Aërated waters ...	23	Black oil ...	26	Carbolic acid ...	14
Agricultural — Imple-		„ sand ...	32	Cards, playing ...	1
ments, machinery ...	9	Blankets ...	15	Carpeting ...	15
Air-bricks ...	12	Blasting powder ...	8	Carriages, carriage ma-	
Ale and porter ...	23	Blue ...	25	terials ...	10
Alkali ...	14	Boats ...	11	Cartridges, cartridge	
Almond oil ...	26	Boilers, steam ...	9	cases ...	8
Almonds ...	22	Bolts and nuts ...	32	Carts, waggons, etc. ...	10
Alum ...	14	Bone-dust ...	24	Carving, figures, etc. ...	4
Anchors ...	11	Bones ...	24	Casks ...	25
Animal food ...	21	Bonnets ...	19	Castor oil ...	26
„ substances ...	24	Books, printed ...	1	Cattle ...	33
Animals and birds ...	33	Boots ...	19	Cement ...	12
Antimony—crude, ore,		Boot-webbing ...	20	Chaff ...	25
regulus ...	32	Borax ...	14	Chain cables ...	11
Apparel ...	19	Bottled fruit ...	22	Chandeliers & gasaliers	13
Arms and ammunition ...	8	Bottles ...	29	Cheese ...	21
Arrowroot ...	22	Bran ...	25	Chemicals ...	14
Arsenic ...	14	„ bags ...	20	Chicory ...	23
Artificial flowers ...	19	Brandy ...	23	China matting ...	20
Asphalte ...	14	Brassware ...	32	„ ware ...	29
Axle—arms, boxes ...	10	Bricks—air, clay, fire	12	Chinese oil ...	26
Axles ...	10	„ bath ...	29	Chocolate ...	23
		Bristles ...	24	Cider ...	23
Bacon ...	21	Broadcloths, etc. ...	15	Cigars, cigarettes ...	23
Bagging ...	20	Broom corn ...	25	Clay tobacco pipes ...	4
Bags, sacks ...	20	Brooms—hair, brush-		Clocks ...	6
„ paper ...	25	ware ...	35	Clover seed ...	25
Bark ...	25	Brownware ...	29	Coal ...	28
Barley ...	22	Brushware, brooms ...	35	Cocoa beans ...	23
Basket and wicker ware	25	Buckets and tubs, iron	32	Cocoanut fibre ...	25
Bass ...	25	Building materials ...	12	„ oil ...	26
Bath bricks ...	29	Butter, butterine ...	21	Cocoanuts ...	22
Beans ...	22			Cod, cod-liver oil ...	26
Bêche de mer ...	21	Canary seed ...	25	Coffee ...	23
Beef—salted ...	21	Candles ...	24	Coir and other matting	20
Beer ...	23	Canes ...	25	Coke ...	28
Beeswax ...	24	Cannons ...	8	Colours ...	14
Benzine ...	26	Canvas ...	20	Colza oil ...	26
Birds ...	33	Caps and hats — felt,		Combs ...	24
Biscuits ...	22	silk, straw, etc. ...	19	Confectionery ...	22

INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Copper — ore, regulus,		Flax ...	25	Hardware ...	35
sheet, ware,		„ manufactures ...	17	Hares ...	33
wire ...	32	Flock ...	24	Harmoniums ...	2
„ specie ...	31	Floorcloth ...	20	Harness	10
Copra ...	25	Flour ...	22	Hats and caps—felt,	
Cordage ...	20	„ sacks ...	20	silk, straw, etc. ...	19
„ iron, steel ...	32	Flowers, artificial ...	19	Hatters' materials ...	19
Cordials ...	23	Food, animal ...	21	Hay ...	25
Cork and corks cut ...	25	„ vegetable ...	22	Hemp ...	25
Cornsacks ...	20	Fresh fish, meat ...	21	Hides ...	24
Cotton and flax manu-		Fruit — bottled, dried,		Holloware ...	35
factures ...	17	green, currants, rai-		Honey ...	21
Cotton seed oil ...	26	sins ...	22	Hoofs ...	24
Cotton — piece goods,		Fuel ...	28	Hops ...	23
waste, wick ...	17	Furniture, furniture		Horned cattle ...	33
„ raw ...	25	springs ...	13	Horns ...	24
Curiosities ...	36	Furs ...	19	Horses ...	33
Currants ...	22	Fuse ...	8	Hosiery ...	19
Cutlery ...	9				
		Galvanized iron—cord-		Implements, agricul-	
Dogs ...	33	age, buckets, tubs,		tural ...	9
Doors ...	12	guttering, sheet,		Indefinite articles ...	36
Drake ...	25	ware ...	32	Indiarubber goods ...	25
Drapery ...	18	Gasaliers & chandeliers	13	Ink—printing, coloured	
Dress ...	19	Gasoline oil... ..	26	and writing ...	14
Dried fruit ...	22	Gelatine, blasting ...	8	Instruments, musical... ..	2
Drinks and stimulants	23	Gin ...	23	„ optical ...	6
Druggeting... ..	15	Ginger, ground ...	23	„ scientific ...	6
Drugs ...	14	Glass—bottles, plate,		„ surgical ...	7
Dyes ...	14	window, ware ...	29	Iron—bar, castings, gal-	
Dynamite ...	8	Gloves ...	19	vanized, hoop, ores,	
		Glucose ...	22	pig, pipes, plate, rod,	
Earthenware ...	29	Glue, glue pieces ...	24	scrap, sheet, ware,	
Eggs ...	21	Glycerine ...	14	wire, etc....	32
Electro-plated ware ...	32	Goat skins ...	24	Ironmongery ...	35
Emus ...	33	Goats ...	33	„ saddlers' ...	10
Engine-packing ...	20	Gold—leaf, plate, specie	31	Isinglass ...	21
Engines, steam ...	9	Goods manufactured,		Ivory ...	24
Engravings... ..	3	unenumerated ...	36		
Essences and essential		Grain ...	22	Jaconet frilling and	
oils ...	14	Gram ...	22	ruffling, etc. ...	19
Explosives ...	8	Grass seeds... ..	25	Jams and preserves ...	22
		Grates and stoves ...	32	Jewellery ...	31
Fancy goods ...	35	Grease ...	24	Jute ...	25
Feathers ...	24	Greasy wool ...	24	„ piece goods ...	20
„ ornamental ...	19	Grindery ...	35		
Felt—sheathing, etc....	20	Grindstones... ..	29	Kangaroo skins ...	24
„ hoods ...	19	Guano ...	14	Kerosene oil ...	26
Fencing wire ...	32	Gum ...	25	„ shale ...	28
Fibre ...	25	Gun caps ...	8		
Firearms ...	8	Gun cotton... ..	8	Lamps and lampware	13
Firebricks ...	12	Gunny bags ...	20	Lard ...	21
Fireworks ...	5	Gunpowder... ..	8	„ oil ...	26
Firewood ...	25	Gutta-percha goods ...	25	Lead — ore, pig, pipe,	
Fish—fresh, preserved,				sheet ...	32
salted shell ...	21	Haberdashery ...	18	Leather, leatherware... ..	24
„ ova ...	33	Hair—curled, seating	24	Leeches ...	33
Flannels—piece ...	15	Hams ...	21	Lime ...	12

INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Limejuice ...	23	Mustard ...	23	Pianofortes ...	2
Linen piece goods ...	17	Mutton-bird oil ...	26	Pickles ...	23
Linseed meal ...	25			Picric acid ...	14
„ oil ...	26	Nails ...	32	Pigs ...	33
Liquorice ...	22	Naphtha ...	14	Pine oil ...	26
Lithofracteur ...	8	Natural history, speci-		Pipes—iron, lead ...	32
Live animals ...	33	mens of ...	36	„ tobacco ...	4
Lubricating oil ...	26	Neatsfoot oil ...	26	Pistols ...	8
		Nets and netting ...	20	Pitch ...	25
Macaroni ...	22	Nut oil ...	26	Plants ...	34
Machinery—agricultural, weaving and spinning ...	9	Nuts ...	22	Plaster of paris ...	29
Machines, tools, and implements ...	9	Oakum ...	25	Platedware ...	32
Maize ...	22	Oars ...	11	Plumbago ...	32
Maizena and corn flour ...	22	Oatmeal ...	22	Pollard ...	25
Malt ...	22	Oats ...	22	Porcelain ...	29
Manufactured articles of cotton, woollens, silks, etc. ...	18	Oilcake ...	25	Pork, salted ...	21
Manufactures of fibrous materials ...	20	Oilcloth ...	20	Potatoes ...	22
Manufactures of mixed metals ...	32	Oilmen's stores ...	35	Poultry ...	33
Manures ...	14	Oils of all kinds ...	26	Powder — blasting, sporting ...	8
Marble ...	29	„ in bottles ...	26	Precious stones ...	31
Matches ...	14	Olive oil ...	26	Preserved fish, meats ...	21
Materials, building ...	12	Onions ...	22	„ milk ...	23
„ carriage ...	10	Opium ...	14	„ vegetables ...	22
„ hatters' ...	19	Opossum skins ...	24	Preserves ...	22
„ printing ...	35	Optical instruments ...	6	Printing ink ...	14
„ telegraphic ...	35	Ordinance stores ...	35	„ materials ...	35
„ watchmakers' ...	6	Ore—antimony, copper, iron, lead, tin ...	32	„ paper ...	25
Mats. ...	20	„ bags ...	20	Prints, pictures, etc. ...	3
Matting—China, coir ...	20	Ores, mineral earths, clays, etc. ...	32	Provisions, preserved and salted ...	21
Meal, linseed ...	25	Organs ...	2	Pulse ...	22
„ oat ...	22	Ornamental feathers ...	19	Pulu ...	25
Meats—fresh, preserved ...	21	Ova ...	33	Pumice stone ...	29
Medicinal oil ...	26	Oxalic acid ...	14	Putty ...	29
„ roots ...	14				
Medicines, patent ...	14	Paintings ...	3	Quartz ...	31
Meerscham pipes ...	4	Paints ...	14	Quicksilver ...	32
Metals, other than gold and silver ...	32	Palm oil ...	26		
Methylated spirits ...	14	Paper—bags, hangings, patterns, printing, wrapping, writing ...	25	Rabbit skins ...	24
Milk, preserved ...	23	Parasols ...	19	Rags ...	25
Millet ...	25	Patent leather ...	24	Railway rails, chairs, etc. ...	32
Millinery ...	19	„ medicines ...	14	Raisins ...	22
Millstones ...	29	Peanuts ...	22	Rape oil ...	26
Mineral earths, clays, etc. ...	32	Pearl barley ...	22	Rattans ...	25
„ oil, undefined ...	26	„ shell ...	24	Raw cotton ...	25
Miscellaneous articles of trade ...	35	Pease ...	22	„ sugar ...	22
Molasses ...	22	Peel, drained ...	22	Refined sugar ...	22
Mouldings ...	4	Pepper ...	23	Regulus ...	32
Musical instruments ...	2	„ ground ...	23	Resin ...	25
Muslins ...	17	Perfumed spirits ...	23	Ribbons ...	16
		Perfumery ...	23	Rice ...	22
		Personal effects ...	36	Rock salt ...	23
		Phormium, N.Z. ...	25	Roots, medicinal ...	14
		Photographic goods ...	35	Rope ...	20
				Rugs ...	15

INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Rum ...	23	Sperm oil ...	26	Turpentine ...	14
Rye ...	22	Spices ...	23	Turtles ...	33
Saccharum ...	22	Spinning and weaving		Tweeds ...	15
Sacks, bags ...	20	machinery ...	9	Twine ...	20
Saddlery ...	10	Spirits, methylated ...	14	Umbrellas ...	19
Saddler's ironmongery	10	„ other ...	23	Unserviceable cordage	20
Saddle-trees ...	10	Split pease ...	22	Upholstery ...	13
Sago ...	22	Sponges ...	24	Utensils ...	9
Salad oil ...	26	Starch ...	25	Varnish ...	25
Salt ...	23	Stationery ...	1	Vegetable food ...	22
Salted beef, pork, fish	21	Steam boilers, engines	9	„ oil ...	26
Saltpetre ...	23	Stearine ...	24	„ substances	25
Sashes ...	12	Steel, cordage ...	32	Vegetables—fresh, pre-	
Sauces ...	23	Stimulants ...	23	served ...	22
Sausage skins ...	24	Stone, clay, earthen-		Vermicelli ...	22
Scientific instruments	6	ware, and glass	29	Vestas ...	14
Scoured wool ...	24	„ grind, mill, ware,		Vinegar ...	23
Screws ...	32	etc....	29	Waggon	10
Seal oil ...	26	Stoves ...	32	Walnuts ...	22
„ skins ...	24	Straw ...	25	Washed wool ...	24
Seeds—canary, clover,		„ hats ...	19	Watches ...	6
grass ...	25	Sugar—candy, raw, re-		Watchmaker's materials	6
Seed oil ...	26	fined ...	22	Weaving and spinning	
Sewing machines ...	9	Sulphur ...	14	machinery ...	9
Shale ...	28	Surgical instruments...	2	Whalebone ...	24
Sheep ...	33	Tackle for sports and		Wheat ...	22
„ skins ...	24	games ...	5	Whiskey ...	23
Shell—pearl, tortoise	24	Tallow ...	24	Whiting ...	29
Shellfish ...	21	„ oil ...	26	Wicker and basketware	25
Ships, boats, etc. ...	11	Tanks, iron... ..	32	Wine ...	23
Shoes ...	19	Tapioca ...	22	„ spirits of ...	23
Shot ...	8	Tar ...	25	Wire netting ...	32
Silk—manufactures,		Tares ...	25	Wooden tobacco pipes	4
mixtures; silks ...	16	Tarpaulins, linen	17	Woodenware ...	25
Silver—plate, specie ...	31	Tea ...	23	Wool ...	24
Skins ...	24	Telegraphic materials	35	„ and worsted manu-	
Slate slabs ...	29	„ wire ...	32	factures ...	15
Slates, roofing ...	12	Tents, linen... ..	17	Woollen piece goods ...	15
Slops ...	19	Timber, all kinds ...	25	Woolpacks ...	20
Snuff ...	23	Tin—block, foil, ore,		Works of art ...	3
Soap ...	24	plates, ware ...	32	Writing paper ...	25
Soda—ash, bicarbonate,		Tobacco ...	23	Yarn ...	15
caustic, crystals, ni-		„ pipes ...	4	Zinc—ingots, sheet, per-	
trate, silicate ...	14	Tools ...	9	forated ...	32
Specie ...	31	Tortoise shell ...	24		
Specimens of natural		Toys ...	5		
history ...	36	Travellers' samples	35		
Spelter ...	32	Turnery ...	4		

IMPORTS, 1888.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS.

		<i>Order 1.—Books, etc.</i>				
Free ...	...	Books, printed ...	...	...	...	245,752
3s. per doz. packs	1,432	Cards, playing ...	doz. packs	11,743		2,633
20 per cent. and free	14,308	Stationery*	...	...	...	123,628
		<i>Order 2.—Musical Instruments.</i>				
25 per cent.	337	Harmoniums ...	No.	171		1,521
" ...	3,145	Organs ...	"	1,176		12,797
" ...	21,788	Pianofortes ...	"	3,173		73,414
Free ...	...	Others, undescribed ...	...	...		16,113
		<i>Order 3.—Prints, Pictures, etc.</i>				
Free ...	...	Paintings and engravings ...	...	...		50,913
" ...	...	Works of art ...	...	...		8,754
		<i>Order 4.—Carving, Figures, etc.</i>				
25 per cent.	16	Mouldings, gilt ...	...	...		65
Free ...	...	" picture frame ...	...	...		9,878
25 per cent.	147	Pipes, tobacco—clay ...	gross	9,117		572
" ...	513	" " meerscham ...	...	...		1,832
12s. $\frac{1}{2}$ gross	6,539	" " wooden ...	gross	12,101		35,054
25 per cent.	117	Turnery ...	...	...		467
		<i>Order 5.—Tackle for Sports and Games.</i>				
20 per cent.	149	Fireworks ...	...	...		894
Free ...	...	Toys ...	...	...		13,263
		<i>Order 6.—Watches, Philosophical Instruments, etc.</i>				
20 per cent.	4,175	Clocks ...	...	...		20,724
Free ...	...	Instruments, optical ...	...	...		13,407
" ...	...	" scientific ...	...	...		18,426
20 per cent.	14,608	Watches ...	...	...		76,466
Free ...	...	Watchmakers' materials ...	...	...		4,405
		<i>Order 7.—Surgical Instruments.</i>				
Free ...	...	Instruments, surgical ...	...	...		15,662

* See also "Paper," Order 25.

EXPORTS, 1888.

*** For the position of any article, see Index ante.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS I.—ART AND MECHANIC PRODUCTIONS.				
Order 1.—Books, etc.				
...	58,044	Books printed ...	...	+ 187,708
2,413	587	Cards, playing ... doz. packs	+ 9,330	+ 2,046
...	27,863	Stationery* ...	...	+ 95,765
Order 2.—Musical Instruments.				
11	130	Harmoniums ... No.	+ 160	+ 1,391
94	1,591	Organs ...	+ 1,082	+ 11,206
352	11,727	Pianofortes ...	+ 2,821	+ 61,687
...	2,126	Others, undescribed ...	...	+ 13,987
Order 3.—Prints, Pictures, etc.				
...	10,623	Paintings and engravings ...	...	+ 40,290
...	176	Works of art ...	...	+ 8,578
Order 4.—Carving, Figures, etc.				
...	676	Mouldings, gilt ...	...	- 611
...	...	" picture frame ...	...	+ 9,878
2,059	330	Pipes, tobacco—clay ... gross	+ 7,058	+ 242
...	477	" " meerschaum ...	...	+ 1,355
1,718	6,919	" " wooden ... gross	+ 10,383	+ 28,135
...	290	Turnery ...	...	+ 177
Order 5.—Tackle for Sports and Games.				
...	990	Fireworks ...	...	- 96
...	606	Toys ...	...	+ 12,657
Order 6.—Watches, Philosophical Instruments, etc.				
...	1,515	Clocks ...	...	+ 19,209
...	949	Instruments, optical ...	...	+ 12,458
...	2,223	" scientific ...	...	+ 16,203
...	16,179	Watches ...	...	+ 60,287
...	...	Watchmakers' materials ...	...	+ 4,405
Order 7.—Surgical Instruments.				
...	154	Instruments, surgical ...	...	+ 15,508

* See also "Paper," Order 25.

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS—continued.

		Order 8.—Arms, Ammunition, etc.				
Free	...	Arms, pistols, etc.	No.	916	664	
"	...	" sporting	"	8,663	18,662	
5d. per lb.	4	Ammunition, etc., bellit	lbs.	200	12	
Free	...	" caps	...	...	688	
"	...	" cartridges	...	...	4,681	
"	...	" cartridge cases	...	...	3,409	
4d. per lb.	5,903	" dynamite	lbs.	487,200	36,192	
1½d. per coil	858	" fuse	coils	136,536	4,101	
5d. per lb.	366	" gelatine, blasting	lbs.	17,550	1,755	
"	...	" gun cotton	"	1	1	
1d. per lb.	...	" lithofracteur	"	...	...
"	6,167	" powder, blasting	"	1,271,316	27,353	
3d. per lb.	1,467	" " sporting	"	114,668	11,522	
Free	...	" " fine	"	67,580	2,863	
1d. per lb.	406	" shot	"	127,244	990	
5d. per lb.	153	" tonite	"	10,050	543	
		Order 9.—Machines, Tools, and Imple- ments.				
25 per cent.	522	Boilers, steam	No.	36	1,981	
Free	...	Cutlery	...	...	33,865	
25 per cent.	7,767	Engines, steam	No.	135	30,003	
20 per cent.	2,853	Implements, agricultural, undescribed	...	...	16,806	
Free	...	Machinery, agricultural	...	...	64,486	
"	...	" spinning and weaving	...	...	5,909	
"	...	" undescribed	...	...	45,966	
25 per cent.	35,811	" " "	...	...	162,442	
Free	...	Sewing machines	No.	11,135	33,931	
"	...	Tools and utensils	...	...	46,140	
"	...	Cream separators	...	...	4,311	
		Order 10.—Carriages, Harness, etc.				
10s. per arm	1,070	Axles and arms	No.	2,109	1,662	
7s. per arm	807	" "	"	2,225	1,388	
4s. 6d. p. arm	819	" mail patent	"	3,639	1,612	
4s. 6d. p. arm	161	" common nut	"	690	249	
3s. per arm	2,012	" " "	"	14,618	2,591	
25 per cent.	1,700	" common dray	"	10,034	6,543	
"	99	Axle-boxes	"	4,664	399	
£50 each	612	Carriages and carts— Barouches, broughams, mail phae- tons, drags, etc.	"	40	3,562	
20 per cent.	169	" " "	"	...	778	
£40 each	...	Omnibuses and coaches	"	...	...
£20 to £10 each	805	All other kinds	"	54	2,524	

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (–).	
Quantity.	Value.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS—*continued*.*Order 8.—Arms, Ammunition, etc.*

...	...	Arms, pistols, etc....	No.	+ 916	+ 664
480	1,097	„ sporting	„	+ 8,183	+ 17,565
...	...	Ammunition, etc., bellit	lbs.	+ 200	+ 12
...	44	„ caps	...	...	+ 644
...	342	„ cartridges	...	...	+ 4,339
...	8	„ cartridge cases	...	...	+ 3,401
132,340	10,218	„ dynamite	lbs.	+ 354,860	+ 25,974
76,509	2,183	„ fuse	coils	+ 60,027	+ 1,918
...	...	„ gelatine, blasting	lbs.	+ 17,550	+ 1,755
...	...	„ gun cotton	„	+ 1	+ 1
1,500	130	„ lithofracteur	„	– 1,500	– 130
16,400	462	„ powder, blasting	„	+ 1,254,916	+ 26,891
6,399	829	„ „ sporting	„	+ 108,269	+ 10,693
...	...	„ „ fine	„	+ 67,580	+ 2,863
24,884	364	„ shot	„	+ 102,360	+ 626
1,550	95	„ tonite	„	+ 8,500	+ 448

Order 9.—Machines, Tools, and Implements.

13	1,194	Boilers, steam	No.	+ 23	+ 787
...	1,768	Cutlery	...	...	+ 32,097
73	12,735	Engines, steam	No.	+ 62	+ 17,268
...	23,603	Implements, agricultural, undescribed	...	...	– 6,797
...	17,763	Machinery, agricultural	...	...	+ 46,723
...	...	„ spinning and weaving	...	...	+ 5,909
...	67,580	„ undescribed	...	...	+ 140,828
3,172	12,577	Sewing machines	...	+ 7,963	+ 21,354
...	2,436	Tools and utensils	...	...	+ 43,704
...	...	Cream separators	...	...	+ 4,311

Order 10.—Carriages, Harness, etc.

...	...	Axles and arms	No.	...	...
1,292	743	„ „	„	...	...
...	...	„ mail patent	„	+ 32,023	+ 13,302
...	...	„ common nut	„	...	...
...	...	„ „	„
...	...	„ common dray	„	...	...
...	...	Axle-boxes	„	+ 4,664	+ 399
120	4,937	Carriages and carts—	...	...	...
...	...	Barouches, broughams, mail phaetons, drags, etc.	„	...	+ 1,927
...	...	„ „	„
...	...	Omnibuses and coaches	...	...	...
...	...	All other kinds	„	...	...

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS—continued.

<i>Order 10.—Carriages, Harness, etc.—continued.</i>				
25 per cent.	546	Carriage materials ... ..	...	2,209
Various ...	1,103	„ wheels, poles, shafts, and bars, undergear	...	2,422
25 per cent.	1,044	Saddlery and harness...	...	4,311
Free ...	...	Saddlers' ironmongery	...	13,726
10s. per doz.	19	Saddle-trees (harness) ... doz.	37	80
20s. per doz.	147	„ (riding)	147	526
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
Free ...	...	Anchors No.	97	80
„ ...	...	Boats	18	694
„ ...	...	Chain cables tons	22	460
„ ...	...	Oars, ash No.	3,292	640
<i>Order 12.—Building Materials.</i> (See also Order 29 post).				
25 per cent.	40	Bricks, air No.	10,331	162
Free ...	...	„ clay	398,497	708
20s. per 1,000	560	„ fire	558,467	3,113
Free ...	...	„ ornamental	23,000	615
„ ...	...	Cement cwt.	791,162	146,135
5s. to 10s. each	2,728	Doors No.	9,507	7,633
Free ...	...	Lime tons	155	470
2s. per pair	30	Sashes, window pairs	565	247
Free ...	...	Slates, roofing No.	8,986,521	71,359
<i>Order 13.—Furniture.</i>				
25 per cent.	23,277	Furniture and upholstery ... ..	...	89,196
10 per cent.	85	Furniture springs ... ..	...	936
25 per cent.	381	Gasaliers and chandeliers ... ..	...	1,525
„ ...	377	Lamps and lampware ... ..	...	1,985
<i>Order 14.—Chemicals.</i>				
3d. per lb....	681	Acid, acetic lbs.	80,833	2,279
6d. per gal.	71	„ carbolic galls.	2,867	572
6d. per lb....	147	„ „ pure lbs.	7,092	746
2d. per lb....	183	„ oxalic... ..	20,661	398
3d. per lb....	12	„ picric	972	78
5s. per cwt.	51	„ undescribed cwt.	205	267
Free ...	...	„ „ ... .. lbs.	532,482	34,374
Free ...	...	Alkali, soda ash cwt.	25,452	8,640
„ ...	...	„ „ bicarbonate	14,179	5,133
„ ...	...	„ „ caustic	28,153	14,700

EXPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (—).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS I.—ART AND MECHANIC PRODUCTIONS.— <i>continued.</i>				
<i>Order 10.—Carriages, Harness, etc.</i> — <i>continued.</i>				
...	1,966	Carriage materials ...	...	+ 2,665
...	10,990	„ wheels, poles, shafts, and bars	...	— 6,679
...	690	Saddlery and harness ...	...	+ 13,036
2	3	Saddlers' ironmongery ...	...	+ 77
74	143	Saddle-trees (harness) ... doz.	+ 35	+ 383
		„ (riding) ... „	+ 73	
<i>Order 11.—Ships and boats, and matters connected therewith.</i>				
7	150	Anchors ... No.	+ 90	— 70
30	1,058	Boats ... „	— 12	— 364
8	159	Chain cables ... tons	+ 14	+ 301
...	...	Oars, ash ... No.	+ 3,292	+ 640
<i>Order 12.—Building Materials.</i> (See also Order 29, <i>post.</i>)				
...	...	Bricks, air ... No.	+ 10,331	+ 162
179,500	361	„ clay ... „	+ 218,997	+ 347
25,932	219	„ fire ... „	+ 532,535	+ 2,894
...	...	„ ornamental ... „	+ 23,000	+ 615
6,564	1,676	Cement ... cwt.	+ 784,598	+ 144,459
447	435	Doors ... No.	+ 9,060	+ 7,198
153	443	Lime ... tons	+ 2	+ 27
810	396	Sashes, window ... pairs	— 245	— 149
10,130	109	Slates, roofing ... No.	+ 8,976,391	+ 71,250
<i>Order 13.—Furniture.</i>				
...	30,751	Furniture and upholstery ...	...	+ 58,445
...	...	Furniture springs ...	...	+ 936
...	...	Gasaliers and chandeliers ...	...	+ 1,525
...	788	Lamps and lampware ...	...	+ 1,197
<i>Order 14.—Chemicals.</i>				
17,581	433	Acid, acetic ... lbs.	+ 63,252	+ 1,846
174,493	3,189	„ carbolic ...	+ 435,477	+ 33,246
		„ „ pure ...		
		„ oxalic ...		
		„ picric ...		
		„ undescribed ...		
2,035	906	Alkali, soda ash ... cwt.	+ 23,417	+ 7,734
327	211	„ „ bicarbonate ... „	+ 13,852	+ 4,922
2,127	1,135	„ „ caustic ... „	+ 26,026	+ 13,565

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS—continued.

Order 14.—Chemicals—continued.					
40s. per ton	16	Alkali, soda crystals ...	tons	29	97
Free ...	...	Alum ...	cwt.	3,602	1,187
„ ...	...	Arsenic ...	„	913	745
„ ...	...	Asphalte ...	„	5,474	1,889
„ ...	...	Borax ...	„	381	670
Various & free	1,181	Drugs and chemicals—miscellaneous ...	...	...	106,744
Free ...	...	Nitrate of soda ...	cwt.	4,776	2,650
„ ...	...	Silicate of soda ...	„	10,112	3,140
„ ...	...	Dyes ...	...	...	23,443
„ ...	...	Essences and essential oils ...	...	...	7,746
3d. per lb....	178	Glycerine, pure ...	lbs.	43,481	1,647
1d. per lb....	261	„ crude ...	„	50,093	1,082
Free ...	...	Guano ...	tons	1,543	7,616
„ ...	...	Ink, printing ...	lbs.	246,226	4,935
6d. per lb....	280	„ „ coloured ...	„	13,169	1,432
Free ...	..	„ writing ...	...	...	3,423
„ ...	...	Manures, undescribed ...	tons	404	1,722
1s. & 1s. 3d.	12,528	Matches and vestas (wax) ...	gross	254,255	39,317
per gross		„ wooden ...	„	96,965	8,332
6d. per gross	2,395	Medicines, patent ...	...	...	43,728
25 per cent.	9,977	Medicinal roots ...	...	...	981
Free ...	...	Naphtha ...	galls.	1,464	419
„ ...	...	Opium, prepared ...	lbs.	18,012	36,364
20s. per lb.	17,832	Paints and colours ...	cwt.	14,577	19,755
Free ...	...	„ „ mixed for use ...	„	2,176	4,342
80s. per ton	435	„ „ ground in oil ...	„	47,083	59,473
40s. per ton	4,780	Spirits, methylated ...	galls.	8,365	1,390
1s. per gal.	454	Sulphur ...	cwt.	40,733	11,912
Free ...	...	Turpentine ...	galls.	147,475	17,902
„				

CLASS II.—TEXTILE FABRICS AND DRESS.

Order 15—Wool and Worsted Manufactures.					
20 per cent.	11,187	Blankets ...	pairs	86,805	44,567
„ ...	25,145	Carpeting and druggeting ...	„	...	125,925
„ ...	9,770	Flannels, piece ...	„	...	45,813
„ ...	2,382	Rugs, woollen ...	„	...	12,089
		Woollen piece goods—			
20 per cent.	99,135	Broad and narrow cloths, tweeds, etc.	...	...	474,893
7½ per cent.	24,662	Dress goods, containing wool ...	...	...	325,384
„ ...	...	„ women's, all wool ...	...	...	...
20 per cent.	747	Shirtings... ..	...	...	3,835
Free ...	...	Undescribed ...	...	...	13,740

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (–).	
Quantity.	Value.		Quantity.	Value.
	£			£

CLASS I.—ART AND MECHANIC PRODUCTIONS—*continued*.Order 14.—*Chemicals*—*continued*.

38	233	Alkali, soda crystals ...	tons	–9	–136
41	32	Alum ...	cwt.	+ 3,561	+ 1,155
30	41	Arsenic ...	...	+ 883	+ 704
200	65	Asphalte ...	...	+ 5,274	+ 1,824
85	123	Borax ...	...	+ 296	+ 547
...	25,038	Drugs and chemicals—miscellaneous ...	...	...	+ 81,706
449	380	Nitrate of soda ...	cwt.	+ 4,327	+ 2,270
541	244	Silicate of soda ...	...	+ 9,571	+ 2,896
...	2,951	Dyes ...	...	...	+ 20,492
...	2,015	Essences and essential oils ...	...	...	+ 5,731
5,855	173	Glycerine, pure ...	lbs.	+ 87,719	+ 2,556
...	...	„ crude ...	...	
754	4,217	Guano ...	tons	+ 789	+ 3,399
40,606	1,491	Ink, printing ...	lbs.	+ 205,620	+ 3,444
...	...	„ „ coloured ...	...	+ 13,169	+ 1,432
...	19	„ writing ...	...	...	+ 3,404
2,245	24,033	Manures, undescribed ...	tons	–1,841	–22,311
38,839	5,621	Matches and vestas (wax) ...	gross	+ 312,381	+ 42,028
...	8,483	„ wooden ...	...	
...	47	Medicines, patent ...	...	...	+ 35,245
...	25	Medicinal roots ...	...	...	+ 934
100	25	Naphtha ...	galls.	+ 1,364	+ 394
1,752	2,871	Opium, prepared ...	lbs.	+ 16,260	+ 33,493
3,369	5,654	Paints and colours ...	cwt.	+ 60,467	+ 77,916
...	...	„ „ mixed for use ...	...	
...	...	„ „ ground in oil ...	...	...	...
448	75	Spirits, methylated ...	galls.	+ 7,917	+ 1,315
951	592	Sulphur ...	cwt.	+ 39,782	+ 11,320
3,077	451	Turpentine ...	galls.	+ 144,398	+ 17,451

CLASS II.—TEXTILE FABRICS AND DRESS.

Order 15.—*Wool and Worsted
Manufactures*.

13,574	7,211	Blankets ...	pairs	+ 73,231	+ 37,356
...	3,693	Carpeting and druggetting ...	...	...	+ 122,232
...	2,568	Flannels, piece ...	...	...	+ 43,245
...	2,209	Rugs, woollen ...	...	...	+ 9,880
...	41,898	Woollen piece goods— Broad and narrow cloths, tweed, etc.	...	...	+ 432,995
...	...	Dress goods, containing wool ...	...	...	+ 325,384
...	35,195	„ women's, all wool ...	...	...	– 35,195
...	...	Shirtings ...	...	...	+ 3,835
...	...	Undescribed ...	...	...	+ 13,740

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS II.—TEXTILE FABRICS AND DRESS—continued.

		<i>Order 15.—Wool and Worsted Manufactures—continued.</i>		
Free	...	Woollen manufactures unenumerated	...	3,228
"	...	Yarn	538,605 lbs.	8,349
		<i>Order 16.—Silk Manufactures.</i>		
20 per cent.	62,523	Silks and satins, dress	...	317,685
"	1,688	" dress goods, mixed with other material	...	8,624
10 per cent.	620	" pongees	...	2,950
20 per cent.	5,771	" ribbons	...	26,378
"	430	" velvets and crapes	...	3,132
Free	...	" other manufactures of	...	27,168
20 per cent.	6,589	" " "	...	30,283
		<i>Order 17.—Cotton and Flax Manufactures.</i>		
Free	...	Cotton piece goods (all cotton)	...	1,053,323
"	...	" manufactures, such as counterpanes, etc.	...	76,011
"	...	" waste	1,035,634 lbs.	11,656
"	...	" wick	66,148	3,820
"	...	Linen piece goods	...	52,526
"	...	" manufactures, such as table linen, towels, etc.	...	6,411
20 per cent.	31	" tents and tarpaulins	...	167
		<i>Order 18.—Drapery and Haberdashery.</i>		
Free	...	Haberdashery	...	470,673
		<i>Order 19.—Dress.</i>		
25 per cent.	92,769	Apparel and slops	...	378,291
30 per cent.	17,239	" "	...	58,310
Free	...	" "	...	25,205
25 per cent.	1,101	Bonnets, fancy and trimmed	...	4,344
4s. to 33s. p. doz. pairs and free	29,503	Boots and shoes	719,699 pairs	135,702
Free	...	Feathers, ornamental	...	10,850
"	...	Flowers, artificial	...	13,813
25 per cent.	1,824	Frillings and ruffings	...	6,296
"	115	Furs, dressed	...	462
Free	...	" undressed	...	5,348
20 per cent.	24,208	Gloves	...	121,584

EXPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (—).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS II.—TEXTILE FABRICS AND DRESS—continued.				
<i>Order 15.—Wool and Worsted Manufactures—continued.</i>				
...	263	Woollen manufactures unenumerated	...	+ 2,965
964	25	Yarn lbs.	+537,641	+ 8,324
<i>Order 16.—Silk Manufactures.</i>				
...	43,927	Silks and satins, dress ... ..	...	+ 273,758
...	...	„ dress goods, mixed with other material	...	+ 8,624
...	70	„ pongees ... ..	...	+ 2,880
...	26	„ ribbons ... ..	...	+ 26,352
...	...	„ velvets and crapes ... ..	...	+ 3,132
...	274	„ other manufactures of ... ..	...	+ 57,177
<i>Order 17.—Cotton and Flax Manufactures.</i>				
...	72,907	Cotton piece goods (all cotton) ... ..	...	+ 980,416
...	8,514	„ manufactures, such as counter-panes, etc.	...	+ 67,497
46,410	790	„ waste lbs.	+ 989,224	+ 10,866
7,915	532	„ wick „	+ 58,233	+ 3,288
...	3,353	Linen piece goods ... ..	...	+ 49,173
...	240	„ manufactures, such as table linen, towels, etc.	...	+ 6,171
...	...	„ tents and tarpaulins ... ..	...	+ 167
<i>Order 18.—Drapery and Haberdashery.</i>				
...	56,969	Haberdashery ... ..	...	+ 413,704
<i>Order 19.—Dress.</i>				
...	171,816	Apparel and slops	}	+ 289,990
...	...	„ „		
...	...	„ „		
...	438	Bonnets, fancy and trimmed ... ..	...	+ 3,906
174,290	44,201	Boots and shoes pairs	+ 545,409	+ 91,501
...	712	Feathers, ornamental ... ..	...	+ 10,138
...	521	Flowers, artificial ... ..	...	+ 13,292
...	1,299	Frillings and rufflings ... ..	...	+ 4,997
...	1,115	Furs, dressed ... ..	...	— 653
...	...	„ undressed ... ..	...	+ 5,348
...	20,166	Gloves ... ..	...	+ 101,418

IMPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS II.—TEXTILE FABRICS AND DRESS—*continued.*

		Order 19.— <i>Dress</i> — <i>continued.</i>				
		Hat and caps—				
48s. per doz.	1,340	Dress	No.	6,591	3,539	}
30s. per doz.	87	Boys' and youths', etc. ...	"	703	200	
15s. per doz.	14,124	Mens' felt, etc. ...	"	251,038	41,425	
8s. per doz.	627	Boys' and youths', etc. ...	"	16,529	1,892	
5s. per doz.	641	Felt hoods ...	"	68,880	4,082	
Free ...	...	Straw, untrimmed ...	"	1,202,171	69,702
25 per cent.	3,972	Others unenumerated ..	"	182,293	16,243	}
	20,791	Total hats and caps ...	"	1,728,205	137,083	
Free	Hatters' materials	9,675	}
" ...	...	Hosiery ...		...	86,771
20 per cent.	17,102	" ...		...	87,694
...	...	Millinery	}
6d. & 1s. each	93	Umbrellas and parasols, cotton...	No.	2,028	390	
2s. 6d. each	1,791	" " silk ...	"	14,060	7,770	
1s. each ...	109	" " fancy ...	"	2,188	476	
		Order 20.— <i>Manufactures of Fibrous Materials.</i>				
Free	Bagging ...	yards	}
" ...	...	Bags and sacks, bran bags ...	No.	1,463,120	28,167
" ...	...	" " corn and flour sacks ...	"	7,722,272	208,185
" ...	...	" " gunny bags ...	"	1,479,220	30,109
3s. per doz.	2,121	" " woolpacks ...	"	567,630	59,055	
6d. per doz.	8	" " undescribed ...	"	2,513	38	
Free ...	...	" " " ...	"	203,761	3,338
" ...	...	Boot webbing ...		...	7,091
" ...	...	Canvas ...		...	22,601
5s. per cwt.	35	Cordage, coir ...	cwt.	201	333	
11s. 3d. p. cwt.	736	" hempen ...	"	1,363	3,796	}
28s. per cwt.	614	" white lines ...	"	477	3,587	
Free ...	...	" unserviceable ...	tons	120	581
11s. 3d. p. cwt.	46	Engine packing ...	cwt.	81	272	}
Free ...	...	Felt, sheathing ...		...	2,058
¼d. & ½d. per yard	4,035	Jute piece goods ...	yards	2,492,004	29,019	
25 per cent.	797	Mats	3,057	}
20 per cent.	766	{ Matting, China ...		...	3,890
Free ...	...	" coir and other ...		...	...
20 per cent.	15,275	Nets and netting ...	cwt.	164	2,593	}
2¼d. per lb.	1,443	Oil and other floor cloths ...		...	79,476
Free ...	...	Twine and lines ...	lbs.	134,412	5,392
		" sewing or seaming ...	"	708,669	21,820	}

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value.		Quantity.	Value.
	£			£

CLASS II.—TEXTILE FABRICS AND DRESS—*continued.*

Order 19.—*Dress—continued.*

147,844	18,167	Hats and caps —			
		Dress	No.	+ 1,580,361	+ 118,916
		Boys' and youths', etc.	"		
		Men's felt, etc.	"		
		Boys' and youths', etc.	"		
		Felt hoods	"		
		Straw, untrimmed	"		
		Other unenumerated	"		
...	2,397	Hatters' materials...	+ 7,278
...	9,665	Hosiery	+ 164,800
	509	Millinery	- 509
9,633	2,836	Umbrellas and parasols, cotton	No.	+ 8,643	+ 5,800
		" " silk	"		
		" " fancy	"		

Order 20.—*Manufactures of Fibrous Materials.*

25,260	493	Bagging... ..	yards	- 25,260	- 493
88,411	1,734	Bags and sacks, bran bags ...	No.	+ 1,374,709	+ 26,433
565,415	14,864	" " corn and flour sacks	"	+ 7,156,857	+ 193,321
54,250	1,189	" " gunny bags	"	+ 1,424,970	+ 28,920
183,094	19,665	" " woolpacks...	"	+ 384,536	+ 39,390
66,295	912	" " undescribed	"	+ 139,979	+ 2,464
	467	Boot webbing ... ..	...	...	+ 6,624
...	1,331	Canvas ... ..	...	...	+ 21,270
2,274	6,039	Cordage, coir	cwt.	- 233	+ 1,677
		" hempen	"		
		" white lines	"		
		" unserviceable	tons		
...	...			+ 120	+ 581
12	36	Engine packing	cwt.	+ 69	+ 236
...	131	Felt, sheathing ... ..	...	...	+ 1,927
...	8,939	Jute piece goods	yards	...	+ 20,080
...	679	Mats ... ..	...	...	+ 2,378
...	348	Matting, China ... ..	...	...	+ 3,542
...		" coir and other ... ..	...	
...	32	Nets and netting	cwt.		
...	2,042	Oil and other floor cloths ...	...	...	+ 2,561
...				...	+ 77,434
127,692	4,533	Twine and lines	lbs.	+ 715,389	+ 22,679
		" sewing or seaming	"		

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
CLASS III.—FOOD, DRINKS, ETC.				
Order 21.—Animal Food.				
Free ...	...	Bêche de mer ... cwt.	...	1
2d. per lb.	441	Butter ... lbs.	55,412	2,580
...	...	Butterine ... "	...	...
2d. per lb.	419	Cheese ... "	48,955	1,781
Free ...	...	Eggs ... No.	10,287,640	35,376
" ...	...	Fish, fresh ...	...	1,680
2d. per lb.	26,465	" preserved ... lbs.	3,370,730	107,958
Free ...	...	" salted ... cwt.	27,369	41,335
" ...	...	" shell ...	...	29,973
2d. per lb.	20	Honey ... lbs.	2,304	90
10 per cent.	115	Isinglass ... "	4,086	1,060
Free ...	...	" ... "	16,916	2,453
" ...	...	Lard ... "	6,729	100
" ...	...	Meats, fresh ... cwt.	1,304	1,423
2d. per lb.	1,805	" preserved ... lbs.	349,641	13,622
" ...	115	" bacon ... "	17,995	719
5s. per cwt.	96	" beef, salted ... cwt.	528	942
2d. per lb.	1,561	" hams ... lbs.	201,047	9,301
5s. per cwt.	111	" pork, salted ... cwt.	519	1,050
Order 22.—Vegetable Food.				
2d. per lb.	1,008	Arrowroot ... lbs.	104,407	2,406
" ...	64	Biscuit, fancy ... "	10,978	304
Free ...	...	" old ... "	12,032	41
" ...	...	Cocoanuts ... No.	558,842	2,411
2d. per lb.	4,628	Confectionery ... lbs.	636,634	29,695
" ...	12	" sugar candy ... "	1,400	27
" ...	990	Fruit, bottled ... "	179,300	4,826
" ...	8,554	" dried ... "	1,298,562	24,987
" ...	42,284	" " currants ... "	5,605,603	69,729
" ...	19,839	" " raisins ... "	2,548,990	38,400
9d. per bush.	13,973	" fresh ... bushels	372,640	125,388
2d. per lb.	338	" pulp ... lbs.	40,522	541
2s. p. cental	7,989	Grain and pulse, barley ... centals	81,092	30,336
" ...	92	" " beans and pease ... "	1,101	760
" ...	...	" " gram ... "	448	100
1s. p. cental	1,633	" " maize ... "	34,984	12,188
3s. per bush.	2,606	" " malt ... bushels	56,143	17,820
2s. p. cental	39,527	" " oats ... centals	460,805	153,540
" ...	191	" " peanuts ... "	1,906	1,615
6s. p. cental	13,099	" " rice ... "	89,929	50,803
4s. p. cental	10,191	" " " dressed in bond ... "	59,409	31,039
2s. p. cental	8s.	" " " paddy ... "	4	1
" ...	27	" " rye ... "	269	84
" ...	49	" " wheat ... "	65,397	18,837

EXPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS III.—FOOD, DRINKS, ETC.				
Order 21.— <i>Animal Food.</i>				
...	...	Bêche de mer ... cwt.	...	+ 1
1,202,649	54,369	Butter ... lbs.	-1,147,237	- 51,789
33,855	981	Butterine ... "	- 33,855	- 981
535,970	14,564	Cheese ... "	- 487,015	- 12,783
126,974	631	Eggs ... No.	+ 10,160,666	+ 34,745
...	117	Fish, fresh ...	...	+ 1,563
345,088	12,817	" preserved ... lbs.	+ 3,025,642	+ 95,141
1,172	2,296	" salted ... cwt.	+ 26,197	+ 39,039
...	27	" shell ...	...	+ 29,946
24,461	545	Honey ... lbs.	- 22,157	- 455
6,902	1,253	Isinglass ... "	+ 14,100	+ 2,260
30,358	731	Lard ... "	- 23,629	- 631
3,288	3,710	Meats, fresh ... cwt.	- 1,984	- 2,287
732,235	16,756	" preserved ... lbs.	- 382,594	- 3,134
166,693	6,862	" bacon ... "	- 148,698	- 6,143
1,884	2,058	" beef, salted ... cwt.	- 1,356	- 1,116
13,928	641	" hams ... lbs.	+ 187,119	+ 8,660
933	2,950	" pork, salted ... cwt.	- 414	- 1,900
Order 22.— <i>Vegetable Food.</i>				
26,200	534	Arrowroot ... lbs.	+ 78,207	+ 1,872
981,037	20,962	Biscuit, fancy ... "	- 970,059	- 20,658
...	...	" old ... "	+ 12,032	+ 41
...	...	Cocoanuts ... No.	+ 558,842	+ 2,411
124,089	4,564	Confectionery ... lbs.	+ 512,545	+ 25,131
38	1	" sugar candy ... "	+ 1,362	+ 26
37,974	1,302	Fruit, bottled ... "	+ 141,326	+ 3,524
251,485	5,204	" dried ... "	+ 1,047,077	+ 19,783
794,199	13,195	" " currants ... "	+ 4,811,404	+ 56,534
600,671	12,486	" " raisins ... "	+ 1,948,319	+ 25,914
47,287	18,275	" fresh ... bushels	+ 325,353	+ 107,113
...	...	" pulp ... lbs.	+ 40,522	+ 541
4,938	1,522	Grain and pulse, barley ... centals	+ 76,154	+ 28,814
4,835	2,303	" " beans and pease ... "	- 3,734	- 1,543
430	213	" " gram ... "	+ 18	- 113
6,698	2,070	" " maize ... "	+ 28,286	+ 10,118
28,377	10,255	" " malt ... bushels	+ 27,766	+ 7,565
17,186	5,551	" " oats ... centals	+ 443,619	+ 147,989
...	...	" " peanuts ... "	+ 1,906	+ 1,615
26,711	18,954	" " rice ... "	+ 122,627	+ 62,888
...	...	" " " paddy ... "	+ 4	+ 1
12	7	" " rye ... "	+ 257	+ 77
1,588,173	515,016	" " wheat ... "	- 1,522,776	- 496,179

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS III.—FOOD, DRINKS, ETC.—continued.

Order 22.—Vegetable Food—continued.

Grain prepared—				
5s. p. cental	69	Barley, pearl centals	582	484
2s. p. cental	54	Flour "	29,340	12,050
6s. p. cental	36	Oatmeal "	666	423
2s. p. cental	383	Peas, split "	7,467	2,124
"	15	Semolina "	149	212
2d. per lb ..	2,341	Jams and preserves lbs.	311,151	8,079 }
Free ...	...	" " peel drained "	299,193	6,197 }
2d. per lb...	478	Liquorice "	78,650	3,220
"	954	Macaroni and vermicelli "	115,594	2,608
"	4,221	Maizena and corn flour "	456,544	10,760
Free ...	...	Molasses cwt.	34,794	4,864 }
3s. per cwt.	301	" refined "	2,317	1,779 }
2s. per cwt.	672	" Victorian refined ... .. "	...	...
"	...	" saccharum ... .. "	...	...
2d. per lb...	770	Nuts lbs.	96,909	1,606
"	1,624	" almonds "	210,111	7,825
"	248	" walnuts "	29,779	467
20s. per ton	7	Onions tons	8	66
10s. per ton	86	Potatoes "	168	669
Free ...	...	Sago lbs.	175,903	1,251
Sugar—				
3s. per cwt.	55,339	Cane, raw cwt.	473,785	482,018
2s. per cwt.	30,183	Cane, raw, refined in Victoria ..	227,729	179,010
3s. per cwt.	37,665	Cane, refined "	242,393	266,832
6s. per cwt.	906	Beet "	3,739	4,683
3s. per cwt.	1,172	Glucose "	8,581	6,765
	125,265	Total Sugar "	956,227	939,308
Free ...	...	Tapioca lbs.	2,101,199	21,062
"	...	Vegetables, fresh cwt.	2,881	2,132
2d. per lb...	334	" preserved lbs.	44,495	1,738
5s. per cwt.	54	" salted cwt.	215	289
Order 23.—Drinks and Stimulants.				
10 per cent.	132	Aërated and mineral waters ... doz.	7,514	1,342
9d. per gal.	52,622	Beer (ale and porter)... .. galls.	1,410,173	298,032
3d. per lb...	...	Chicory lbs.	53,091	375
"	...	" root... .. tons.	...	...
3d. per lb...	6,090	Chocolate and cocoa lbs.	492,642	39,559
9d. per gal.	78	Cider and perry galls.	2,876	749
Free ...	...	Cocoa beans cwt.	1,406	5,225
3d. per lb ..	14,088	Coffee lbs.	1,412,452	60,504
2d. per lb...	1s.	Ginger, ground "	136	5 }
Free ...	...	" other "	202,747	3,840 }
6d. per lb...	12,746	Hops "	496,965	30,491

EXPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (−).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS III.—FOOD, DRINKS, ETC.— <i>continued.</i>				
<i>Order 22.—Vegetable Food—continued.</i>				
Grain prepared—				
168	150	Barley, pearl ... centals	+ 414	+ 334
845,959	402,030	Flour ... „	− 816,619	− 389,980
39,254	27,159	Oatmeal ... „	− 38,588	− 26,736
217	166	Peas, split ... „	+ 7,250	+ 1,958
...	...	Semolina ... „	+ 149	+ 212
444,399	8,712	Jams and preserves ... lbs.	+ 165,945	+ 5,564
5,246	186	Liquorice ... „	+ 73,404	+ 3,034
12,505	337	Macaroni and vermicelli ... „	+ 103,089	+ 2,271
72,292	1,959	Maizena and corn flour ... „	+ 384,252	+ 8,801
2,417	2,250	Molasses... ... cwt.	+ 34,694	+ 4,393
...	...	„ Victorian, refined ... „	...	...
68	56	„ saccharum ... „	− 68	− 56
7,145	151	Nuts ... lbs.	+ 89,764	+ 1,455
17,782	774	„ almonds ... „	+ 192,329	+ 7,051
...	...	„ walnuts ... „	+ 29,779	+ 467
8,312	40,678	Onions ... tons	− 8,304	− 40,612
29,902	94,301	Potatoes ... „	− 29,734	− 93,632
89,148	990	Sago ... lbs.	+ 86,755	+ 261
Sugar—				
...	...	Cane, raw ... cwt.	+ 473,785	+ 482,018
...	...	Cane, Victorian refined ... „	+ 227,729	+ 179,010
138,368	139,194	Cane, refined ... „	+ 104,025	+ 127,638
804	881	Beet ... „	+ 2,935	+ 3,802
337	333	Glucose ... „	+ 8,244	+ 6,432
139,509	140,408	Total Sugar ... „	+ 816,718	+ 798,900
264,911	2,766	Tapioca ... lbs.	+ 1,836,288	+ 18,296
19,580	4,694	Vegetables, fresh ... cwt.	− 16,699	− 2,562
21,790	675	„ preserved ... lbs.	+ 22,705	+ 1,063
...	...	„ salted... ... cwt.	+ 215	+ 289
<i>Order 23.—Drinks and Stimulants.</i>				
20,788	2,522	Aërated and mineral waters... doz.	− 13,274	− 1,180
128,116	19,374	Beer (ale and porter) ... galls.	+ 1,282,057	+ 278,658
124,481	1,853	Chicory ... lbs.	− 71,390	− 1,478
10	36	„ root ... tons.	− 10	− 36
48,138	3,485	Chocolate and cocoa ... lbs.	+ 444,504	+ 36,074
187	51	Cider and perry ... galls.	+ 2,689	+ 698
5	30	Cocoa beans ... cwt.	+ 1,401	+ 5,195
335,264	16,273	Coffee ... lbs.	+ 1,077,188	+ 44,231
22,579	781	Ginger ... „	+ 180,304	+ 3,064
276,068	11,934	Hops ... „	+ 220,897	+ 18,557

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS III.—FOOD, DRINKS, ETC.—continued.

		Order 23.—Drinks and Stimulants— continued.			
20 per cent.	17	Limejuice ...	galls.	1,043	138 }
Free ...	...	" ...	"	13,728	1,112 }
" ...	...	Milk, preserved ...	lbs.	1,641,620	41,050
2d. per lb.	2,586	Mustard ...	"	311,692	17,999
Free ...	...	Pepper ...	"	641,553	26,741 }
2d. per lb.	15	" ground ...	"	2,299	116 }
10 per cent.	1,030	Perfumery* ...	...	...	8,966
2s. 9d. p. doz.	20	Pickles (quarts) ...	doz.	1,604	536
1s. 9d. p. doz.	2,264	" (pints) ...	"	26,504	9,088
1s. per doz.	1	" (half-pints) ...	"	19	8
20s. per ton.	9,040	Salt ...	tons	6,924	26,226
Free ...	...	" rock ...	"	783	2,479
" ...	...	Saltpetre ...	cwt.	4,262	4,887
20 per cent.	1,841	Sauces ...	doz. qts.	16,825	12,566
Free ...	...	Spices unenumerated ...	lbs.	284,398	12,448
2d. per lb.	34	" ground ...	"	5,009	262
12s. per gal.	156,481	Spirits, brandy ...	galls.	354,353	167,695
" ...	2,010	" cordials and bitters ...	"	5,478	5,850
" ...	73,548	" gin ...	"	98,475	19,246
" ...	530	" of wine ...	"	2,105	259
24s. per gal.	2,916	" perfumed ...	"	2,699	11,164
12s. per gal.	71,792	" rum ...	"	106,137	18,443
" ...	320,622	" whisky ...	"	609,013	216,676
" ...	31,939	" other, undescribed ...	"	64,303	42,135
3d. per lb.	131,141	Tea ...	lbs.	16,246,037	777,243
3s. per lb....	205,430	Tobacco (manufactured) ...	"	2,492,887	190,631
1s. per lb....	21,427	" (unmanufactured) ...	"	486,659	33,128
6s. per lb....	45,532	" cigars ...	"	226,285	94,355
" ...	10,687	" cigarettes ...	"	52,670	23,698
3s. per lb....	873	" snuff ...	"	5,488	1,059
6d. per gal.	2,673	Vinegar ...	galls.	135,858	13,870
6s. per gal.	36,469	Wine, in wood and bottled ...	"	194,996	85,191
8s. per gal.	16,778	" sparkling ...	"	55,340	99,430

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

		Order 24.—Animal Substances.			
Free ...	...	Beeswax ...	cwt.	23	110
" ...	...	Bones ...	tons	110	185
" ...	...	Bonedust ...	"	...	...
" ...	...	Bristles ...	lbs.	29,861	4,491
2d. per lb.	9,844	Candles ...	"	1,287,517	38,706
10 per cent.	1,026	Combs ...	...	...	10,250
Free ...	...	Flock ...	tons	...	93
2d. per lb.	871	Glue ...	lbs.	101,527	3,699

* See also Spirits, perfumed.

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value.		Quantity.	Value.
	£			£

CLASS III.—FOOD, DRINKS, ETC.—*continued*.

		<i>Order 23.—Drinks and Stimulants— continued.</i>			
8,591	1,331	Limejuice ...	galls.	+ 6,180	- 81
125,603	2,840	Milk, preserved ...	lbs.	+ 1,516,017	+ 38,210
42,890	1,839	Mustard ...	"	+ 268,802	+ 16,160
79,521	3,565	Pepper ...	"	+ 564,331	+ 23,292
...	783	Perfumery *	...	...	+ 8,183
3,049	2,627	Pickles (quarts) ...	doz.	- 1,445	- 2,091
...	...	" (pints) ...	"	+ 26,504	+ 9,088
...	...	" (half-pints) ...	"	+ 19	+ 8
352	1,294	Salt ...	tons	+ 6,572	+ 24,932
75	245	" rock ...	"	+ 708	+ 2,234
94	127	Saltpetre ...	cwt.	+ 4,168	+ 4,760
4,693	3,739	Sauces ...	doz. qts.	+ 12,132	+ 8,827
56,770	3,262	Spices, unenumerated ...	lbs.	+ 227,628	+ 9,186
...	...	" ground ...	"	+ 5,009	+ 262
56,607	22,862	Spirits, brandy ...	galls.	+ 297,746	+ 144,833
30,956	23,969	" cordials and bitters ...	"	- 25,478	- 18,119
14,165	4,410	" gin ...	"	+ 84,310	+ 14,836
2,974	455	" of wine ...	"	- 869	- 196
477	1,370	" perfumed ...	"	+ 2,222	+ 9,794
16,779	4,014	" rum ...	"	+ 89,358	+ 14,429
77,750	28,438	" whisky ...	"	+ 531,263	+ 188,238
2,939	3,326	" other, undescribed ...	"	+ 61,364	+ 38,809
6,455,041	355,652	Tea ...	lbs.	+ 9,790,996	+ 421,591
894,470	69,342	Tobacco (manufactured) ...	"	+ 1,598,417	+ 121,289
84,762	4,113	" (unmanufactured ...	"	+ 401,897	+ 29,015
84,741	31,893	" cigars ...	"	+ 141,544	+ 62,462
9,493	4,276	" cigarettes ...	"	+ 43,177	+ 19,422
226	26	" snuff ...	"	+ 5,262	+ 1,033
14,653	1,663	Vinegar ...	galls.	+ 121,205	+ 12,207
222,967	54,241	Wine, in wood and bottled ...	"	- 27,971	+ 30,950
3,745	6,878	" sparkling ...	"	+ 51,595	+ 92,552

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

		<i>Order 24.—Animal Substances.</i>			
36	181	Beeswax ...	cwt.	- 13	- 71
68	559	Bones ...	tons	+ 42	- 374
1,810	11,328	Bonedust ...	"	- 1,810	- 11,328
1,306	295	Bristles ...	lbs.	+ 28,555	+ 4,196
434,424	11,115	Candles ...	"	+ 853,093	+ 27,591
...	450	Combs ...	...	...	+ 9,800
20	432	Flock ...	tons	- 14	- 339
39,479	1,175	Glue ...	lbs.	+ 62,048	+ 2,524

* See also Spirits, perfumed.

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.

		Order 24.—Animal Substances—contd.					
Free	...	Glue, pieces	...	...	tons	...	...
10 per cent.	192	Grease	...	...	"	158	1,879
Free	...	Hair	...	...	lbs.	63,871	2,413
2d. per lb.	1,639	" curled	...	...	"	163,694	5,514
Free	...	" seating	...	...	...	...	3,258
"	...	Hides	...	...	No.	107,983	103,995
"	...	Horns and hoofs	...	...	cwt.	238	112
"	...	Ivory	...	...	"	5	1,945
"	...	Leather	...	...	...	...	2,605 }
20 per cent.	5,546	"	...	...	cwt.	2,190	30,783 }
7½ per cent.	8,469	" calf and kid	...	...	"	4,811	114,954
20 per cent.	541	" cut into shapes	...	...	...	...	3,029
10 per cent.	4,256	" fancy, patent, etc.	...	...	...	...	42,182
Free	...	" imitation	...	...	...	...	6,970
25 per cent.	13,462	Leatherware	...	...	...	...	53,569
...	...	Pearl shell	...	...	tons	...	...
Free	...	Sausage skins	...	...	lbs.	282,645	14,860
"	...	Skins, kangaroo	...	...	No.	245,000	46,500
"	...	" opossum	...	...	"	84,262	1,859
"	...	" rabbit	...	...	"	3,157,644	13,510
"	...	" sheep, with wool	...	...	"	137,162	13,068
"	...	" " without wool	...	...	"	13,875	282
"	...	" undescribed	...	...	"	95,458	9,027
2d. per lb.	186	Soap, common	...	...	lbs.	24,025	550
4d. per lb.	3,700	" fancy, perfumed	...	...	"	188,749	13,208
Free	...	Sponges	...	...	"	9,374	2,852
2d. per lb.	2	Stearine	...	...	cwt.	...	...
Free	...	Tallow	...	...	tons	466	7,672
"	...	Whalebone	...	...	lbs.	672	66
"	...	Wool,* greasy	...	...	"	58,378,279	2,215,885
"	...	" scoured	...	...	"	7,192,869	467,725
"	...	" washed	...	...	"	392,413	20,450
"	...	" Angora	...	...	"	...	...
		Order 25.—Vegetable Substances.					
Free	...	Bark	...	...	tons	2,954	27,087
"	...	Bass	...	...	cwt.	800	1,930
2d. per lb.	736	Blue	...	...	lbs.	92,092	2,681
2s. p. cental	23	Bran	...	...	centals	6,677	1,085
Free	...	Canes and rattans	...	...	bundles	18,774	4,270
25 per cent.	514	Casks	...	...	No.	4,612	2,093
Free	...	" empty	...	...	"	12,859	4,151
"	...	Copra	...	...	tons	55	551
"	...	Cork	...	...	cwt.	980	949

* The quantity of wool imported amounted to 65,963,561 lbs., valued at £2,704,060, of which all but 17,917,742 lbs., valued at £667,423, was brought overland from New South Wales.

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (—).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.				
Order 24.—Animal Substances—contd.				
214	1,657	Glue, pieces tons	—214	—1,657
18	389	Grease "	+140	+1,490
113,988	1,666	Hair lbs.	—50,117	+747
7,391	410	„ curled "	+156,303	+5,104
...	56	„ seating "	...	+3,202
18,991	17,136	Hides No.	+88,992	+86,859
3,000	1,691	Horns and hoofs cwt.	—2,762	—1,579
...	...	Ivory "	+5	+1,945
40,862	192,038	Leather "	...	—158,650
...	...	„ calf and kid "	+4,811	+114,954
...	168	„ cut into shapes "	...	+2,861
...	1,891	„ fancy, patent, etc. "	...	+40,291
...	83	„ imitation "	...	+6,887
...	5,077	Leatherware "	...	+48,492
5	600	Pearl shell tons	—5	—600
118,618	5,525	Sausage skins lbs.	+164,027	+9,335
262,886	53,566	Skins, kangaroo No.	—17,886	—7,066
506,066	13,393	„ opossum "	—421,804	—11,533
3,967,533	20,759	„ rabbit "	—809,889	—7,249
618,547	95,543	„ sheep, with wool "	—481,385	—82,475
149,595	3,382	„ „ without wool "	—135,720	—3,100
1,430	118	„ undescribed "	+94,028	+8,909
1,125,497	8,660	Soap, common lbs.	—1,101,472	—8,110
170,333	8,836	„ fancy, perfumed "	+18,416	+4,372
476	142	Sponges "	+8,898	+2,710
293	553	Stearine cwt.	—293	—553
7,887	157,601	Tallow tons	—7,421	—149,929
...	...	Whalebone lbs.	+672	+66
99,685,415	4,022,032	Wool,* greasy "	—41,307,136	—1,806,147
14,332,466	822,946	„ scoured "	—7,139,597	—355,221
4,435,677	325,904	„ washed "	—4,043,264	—305,454
410	48	„ Angora "	—410	—48
Order 25.—Vegetable Substances.				
4,105	41,401	Bark tons	—1,151	—14,314
20	27	Bass cwt.	+780	+1,903
65,082	1,551	Blue lbs.	+27,010	+1,130
35,376	8,800	Bran centals	—28,699	—7,715
1,821	289	Canes and rattans bundles	+16,953	+3,981
...	...	Casks No.	+4,612	+2,093
13,327	6,431	„ empty "	—468	—2,280
49	585	Copra tons	+6	—34
9	14	Cork cwt.	+971	+935

* The quantity of wool exported amounted to 118,453,968 lbs., valued at £5,170,930, of which 29,143,620 lbs., valued at £1,415,617, was entered as the produce of places outside Victoria.

IMPORTS, 1888—continued.

*** For the position of any article, see Index *ante*.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
ORDER IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.				
<i>Order 25.—Vegetable Substances—con.</i>				
4d. per lb....	4,611	Cork, cut lbs.	291,208	27,867
Free ...	...	Cotton, raw "	242,496	3,256
2s. p. cental	6	Dholl centals	60	20
Free ...	...	Fibre, cocoanut tons	9	119
" ...	...	" undescribed "	1,298	19,472
" ...	...	Firewood "	9,906	3,334
" ...	...	Flax, "Phormium," N.Z. "	479	9,279
" ...	...	Gum "	100	5,129
" ...	...	Gutta-percha goods "	...	281
" ...	...	Hay and chaff tons	1,986	5,240
" ...	...	Hemp "	1,459	46,925
" ...	...	Indiarubber goods "	...	55,778
" ...	...	Jute tons	233	2,636
" ...	...	Meal, linseed lbs.	117,936	684
" ...	...	Millet, broom corn, etc. tons.	294	5,501
" ...	...	Oakum cwt.	13	25
" ...	...	Oilcake tons	12	114
10s. per cwt.	197	Paper bags cwt.	699	1,675
Free ...	...	" printing "	159,180	246,745
4s. per cwt.	3,519	" wrapping "	18,590	19,019
2d. per lb....	136	" writing lbs.	17,035	823
Free ...	...	" " uncut "	2,998,576	59,762
2d. per lb....	199	" undescribed, cut "	23,080	1,426
4s. per cwt.	3,062	" " uncut cwt.	15,253	35,235
25 per cent.	294	" and cardboard boxes "	...	1,400
Free ...	...	Paperhangings "	...	37,323
2d. per lb....	...	Paper patterns ... .. "	...	...
Free ...	...	Pitch and tar cwt.	8,452	3,798
2s. p. cental	3	Pollard centals	2,602	674
Free ...	...	Rags tons	737	3,722
" ...	...	Resin cwt.	17,685	4,441
10 per cent.	230	Seeds, canary centals	3,990	2,310
Free ...	...	" clover "	1,206	2,654
" ...	...	" grass "	13,541	11,063
" ...	...	" undescribed "	...	12,741
2d. per lb....	4,996	Starch lbs.	570,695	8,467
2s. p. cental	35	Tares centals	344	267
Free ...	...	Timber, deals sup. ft.	19,156,800	155,855
2/6 p. 100 s. f.	7,362	" dressed, not otherwise enumerated, "	5,889,300	69,463
1s. p. 100 s. f.	7,929	" undressed, hardwood "	15,828,000	87,124
Free ...	...	" " other "	83,002,600	595,442
1/6 p. 100 s. f.	37,780	" flooring boards "	50,372,600	377,390
" ...	892	" lining boards "	1,189,500	7,989
" ...	1,920	" weatherboards "	2,560,200	22,051
4s. & 7s. p. 100 l. f.	140	" mouldings lin. feet	11,416	399
7s. p. 100 l. f.	10	" skirtings "	2,700	55

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (—).	
Quantity.	Value.		Quantity.	Value.
	£			£
ORDER IV.—ANIMAL AND VEGETABLE SUBSTANCES— <i>continued</i> .				
<i>Order 25.—Vegetable Substances—con.</i>				
37,123	3,942	Cork, cut ... lbs.	+ 254,085	+ 23,925
1,344	80	Cotton, raw ... "	+ 241,152	+ 3,176
...	...	Dholl ... centals	+ 60	+ 20
3	61	Fibre, cocoanut ... tons	+ 6	+ 58
146	8,937	" undescrbed ... "	+ 1,152	+ 10,535
...	...	Firewood ... "	+ 9,906	+ 3,334
25	527	Flax, "Phormium," N.Z. ... "	+ 454	+ 8,752
6	390	Gum ... "	+ 94	+ 4,739
...	...	Gutta-percha goods ...	...	+ 281
25,897	134,971	Hay and chaff ... tons	- 23,911	- 129,731
141	3,289	Hemp ... "	+ 1,318	+ 43,636
...	3,501	Indiarubber goods ...	...	+ 52,277
...	...	Jute ... tons	+ 233	+ 2,636
9,348	82	Meal, linseed ... lbs.	+ 108,588	+ 602
17	569	Millet, broom corn, etc. ... tons	+ 277	+ 4,932
29	29	Oakum ... cwt.	- 16	- 4
...	1	Oilcake ... tons	+ 12	+ 113
919	2,026	Paper bags ... cwt.	- 220	- 351
3,950	7,487	" printing ... "	+ 155,230	+ 239,258
3,998	6,040	" wrapping ... "	+ 14,592	+ 12,979
29,120	1,114	" writing ... lbs.	+ 2,986,491	+ 59,471
...	...	" undescrbed, cut ... "	+ 23,080	+ 1,426
...	...	" " uncut ... cwt.	+ 15,253	+ 35,235
...	...	" and cardboard boxes ...	...	+ 1,400
...	2,137	Paperhangings ...	...	+ 35,186
...	2,884	Paper patterns ...	...	- 2,884
835	297	Pitch and tar ... cwt.	+ 7,617	+ 3,501
19,780	4,989	Pollard ... centals	- 17,178	- 4,315
85	1,582	Rags ... tons	+ 652	+ 2,140
3,071	1,040	Resin ... cwt.	+ 14,614	+ 3,401
144	129	Seeds, canary ... centals	+ 3,846	+ 2,181
521	1,302	" clover ... "	+ 685	+ 1,352
1,424	1,514	" grass ... "	+ 12,117	+ 9,549
...	3,910	" undescrbed ...	...	+ 8,831
129,889	2,397	Starch ... lbs.	+ 440,806	+ 6,070
...	...	Tares ... centals	+ 344	+ 267
237,410	2,311	Timber, deals ... sup. ft.	+ 18,919,390	+ 153,544
944,815	10,985	" dressed ... "	+ 4,944,485	+ 58,478
1,388,249	12,505	" undressed ... "	+ 97,442,351	+ 670,061
4,556	55	" flooring boards ... "	+ 50,368,044	+ 377,335
...	...	" lining boards ... "	+ 1,189,500	+ 7,989
...	...	" weatherboards ... "	+ 2,560,200	+ 22,051
67,136	860	" mouldings and skirtings lin. ft.	- 53,020	- 406

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.

		Order 25.—Vegetable Substances—continued.				
5s. per 1,000	3,626	Timber, laths	...	No.	14,502,000	24,447
Free	...	„ logs	...	sup. feet	2,914,900	26,978
9d. per 100	457	„ palings	...	No.	1,218,700	9,170
6/6 per 100	183	„ pickets, dressed	...	„	56,200	688
6d. per 100	586	„ „ undressed	...	„	2,345,100	18,244
Free	...	„ posts and rails	...	„	72,131	2,357
9d. per 1,000	1	„ shingles	...	„	25,000	23
Free	...	„ shooks and staves	...	„	177,287	4,832
„	...	„ spars and piles	...	sup. feet	1,923,600	12,175
6d. per 100	33	„ spokes and felloes	...	No.	133,500	2,094
Free	...	„ other unenumerated	...	...	...	3,573
	60,919	Total timber	...	...	...	1,420,349
2s. per gal.	4,380	Varnish	...	galls.	43,998	23,887
25 per cent.	1,634	Wicker and basket ware	...	...	...	6,780
„	17,759	Woodenware	...	...	...	70,712
		Order 26.—Oils.*				
6d. per gal.	2	Almond	...	galls.	61	39
Free	...	Black	...	„	36,472	2,862
6d. per gal.	6,000	Castor	...	„	215,051	22,743
1s. doz. pts.	630	„	...	doz. pints	13,093	5,047
6d. per gal.	983	Chinese	...	galls.	35,880	4,834
Free	...	Cocconut	...	„	16,809	1,737
„	...	Cod	...	„	111,267	10,690
6d. per gal.	45	Codliver	...	„	1,719	406
1s. doz. pts.	51	„	...	doz. pints	958	1,506
6d. per gal.	935	Colza	...	galls.	35,262	4,264
1s. doz. pts.	10s. 6d.	Dugong	...	doz. pints	10	24
6d. per gal.	2s.	„	...	galls.	4	5
„	46,130	Kerosene	...	„	2,663,509	135,430
„	304	Lard	...	„	11,431	2,106
„	8,785	Linseed	...	„	350,910	41,227
1s. doz. pts.	9s. 6d.	„	...	doz. pints	9	5
6d. per gal.	170	Lubricating...	...	galls.	10,470	1,264
Free	...	„	...	„	41,433	3,492
1s. doz. pts.	236	„	...	doz. pints	3,780	810
6d. per gal.	121	Mineral	...	galls.	4,424	275
1s. doz. pts.	2	„	...	doz. pints	45	20
Free	...	„ unrefined	...	galls.	199,733	12,165
6d. per gal.	2	Neatsfoot	...	„	338	44

* It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head. For essential oils, see Order 14 ante.

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (–).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES— <i>continued</i>				
Order 25.— <i>Vegetable Substances—continued.</i>				
81,810	160	Timber, laths ... No.	+ 14,420,190	+ 24,287
37,674	271	„ logs ... sup. feet.	+ 2,877,226	+ 26,707
33,081	218	„ palings ... No.	+ 1,185,619	+ 8,952
...	...	„ pickets ... „	+ 2,401,300	+ 18,932
7,024	442	„ posts and rails ... „	+ 65,107	+ 1,915
5,518	13	„ shingles ... „	+ 19,482	+ 10
3,351	123	„ shooks and staves ... „	+ 173,936	+ 4,709
...	...	„ spars and piles ... sup. feet.	+ 1,923,600	+ 12,175
17,460	437	„ spokes and felloes ... No.	+ 116,040	+ 1,657
..	1,605	„ other unenumerated ...	...	+ 1,968
...	29,985	Total timber ...	...	+ 1,390,364
2,607	1,689	Varnish ... galls.	+ 41,391	+ 22,198
...	2,098	Wicker and basket ware ...	...	+ 4,682
...	10,967	Woodenware ...	...	+ 59,745
Order 26.— <i>Oils.*</i>				
...	...	Almond ... galls.	+ 61	+ 39
3,904	500	Black ... „	+ 32,568	+ 2,362
25,714	3,345	Castor ... „	+ 189,337	+ 19,398
...	...	„ ... doz. pints	+ 13,093	+ 5,047
9,002	1,462	Chinese ... galls.	+ 26,878	+ 3,372
1,301	158	Cocoanut ... „	+ 15,508	+ 1,579
1,009	149	Cod ... „	+ 110,258	+ 10,541
81	43	Codliver ... „	+ 1,638	+ 363
...	...	„ ... doz. pints	+ 958	+ 1,506
1,747	294	Colza ... galls.	+ 33,515	+ 3,970
...	...	Dugong ... doz. pints	+ 10	+ 24
...	...	„ ... galls.	+ 4	+ 5
168,662	11,449	Kerosene ... „	+ 2,494,847	+ 123,981
273	64	Lard ... „	+ 11,158	+ 2,042
21,679	3,192	Linseed ... „	+ 329,231	+ 38,035
...	...	„ ... doz. pints	+ 9	+ 5
17,740	2,309	Lubricating ... galls.	+ 34,163	+ 2,447
...	...	„ ... doz. pints	+ 3,780	+ 810
6,710	650	Mineral ... galls.	– 2,286	– 375
...	...	„ ... doz. pints	+ 45	+ 20
...	...	„ unrefined ... galls.	+ 199,733	+ 12,165
1,196	227	Neatsfoot ... „	– 858	– 183

* It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head. For essential oils, see Order 14 *ante*.

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.

Order 26.—Oils*—continued.					
1s. doz. pints	12s. 6d.	Neatsfoot ...	doz. pints	12	9
6d. per gal.	514	Olive ...	galls.	22,369	3,972
Free ...	...	Palm ...	"	34,773	2,786
6d. per gal.	5	Pine ...	"	100	9
" ...	5	Rape ...	"	2,208	226
" ...	107	Resin ...	"	4,267	323
1s. doz. pints	1,623	Salad ...	doz. pints	34,028	16,543
6d. per gal.	7	Sperm ...	galls.	360	67
" ...	4	Tallow ...	"	161	15
" ...	99	Vegetable ...	"	4,962	971
Free ...	...	Oils undescribed ...	"	6,036	372 }
6d. per gal.	100	" " ...	"	3,411	642 }
	66,862	Total Oils ...	galls.	3,891,322	276,930

CLASS V.—MINERALS AND METALS.

Order 27.—Articles connected with Mining.†

Order 28.—Coal, etc.					
Free ...	...	Coal ...	tons	623,594	617,325
" ...	...	Coke, charcoal ...	"	4,172	8,142
" ...	...	Kerosene shale ...	"	4,302	10,718
" ...	...	Paraffine ...	"	94	2,391
Order 29.—Stone, Clay, Earthenware, and Glass.—(See also Order 12 ante.)					
Free ...	...	Bricks, bath ...	No.	52,922	334
20 per cent.	1,835	Brownware ...	...	...	9,539
2s. 6d. per c. ft.	3,718	Chinaware and porcelain ...	cub. feet	29,152	34,536
1s. 4d. per c. ft.	8,195	Earthenware ...	"	121,563	75,908
6d. per c. ft.	2,112	Glass bottles ...	"	84,623	22,507
6d. per doz.	24,723	" ...	doz.	409,441	20,427 }
3d. per doz.	316	" ...	"	15,673	390 }
Free ...	...	Glass, plate ...	sup. feet	273,481	28,411
" ...	...	" window ...	"	3,647,687	46,455
2s. 6d. & 1s. p. cub. ft.	7,369	Glassware ...	"	123,422	71,566
20 per cent.	1,301	Marble, wrought ...	...	...	6,899
Free ...	...	" unwrought ...	tons	1,178	8,456
" ...	...	Plaster of paris ...	cwt.	9,464	1,927
" ...	...	" American ...	"	44,562	9,833
" ...	...	Putty ...	"	5,746	2,870

* It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head. For essential oils, see Order 14 ante.

† The Customs returns do not distinguish mining materials. No doubt machinery, tools, etc., specially intended for use in mining operations, were landed during the year, and possibly some such articles were exported; but their connexion with mining was not shown by the entries.

EXPORTS, 1888—*continued*.*** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (–).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES— <i>continued</i> .				
Order 26.—Oils*— <i>continued</i> .				
...	...	Neatsfoot ... doz. pints	+ 12	+ 9
2,053	435	Olive ... galls.	+ 20,316	+ 3,537
2,399	279	Palm ... „	+ 32,374	+ 2,507
15	2	Pine ... „	+ 85	+ 7
10	2	Rape ... „	+ 2,198	+ 224
...	...	Resin ... „	+ 4,267	+ 323
2,501	1,438	Salad ... doz. pints	+ 31,527	+ 15,105
160	52	Sperm ... galls.	+ 200	+ 15
21,111	2,052	Tallow ... „	– 20,950	– 2,037
288	110	Vegetable ... „	+ 4,674	+ 861
548	78	Oils undescribed ... „	+ 8,899	+ 936
289,353	28,290	Total Oils ... galls.	+ 3,601,969	+ 248,640

CLASS V.—MINERALS AND METALS.

Order 27.—Articles connected with Mining.†

Order 28.—Coal, etc.				
227	269	Coal ... tons	+ 623,367	+ 617,056
283	545	Coke, charcoal ... „	+ 3,889	+ 7,597
21	83	Kerosene shale ... „	+ 4,281	+ 10,635
4	158	Paraffine ... „	+ 90	+ 2,233
Order 29.—Stone, Clay, Earthenware, and Glass.—(See also Order 12 <i>ante</i> .)				
312	3	Bricks, bath ... No.	+ 52,610	+ 331
...	361	Brownware ... „	...	+ 9,178
...	2,686	Chinaware and porcelain ... „	...	+ 31,850
...	7,591	Earthenware ... „	...	+ 68,317
...	...	Glass bottles ... cub. ft.	+ 84,623	+ 22,507
19,567	2,136	„ ... doz.	+ 405,547	+ 18,681
6,672	676	Glass, plate ... sup. feet	+ 266,809	+ 27,735
152,143	2,266	„ window ... „	+ 3,495,544	+ 44,189
...	9,988	Glassware ... „	...	+ 61,578
...	2,310	Marble, wrought ... „	...	+ 4,589
25	222	„ unwrought ... tons	+ 1,153	+ 8,234
522	163	Plaster of paris ... cwt.	+ 8,942	+ 1,764
159	60	„ American ... „	+ 44,403	+ 9,773
135	91	Putty ... „	+ 5,611	+ 2,779

* It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head. For essential oils, see Order 14 *ante*.

† The Customs returns do not distinguish mining materials. No doubt machinery, tools, etc., specially intended for use in mining operations, were landed during the year, and possibly some such articles were exported; but their connexion with mining was not shown by the entries.

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS V.—MINERALS AND METALS—continued.

		<i>Order 29.—Stone, Clay, Earthenware, and Glass—continued.</i>				
		(See also Order 12 ante.)				
Free	...	Slate slabs	...	No.	9,602	3,277
"	...	Stones, grind	...	"	5,187	1,167
"	...	" mill	...	"	2	15
"	...	" unwrought	...	tons	3,410	6,875
20 per cent.	1,348	" wrought	...	"	322	6,606
Free	...	Whiting	...	"	2,063	5,975
		<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
Free	...	Gold, bullion	...	ozs.	116,756	461,552
"	...	" specie	...	...	...	497,493
"	...	Silver, bullion	...	ozs.	28,693	5,447
"	...	" specie	...	...	...	66,350
"	...	" ore	...	tons	34	677
"	...	" amalgam and gold	...	ozs.	...	...
"	...	Copper, specie	...	...	...	2,002
10 per cent.	1,028	Gold-leaf	...	No.	4,665,000	9,173
8s. per oz....	22	Gold, plate of	...	ozs.	55	236
20 per cent.	13,884	Jewellery	...	...	...	74,889 }
4s. per dwt.	12	" rings of gold	...	dwts.	410	78 }
10 per cent.	1	Silver leaf	...	No.	15,000	11
2s. per oz....	1,926	Silver, plate of	...	ozs.	18,639	10,539
Free	...	Precious stones, cameos, etc., unset	...	...	...	2,497
"	...	Quartz	...	tons	249	2,500
		<i>Order 32.—Metals other than Gold and Silver.</i>				
Free	...	Antimony, ore	...	tons	2	95
25 per cent.	1,104	Brassware	...	...	...	4,833 }
Free	...	"	...	...	...	33,450 }
"	...	Copper	...	tons	141	10,449
"	...	" ore	...	cwt.	460	210
"	...	" sheet	...	"	2,274	9,346
"	...	" wire	...	"	584	2,489
"	...	Copperware	...	...	...	6,133 }
25 per cent.	179	"	...	...	...	588 }
"	1,231	Grates and stoves	...	No.	8,617	5,021
Free	...	Iron, bar and rod	...	tons	19,872	122,548
25 per cent.	3,789	" bolts and nuts	...	"	961	14,964
"	3,783	" castings	...	"	1,614	15,500
"	83	" galvanized buckets and tubs	...	No.	8,160	331
Free	...	" cordage	...	tons	290	11,560
25 per cent.	...	" guttering	...	...	...	...
Free	...	" sheet	...	tons	23,239	366,928
"	...	" hoop	...	"	1,333	10,922

EXPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value.		Quantity.	Value.
	£			£
CLASS V.—MINERALS AND METALS—continued.				
<i>Order 29.—Stone, Clay, Earthenware, and Glass—continued.</i> (See also Order 12 ante.)				
277	101	Slate slabs No.	+ 9,325	+ 3,176
147	73	Stones, grind "	+ 5,040	+ 1,094
...	...	" mill "	+ 2	+ 15
616	491	" unwrought tons	+ 2,794	+ 6,384
2,197	9,516	" wrought "	- 1,875	- 2,910
43	224	Whiting... .. "	+ 2,020	+ 5,751
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
40,172	166,877	Gold, bullion ozs.	+ 76,584	+ 294,675
...	3,523,642	" specie "	...	- 3,026,149
3,148	578	Silver, bullion ozs.	+ 25,545	+ 4,869
...	16,600	" specie "	...	+ 49,750
10	120	" ore tons	+ 24	+ 557
67	6,310	" amalgam and gold ozs.	- 67	- 6,310
...	410	Copper, specie "	...	+ 1,592
60,275	176	Gold-leaf No.	+ 4,604,725	+ 8,997
...	...	Gold, plate of ozs.	+ 55	+ 236
...	7,759	Jewellery "	...	+ 67,208
...	...	Silver leaf No.	+ 15,000	+ 11
2,486	1,728	Silver, plate of ozs.	+ 16,153	+ 8,811
...	...	Precious stones, cameos, etc., unset ...	...	+ 2,497
...	...	Quartz tons	+ 249	+ 2,500
<i>Order 32.—Metals other than Gold and Silver.</i>				
2	19	Antimony, ore tons	...	+ 76
...	813	Brassware "	...	+ 37,470
19	851	Copper tons	+ 122	+ 9,598
...	...	" ore cwt.	+ 460	+ 210
22	119	" sheet "	+ 2,252	+ 9,227
30	275	" wire "	+ 554	+ 2,214
...	419	Copperware "	...	+ 6,302
184	800	Grates and stoves No.	+ 8,433	+ 4,221
533	4,867	Iron, bar and rod tons	+ 19,339	+ 117,681
2	69	" bolts and nuts "	+ 959	+ 14,895
37	924	" castings "	+ 1,577	+ 14,576
1,985	327	" galvanised buckets and tubs No.	+ 6,175	+ 4
12	650	" " cordage tons	+ 278	+ 10,910
...	1,514	" " guttering "	...	- 1,514
705	13,352	" " sheet tons	+ 22,534	+ 353,576
48	575	" hoop "	+ 1,285	+ 10,347

IMPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS V.—MINERALS AND METALS—*continued.*

		<i>Order 32.—Metals other than Gold and Silver—continued.</i>			
Free	...	Iron, ore	...	476	1,113
"	...	" pig	...	23,704	89,174
40s. per ton	13,494	" pipes, cast	...	6,665	34,069
Free	...	" " wrought...	...	4,360	69,236
"	...	" plate	...	9,141	59,035
"	...	" railway rails, etc.	...	47,040	237,334
"	...	" scrap	...	2,744	10,632
"	...	" sheet	...	1,655	15,193
"	...	" tanks	No.	4,121	12,642
25 per cent.	11s. 8d.	" ware, galvanized	...	...	2
Free	...	" wire, fencing and undescribed	tons	14,407	124,760
"	...	" " telegraphic	"	79	1,393
"	...	Lead, ore	...	15	138
"	...	" pig	...	2,325	34,386
2s. 6d. p. cwt.	5	" pipe	cwt.	36	32
"	1,933	" sheet	"	15,487	11,598
25 per cent.	59,915	Metal, manufactures of	...	...	241,680
Free	...	" yellow	cwt.	500	921
"	...	Metals, undescribed	"	1,620	2,979
20 per cent.	3,865	Metalware, mixed	...	...	19,369
3s. per cwt.	11,051	Nails	cwt.	73,942	45,210
12s. per cwt	761	" horseshoe	"	1,171	2,702
Free	...	Ores, mineral earths, clays, etc.	tons	1,057	6,536
20 per cent.	17,476	Platedware	...	...	88,277
Free	...	Plumbago	cwt.	575	402
"	...	Quicksilver	lbs.	57,357	5,927
"	...	Screws	cwt.	5,601	10,520
"	...	Spelter	"	180	146
"	...	Steel	tons	3,747	43,854
"	...	" cordage	"	311	12,989
"	...	Tin, block	cwt.	4,740	21,146
"	...	" foil	lbs.	63,174	1,539
"	...	" ore	tons	...	4
"	...	" " black sand	cwt.	...	...
"	...	" plate	boxes	42,499	34,594
25 per cent.	1,552	Tinware	...	...	6,017
Free	...	Wire netting	...	...	36,691
"	...	Zinc, ingots	cwt.	515	380
25 per cent.	198	" perforated	...	...	791
Free	...	" sheet	cwt.	3,168	3,413

CLASS VI.—LIVE ANIMALS AND PLANTS.

		<i>Order 33.—Animals and Birds.</i>			
Free	...	Birds	No.	9,280	366
"	...	Camels	"	1	17

EXPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (—).	
Quantity.	Value.		Quantity.	Value.
	£			£

CLASS V.—MINERALS AND METALS—*continued.*

		<i>Order 32.—Metals other than Gold and Silver—continued.</i>		
...	...	Iron, ore	+ 476	+ 1,113
5	25	„ pig	+ 23,699	+ 89,149
33	328	„ pipes, cast	+ 6,632	+ 33,741
214	4,518	„ „ wrought	+ 4,146	+ 64,718
67	647	„ plate	+ 9,074	+ 58,388
439	1,943	„ railway rails, etc.	+ 46,601	+ 235,391
...	...	„ scrap	+ 2,744	+ 10,632
43	514	„ sheet	+ 1,612	+ 14,679
280	943	„ tanks No.	+ 3,841	+ 11,699
...	...	„ ware, galvanized ... ..	...	+ 2
1,246	13,770	„ wire, fencing and undescribed tons	+ 13,161	+ 110,990
...	...	„ „ telegraphic	+ 79	+ 1,393
7	70	Lead, ore	+ 8	+ 68
7	127	„ pig	+ 2,318	+ 34,259
890	959	„ pipe cwt.	— 854	— 927
2,102	2,109	„ sheet	+ 13,385	+ 9,489
...	33,079	Metal, manufactures of ... ..	...	+ 208,601
162	95	„ yellow cwt.	+ 338	+ 826
60	151	Metals, undescribed	+ 1,560	+ 2,828
...	1,974	Metalware, mixed ... ..	...	+ 17,395
3,309	3,699	Nails cwt.	+ 70,633	+ 41,511
...	...	„ horseshoe	+ 1,171	+ 2,702
117	2,827	Ores, mineral earths, clays, etc. tons	+ 940	+ 3,709
...	10,172	Platedware ... ..	...	+ 78,105
59	62	Plumbago cwt.	+ 516	+ 340
7,125	913	Quicksilver lbs.	+ 50,232	+ 5,014
44	101	Screws cwt.	+ 5,557	+ 10,419
2,700	2,384	Spelter	— 2,520	— 2,238
61	1,160	Steel tons	+ 3,686	+ 42,694
1	72	„ cordage	+ 310	+ 12,917
720	3,551	Tin, block cwt.	+ 4,020	+ 17,595
4,432	121	„ foil lbs.	+ 58,742	+ 1,418
13	610	„ ore tons	— 13	— 606
9	140	„ „ black sand cwt.	— 9	— 140
566	646	„ plate boxes	+ 41,933	+ 33,948
...	3,326	Tinware ... ..	...	+ 2,691
...	8,444	Wire netting ... ..	...	+ 28,247
546	561	Zinc, ingots cwt.	— 31	+ 181
...	25	„ perforated ... ..	...	+ 766
237	308	„ sheet cwt.	2,931	3,105

CLASS VI.—LIVE ANIMALS AND PLANTS.

Order 33.—Animals and Birds.

33	12	Birds No.	+ 9,247	+ 354
...	...	Camels	+ 1	+ 17

IMPORTS, 1888—continued.

*** For the position of any article, see Index ante.

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£

CLASS VI.—LIVE ANIMALS AND PLANTS—continued.

<i>Order 33.—Animals and Birds—contd.</i>					
Free	...	Deer	...	No.	8
„	...	Dogs	...	„	45
„	...	Leeches	...	„	...
5s. each	1,409	Horses, overland	...	„	5,419
„	29,018	„ seaward	...	„	1,155
„	„	Horned cattle, overland	...	„	133,107
„	„	„ seaward	...	„	515
Free	...	Calves, overland	...	„	1,559
6d. each	59,196	Sheep, overland	...	„	2,426,720
„	„	„ seaward	...	„	1,128
2s. each	1,016	Pigs, overland	...	„	5,296
„	„	„ seaward	...	„	5,267
Free	...	Poultry	...	„	11,458
„	...	Other	...	„	83
<i>Order 34.—Plants.</i>					
Free	...	Plants	...	...	6,447

CLASS VII.—MISCELLANEOUS MATTERS.

<i>Order 35.—Miscellaneous Articles of Trade, etc.</i>					
25 per cent.	4,717	Brushware and brooms, hair	...	...	19,203
„	447	„ undescribed	...	...	2,097
Free	...	Fancy goods	...	...	94,262
„	...	Grindery	...	...	31,123
„	...	Hardware and ironmongery, undescribed	...	...	238,061
„	...	Holloware	...	...	11,783
20 and 10 per cent.	5,421	Oilmen's stores, unenumerated...	...	...	36,344
Free	...	Ordnance stores	...	...	228,203
„	...	Photographic goods	...	...	10,803
„	...	Printing materials	...	...	29,162
„	...	Telegraphic materials (except wire)	...	...	24,199
„	...	Travellers' samples	...	...	62,218
<i>Order 36.—Indefinite Articles.</i>					
Free	...	Curiosities	...	...	313
„	...	Exhibits undescribed	...	...	...
„	...	Goods, manufactured...	...	...	84,023
10 per cent.	15	„ „	...	...	151
Free	...	Personal effects	...	...	58,342
„	...	Specimens of natural history	...	...	1,145
...	* 2,781,714	Total	...	...	23,972,134

NOTE.—The value of the overland imports included in this table was £4,594,947, consisting chiefly of wool and live stock.
* Exclusive of duty collected and refunded which amounted to £16,777.

EXPORTS, 1888—*continued.**** For the position of any article, see Index *ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (–).	
Quantity.	Value. £		Quantity.	Value. £

CLASS VI.—LIVE ANIMALS AND PLANTS—*continued.*

		<i>Order 33.—Animals and Birds—contd.</i>			
...	...	Deer	No.	+ 8	+ 13
9	13	Dogs	"	+ 36	+ 195
2,000	5	Leeches	"	– 2,000	– 5
2,704	74,864	Horses, overland	"	+ 2,715	+ 36,849
4,680	86,117	" seaward	"	– 3,525	– 42,855
19,992	93,703	Horned cattle overland	"	+ 113,115	+ 703,559
1,335	15,373	" seaward	"	– 820	+ 92
...	...	Calves	"	+ 1,559	+ 2,408
236,427	92,951	Sheep, overland	"	+ 2,190,293	+ 949,105
63,500	42,882	" seaward	"	– 62,372	– 29,288
774	807	Pigs, overland	"	+ 4,522	+ 6,222
11	67	" seaward	"	+ 5,256	+ 7,132
2,291	318	Poultry	"	+ 9,167	+ 1,505
2	10	Other	"	+ 81	+ 500
		<i>Order 34.—Plants.</i>			
...	5,915	Plants ... ..	...	...	+ 532

CLASS VII.—MISCELLANEOUS MATTERS.

		<i>Order 35.—Miscellaneous Articles of Trade, etc.</i>			
...	1,747	Brushware and brooms, hair ... ..	...	...	+ 17,456
...	1,631	" " undescribed ... ..	...	...	+ 466
...	16,463	Fancy goods ... ..	...	...	+ 77,799
...	5,901	Grindery ... ..	...	...	+ 25,222
...	30,993	Hardware & ironmongery, undescribed ... ..	...	...	+ 207,068
...	179	Holloware ... ..	...	...	+ 11,604
...	18,291	Oilmen's stores, unenumerated ... ..	...	...	+ 18,053
...	400	Ordnance stores ... ..	...	...	+ 227,803
...	2,193	Photographic goods ... ..	...	...	+ 8,610
...	9,280	Printing materials ... ..	...	...	+ 19,882
...	4,208	Telegraphic materials (except wire) ... ..	...	...	+ 19,991
...	61,222	Travellers' samples ... ..	...	...	+ 996
		<i>Order 36.—Indefinite Articles.</i>			
...	25	Curiosities ... ..	...	...	+ 288
...	40	Exhibits undescribed ... ..	...	...	– 40
...	9,772	Goods, manufactured ... ..	...	...	+ 74,402
...	32,001	Personal effects ... ..	...	...	+ 26,341
...	69	Specimens of natural history ... ..	...	...	+ 1,076
...	13,853,763	Total ... ..	...	...	+ 10,118,371

NOTE.—The value of the overland exports included in this table was £1,304,313. Exports for drawback, valued at £743,391, are also included.

Imports,
exports,
and trade.

424. In 1888, the total declared value of the imports having been £23,972,134, and that of the exports £13,853,763, the excess of imports over exports was £10,118,371, and the whole value of external trade was £37,825,897.

Imports and
exports last
two years.

425. The value of imports was higher in 1888 than in 1887 by £4,949,983, or by 26 per cent., and the value of exports was higher than in that year by £2,502,618, or 22 per cent. The value of the total trade was thus greater than in the previous year by £7,452,601.

Imports and
exports
latest and
former
years.

426. The imports in 1888, as indicated by their values, were higher than in any other year of the colony's history; the exports, however, according to the same standard, were exceeded in 20 out of the last 33 years.*

Imports and
exports per
head, 1851-
1888.

427. In the year under review, the value per head of imports was higher by £3 18s. 4d., and the value per head of exports was higher by £1 18s. 3d. than in 1887. The following table shows the value of imports and exports per head in each of the thirty-eight years ended with 1888:—

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1888.

Year.	Value per Head of the Population † of—								
	Imports.			Exports.			Both.		
	£	s.	d.	£	s.	d.	£	s.	d.
1851	12	3	4	16	7	9	28	11	1
1852	30	12	5	56	1	4	86	13	9
1853	81	1	9	56	12	4	137	14	1
1854	66	0	11	44	0	10	110	1	9
1855	35	9	10	39	17	8	75	7	6
1856	39	5	6	40	13	3	79	18	9
1857	40	2	0	35	0	10	75	2	10
1858	31	4	6	28	18	3	60	2	9
1859	30	4	1	26	16	3	57	0	4
1860	28	5	3	22	5	5	50	10	8
1861	25	1	4	25	12	5	50	13	9
1862	24	12	2	23	15	7	48	7	9
1863	25	1	6	24	1	11	49	3	5
1864	25	10	8	23	13	11	49	4	7
1865	21	13	9	21	10	3	43	4	0
1866	23	9	7	20	9	9	43	19	4
1867	18	2	4	19	15	0	37	17	4
1868	20	1	9	23	10	4	43	12	1
1869	20	4	11	19	11	10	39	16	9
1870	17	9	3	17	9	8	34	18	11
1871	16	14	11	19	15	1	36	10	0
1872	18	3	6	18	8	4	36	11	10

* For value of imports and exports in each year, see Statistical Summary of Victoria (first folding sheet) published in the second volume.

† For the estimated mean population used in making these calculations, see table of Breadstuffs available for consumption in Part "Production," in the second volume.

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1888—*continued.*

Year.	Value per Head of the Population* of—								
	Imports.			Exports.			Both.		
	£	s.	d.	£	s.	d.	£	s.	d.
1873	21	12	0	19	19	10	41	11	10
1874	21	16	0	19	17	2	41	13	2
1875	21	3	11	18	15	1	39	19	0
1876	19	14	4	17	16	6	37	10	10
1877	20	4	9	18	14	11	38	19	8
1878	19	13	6	18	3	5	37	16	11
1879	18	0	7	14	18	8	32	19	3
1880	17	2	5	18	15	3	35	17	8
1881	19	4	10	18	14	1	37	18	11
1882	21	1	2	18	3	9	39	4	11
1883	19	9	7	18	0	0	37	9	7
1884	20	11	3	17	3	9	37	15	0
1885	18	16	6	16	4	6	35	1	0
1886	18	15	5	11	19	0	30	14	5
1887	18	13	1	11	2	8	29	15	9
1888	22	11	5	13	0	11	35	12	4

428. It will be observed that in 1888 the value of imports per head was the highest in the last 22 years, but except 1865, was lower than in any year prior to that period since 1851; also that the value of exports per head in 1888 was higher than in the two previous years, but no others since the separation of Victoria from New South Wales. Imports and exports per head.

429. The total value and value per head of imports and exports are given in the following table for the different Australasian colonies; the returns being for each of the eleven years ended with 1887:— Imports and exports of Australasian colonies.

IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES.

Colony.	Year.	Imports.		Exports.	
		Total Value.	Value per Head.	Total Value.	Value per Head.
		£	£ s. d.	£	£ s. d.
Victoria...	1877	16,362,304	20 4 8	15,157,687	18 14 11
	1878	16,161,880	19 13 6	14,925,707	18 3 5
	1879	15,035,538	18 0 7	12,454,170	14 18 8
	1880	14,556,894	17 2 4	15,954,559	18 15 3
	1881	16,718,521	19 4 10	16,252,103	18 14 1
	1882	18,748,081	21 1 2	16,193,579	18 3 9
	1883	17,743,846	19 9 7	16,398,863	18 0 0
	1884	19,201,633	20 11 3	16,050,465	17 3 9
	1885	18,044,604	18 16 6	15,551,758	16 4 6
	1886	18,530,575	18 15 5	11,795,321	11 19 0
	1887	19,022,151	18 13 1	11,351,145	11 2 8
Mean of 11 years		17,284,184	19 4 10	14,735,033	16 10 11

* See footnote (†) on page 290.

IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Imports.		Exports.	
		Total Value.	Value per Head.	Total Value.	Value per Head.
		£	£ s. d.	£	£ s. d.
New South Wales	1877	14,606,594	23 4 6	13,125,819	20 17 5
	1878	14,768,873	22 9 0	12,965,879	19 14 3
	1879	14,198,847	20 11 2	13,086,819	18 18 11
	1880	13,950,075	19 4 6	15,525,138	21 7 11
	1881	17,409,326	22 18 0	16,049,503	21 2 3
	1882	21,281,130	26 15 5	16,716,961	21 0 8
	1883	20,960,157	25 2 6	19,886,018	23 16 9
	1884	22,826,985	25 18 4	18,251,506	20 14 5
	1885	23,365,196	25 2 0	16,541,745	17 15 4
	1886	20,973,548	21 8 1	15,556,213	15 17 6
	1887	18,806,236	18 7 10	18,496,917	18 1 10
Mean of 11 years	...	18,467,906	22 16 6	16,018,411	19 18 10
Queensland	1877	4,068,682	20 17 1	4,361,275	22 7 1
	1878	3,436,077	16 12 4	3,190,419	15 8 7
	1879	3,080,889	14 7 8	3,434,034	16 0 8
	1880	3,087,296	13 18 2	3,448,160	15 10 8
	1881	4,063,625	18 7 9	3,540,366	16 0 4
	1882	6,318,463	26 11 10	3,534,452	14 17 6
	1883	6,233,351	23 5 5	5,276,608	19 14 0
	1884	6,381,976	21 12 11	4,673,864	15 17 1
	1885	6,422,490	20 16 0	5,243,404	16 19 7
	1886	6,103,227	18 7 1	4,933,970	14 16 9
	1887	5,821,611	16 8 2	6,453,945	18 3 10
Mean of 11 years	...	5,001,608	19 4 1	4,371,863	16 17 10
South Australia*	1877	4,625,511	20 0 0	4,626,531	20 0 1
	1878	5,719,611	23 11 1	5,355,021	22 1 0
	1879	5,014,150	19 14 7	4,762,727	18 14 10
	1880	5,581,497	21 3 7	5,574,505	21 3 1
	1881	5,244,064	18 3 5	4,407,757	15 5 6
	1882	6,707,788	23 2 9	5,359,890	18 9 9
	1883	6,310,055	21 2 1	4,883,461	16 6 8
	1884	5,749,353	18 12 7	6,623,704	21 9 2
	1885	5,548,403	17 14 5	5,636,255	18 0 0
	1886	4,852,750	15 10 0	4,489,008	14 6 9
	1887	5,096,293	16 5 3	5,330,780	17 0 3
Mean of 11 years	...	5,495,407	19 10 11	5,186,331	18 8 10
Western Australia	1877	362,707	13 3 0	373,352	13 10 9
	1878	379,050	13 10 9	428,491	15 6 0
	1879	407,299	14 6 8	494,884	17 8 3
	1880	353,669	12 5 3	499,183	17 6 1
	1881	404,831	13 12 9	502,770	16 18 9
	1882	508,755	16 14 9	583,056	19 3 8
	1883	516,847	16 11 0	447,010	14 6 3

* Exclusive of the Northern Territory ; also of the overland traffic.

IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Imports.			Exports.				
		Total Value.	Value per Head.			Total Value.	Value per Head.		
		£	£	s.	d.	£	£	s.	d.
Western Australia— <i>continued.</i>	1884	521,167	16	2	5	405,693	12	11	0
	1885	650,391	19	1	9	446,692	13	2	2
	1886	758,013	20	7	9	630,393	16	19	1
	1887	666,344	15	19	7	604,655	14	10	0
	Mean of 11 years	...	502,643	15	12	4	492,380	15	11	1
Tasmania	1877	1,308,671	12	6	3	1,416,975	13	6	7
	1878	1,324,812	12	4	2	1,315,695	12	2	5
	1879	1,267,475	11	7	11	1,301,097	11	14	0
	1880	1,369,223	12	1	0	1,511,931	13	6	2
	1881	1,431,144	12	4	0	1,555,576	13	5	2
	1882	1,670,872	13	16	10	1,587,389	13	3	0
	1883	1,832,637	14	14	9	1,731,599	13	18	6
	1884	1,656,118	12	18	0	1,475,857	11	9	11
	1885	1,757,486	13	5	11	1,313,693	9	18	10
	1886	1,756,567	12	19	3	1,331,540	9	16	6
	1887	1,596,817	11	8	4	1,449,371	10	7	3
	Mean of 11 years	...	1,542,893	12	13	4	1,453,702	12	0	9
New Zealand	1877	6,973,418	17	1	6	6,327,472	15	9	11
	1878	8,755,663	20	15	3	6,015,525	14	5	4
	1879	8,374,585	18	13	9	5,743,126	12	16	4
	1880	6,162,011	12	19	10	6,352,692	13	7	10
	1881	7,457,045	15	2	3	6,060,876	12	5	7
	1882	8,609,270	16	18	1	6,658,008	13	1	5
	1883	7,974,038	15	1	4	7,095,999	13	8	2
	1884	7,663,888	13	19	0	7,091,667	12	18	4
	1885	7,479,921	13	4	3	6,819,939	12	0	11
	1886	6,759,013	11	12	3	6,672,791	11	9	3
	1887	6,245,515	10	9	5	6,866,169	11	10	3
	Mean of 11 years	...	7,495,852	15	1	6	6,518,569	12	19	5

NOTE.—For the imports and exports of the different colonies during 1888, see General Summary of Australasian Statistics (third folding sheet) in the second volume; also Appendix A. *post.*

430. In 1887 the imports were above the average in all the colonies except South Australia and New Zealand, and the exports were above the average in all except Victoria and Tasmania. The imports in all the colonies, and the exports in all except Queensland, had been exceeded in one or more of the previous years named. In New South Wales, Queensland, Tasmania, and New Zealand, the imports, in Victoria the exports, and in Western Australia, both imports and exports, show a falling-off as compared with the previous year.

431. Per head of the population, the imports in 1887 were below the average in all the colonies except Western Australia; and the exports were below the average in all except Queensland. In all the colonies, both imports and exports per head were higher in some of the other years named than in 1887. In all, except South Australia,

Gross im-
ports and
exports of
colonies.

Imports and
exports of
colonies per
head.

the imports per head in 1887 were exceeded in 1886; but the exports per head were higher in 1887 than in 1886 in all the colonies named except Victoria and Western Australia,

Order of colonies in respect to imports and exports.

432. In 1881, and the five years ended with 1886, the total value of imports, and in 1879, and the six years ended with 1887, the total value of exports was higher in New South Wales than in Victoria, but in all the other years the values were higher in Victoria than in New South Wales or any other Australasian colony. The following is the order of the colonies in regard to the total value of imports and exports in 1887 and in the eleven years 1877 to 1887:—

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF IMPORTS AND EXPORTS.

Order in 1887.

1. Victoria.
2. New South Wales.
3. New Zealand.
4. Queensland.
5. South Australia.
6. Tasmania.
7. Western Australia.

Order in a Series of Years.

1. New South Wales.
2. Victoria.
3. New Zealand.
4. South Australia.
5. Queensland.
6. Tasmania.
7. Western Australia.

New South Wales wool passing through Victoria.

433. In regard to the comparison of the trade of New South Wales with that of Victoria, it should be remembered that the Victorian returns of imports and exports are each year largely swelled by the value of wool brought to Melbourne from the neighbouring colonies for convenience of shipment.

Order of colonies in respect to imports and exports per head.

434. The value of imports per head in 1887 was greatest in Victoria, but that of exports was greatest in Queensland, Victoria being as low as sixth in regard to exports. Over a series of years Victoria stood third in the case of imports and fourth in the case of exports per head; whilst in both cases New South Wales was at the head of the list. Tasmania usually stands at the bottom of the list as regards both imports and exports per head, but in 1886 and 1887 New Zealand was below it in regard to imports per head. The following lists show the order of the colonies in regard both to the imports and the exports per head during the year 1887, and in the whole period of eleven years:—

ORDER OF COLONIES IN REFERENCE TO VALUE OF IMPORTS PER HEAD.

Order in 1887.

1. Victoria.
2. New South Wales.
3. Queensland.
4. South Australia.
5. Western Australia.
6. Tasmania.
7. New Zealand.

Order in a Series of Years.

1. New South Wales.
2. South Australia.
3. Victoria.
4. Queensland.
5. Western Australia.
6. New Zealand.
7. Tasmania.

ORDER OF COLONIES IN REFERENCE TO VALUE OF EXPORTS
PER HEAD.

Order in 1887.

1. Queensland.
2. New South Wales.
3. South Australia.
4. Western Australia.
5. New Zealand.
6. Victoria.
7. Tasmania.

Order in a Series of Years.

1. New South Wales.
2. South Australia.
3. Queensland.
4. Victoria.
5. Western Australia.
6. New Zealand.
7. Tasmania.

435. The imports and exports of the colonies on the Australian continent, taken as a whole, also the imports and exports of those colonies with the addition of Tasmania and New Zealand, will be found in the following table for each of the eleven years ended with 1887 :—

External
trade in
Australia
and Aus-
tralasia.

IMPORTS AND EXPORTS OF AUSTRALIA AND AUSTRALASIA,
1877 TO 1887.

(Inclusive of the Intercolonial Trade.)

	Year.	Imports.		Exports.	
		Total Value.	Value. per Head.	Total Value.	Value per Head.
		£	£ s. d.	£	£ s. d.
Continent of Aus- tralia... ..	1877	40,025,798	21 3 3	37,644,664	19 18 1
	1878	40,465,491	20 13 7	36,865,517	18 16 9
	1879	37,736,723	18 13 4	34,232,634	16 18 8
	1880	37,529,431	17 19 9	41,001,545	19 12 4
	1881	43,840,367	20 4 4	40,752,499	18 16 0
	1882	53,564,217	23 17 8	42,387,938	18 17 11
	1883	51,764,256	22 0 11	46,891,960	20 0 2
	1884	54,681,114	22 6 3	46,005,232	18 15 6
	1885	54,031,084	21 4 6	43,419,854	17 1 2
	1886	51,218,113	19 6 7	37,404,905	14 2 4
	1887	49,412,635	17 19 1	42,237,442	15 7 0
Mean of 11 years	...	46,751,748	20 9 11	40,804,017	18 0 6
Continent of Aus- tralia, with Tas- mania and New Zealand ...	1877	48,307,887	20 1 6	45,389,111	18 17 3
	1878	50,545,966	20 6 6	44,196,737	17 15 5
	1879	47,378,783	18 7 2	41,276,857	15 19 11
	1880	45,060,665	16 16 6	48,866,168	18 4 10
	1881	52,728,556	18 19 5	48,368,941	17 8 0
	1882	63,844,359	22 4 6	50,633,335	17 12 6
	1883	61,570,931	20 10 11	55,719,558	18 18 6
	1884	64,001,120	20 9 3	54,572,756	17 8 11
	1885	63,268,491	19 10 1	51,553,486	15 17 10
	1886	59,733,693	17 14 9	45,409,236	13 9 8
	1887	57,254,967	16 8 3	50,552,982	14 9 10
Mean of 11 years	...	55,790,493	19 4 5	48,776,288	16 18 5

Australian
and Aus-
tralasian
trade in
1887.

436. In regard to the Australian continent, also in regard to that continent combined with Tasmania and New Zealand, it will be observed that the imports were lower in 1887 than in any of the preceding five years, and the exports, whilst higher than in 1886, were lower than in any other of the previous five years; also that, in continental Australia, the imports per head were less by £2 10s. 10d., and the exports per head were less by £2 13s. 6d., than the average of eleven years, and, in continental and insular Australia combined, the imports per head were less by £2 16s. 2d., and the exports per head were less by £2 8s. 7d. than the average of eleven years.

Intercolo-
nial trade.

437. It must be borne in mind that in the last table the total imports and exports of each colony are dealt with; therefore the trade the colonies carry on with each other is included, as well as that with places outside the Australasian group. Hence the same merchandise may form part of the imports and exports of several colonies. The following table shows the extent of the intercolonial trade of each of the colonies during 1886 and 1887 :—

INTERCOLONIAL TRADE OF AUSTRALASIAN COLONIES, 1886 AND 1887.*

Colony.	Imports.		Exports.	
	1886.	1887.	1886.	1887.
	£	£	£	£
Victoria ...	6,254,393	7,389,676	4,108,757	4,519,376
New South Wales ...	7,746,005	8,651,954	7,544,139	8,968,491
Queensland ...	3,081,416	2,938,151	3,487,697	4,349,998
South Australia ...	2,394,693	2,657,229	1,570,789	1,973,992
Western Australia ...	396,872	382,363	92,716	166,041
Total ...	19,873,379	22,019,373	16,804,098	19,977,898
Tasmania ...	1,084,248	1,110,899	1,083,652	1,098,902
New Zealand ...	1,317,376	1,030,094	1,705,834	1,457,782
Grand Total ...	22,275,003	24,160,366	19,593,584	22,534,582

Proportion
of inter-
colonial to
total trade.

438. From the figures in the last two tables it is ascertained that the intercolonial import trade of the colonies on the Australian continent amounted in 1886 to 39 per cent., and in 1887 to 45 per cent. of the whole import trade, and their intercolonial export trade amounted in the same years respectively to 45 and 47 per cent. of the whole export trade ; but if the continental colonies be combined with Tasmania and New Zealand, these proportions would be respectively 39 and 43 per cent. for 1886, and to 43 and 45 per cent. for 1887.

* For later information, see Appendix A. *post*.

439. In 1887, as compared with the previous year, the inter-colonial import trade showed an increase of £1,885,363, and the intercolonial export trade an increase of £2,940,998. The increase in the intercolonial import trade was distributed over all the colonies, except Queensland, Western Australia and New Zealand ; and the increase in the intercolonial export trade was distributed over all the colonies except New Zealand.

Intercolo-
nial trade,
1886 and
1887 com-
pared.

440. With reference to the returns of imports, it may be remarked that there is strong reason to believe the values are considerably over-stated in some, if not all, the colonies. This probably arises from the fact that the price set down in the merchant's invoice is that upon which the Customs valuation is based, whereas the invoice price, on the basis of which sales are effected in the colony, is often purposely entered much above the actual value. It is believed that the exports are also over-valued, especially so far as the article wool is concerned, but that the total is not affected to the same extent as that of the imports. It may be remarked that, from the indefinite manner in which many articles are returned in the various colonies, *e.g.*, cotton, linen, silk, or woollen "manufactures"; "haberdashery and millinery"; "drapery," etc.; also from the fact of the number of packages being often given instead of the number, weight, or measurement of the articles, considerable difficulties lie in the way of arriving at accurate conclusions.*

Over valua-
tion of
imports
and exports
in some
colonies.

441. The following table shows the imports and exports during 1887 of the United Kingdom and its various dependencies throughout the world. The figures have been taken from recent official documents, and the calculations have been made in the office of the Government Statist, Melbourne :—

External
trade of
British
dominions

IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1887.

(Including bullion and specie, except where daggers (†) are marked).

Country or Colony.	Imports.			Exports.		
	Total Value.	Value per Head.		Total Value.	Value per Head.	
EUROPE.	£	£	s. d.	£	£	s. d.
United Kingdom† ...	362,227,564	9	15 5	280,763,161	7	11 5
Gibraltar ...	947,129	49	6 7	56,772	2	19 2
Malta† ...	832,317†	5	3 7	118,469§	0	14 9
Heligoland ...	30,871	14	0 8	6,150	2	15 11

* See *Victorian Year Book* 1885-6, paragraph 760.

† The figures for the United Kingdom are exclusive of bullion and specie. In other cases where daggers (†) occur the imports and exports of bullion and specie were not specified in the returns. In 1887 the United Kingdom imported bullion and specie to the value of £17,774,764, and exported it to the value of £9,323,614.

‡ Imports of dutiable articles only, but including goods intended for exportation in the same vessels or for transhipment.

§ Exports of dutiable articles only, but including goods previously imported in the same vessels or transhipped.

IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1887—*continued*.
(Including bullion and specie, except where daggers (†) are marked.)

Country or Colony.	Imports.			Exports.		
	Total Value.	Value per Head.		Total Value.	Value per Head.	
	£	£	s. d.	£	£	s. d.
ASIA.						
India ...	72,830,670	0	7 4	90,190,633	0	9 1
Ceylon ...	3,983,044	1	6 7	3,168,160	1	1 1
Straits Settlements *	25,449,523	47	7 10	21,740,300	40	9 8
Protected Malay States	1,989,288	6	12 7	2,961,215	9	17 5
Labuan ...	77,239	12	17 6	86,990	14	10 0
British North Borneo	147,791	0	14 1	82,520	0	7 10
Hong Kong ...	2,803,561	13	3 4	1,409,241	6	12 4
Sarawak ...	194,229	0	12 1	217,196	0	14 6
Cyprus ...	356,375	1	15 8	201,266	1	0 2
AFRICA.						
Mauritius ...	2,364,979	6	2 10	2,788,942	7	4 10
Natal† ...	2,263,920	4	14 11	1,056,959	2	4 4
Cape of Good Hope	5,771,543	4	3 10	7,922,957	5	15 1
St. Helena†	33,688	6	12 1	685	0	2 8
Lagos ...	415,343	4	3 1	491,469	4	18 4
Gold Coast ...	363,715	0	5 1	372,446	0	5 3
Sierra Leone ...	308,039	4	2 2	333,517	4	8 11
Gambia ...	80,800	5	7 9	86,933	5	15 11
AMERICA.						
Canada ...	23,197,034	4	14 3	18,393,660	3	14 9
Newfoundland ...	1,124,980	5	12 6	1,212,435	6	1 3
Bermuda†	264,920	19	17 0	88,921	6	13 3
Honduras†	169,232	5	12 10	208,080	6	18 9
British Guiana ...	1,603,175	5	15 9	2,190,592	7	18 0
West Indies—						
Bahamas ...	189,456	3	18 2	125,464	2	11 9
Turk's Island ...	26,726	5	6 11	26,015	5	4 1
Jamaica ...	1,322,336†	2	3 6	1,509,010	2	9 8
St. Lucia†	115,626	2	14 8	117,743	2	15 8
St. Vincent†	79,702	1	15 5	85,770	1	18 1
Barbados†	983,188	5	9 3	1,063,398	5	18 2
Grenada†	143,185	2	19 3	217,749	4	10 1
Tobago†	23,118	1	2 9	32,907	1	12 4
Virgin Islands†	3,038	0	12 2	4,514	0	18 1
St. Christopher†	179,584	3	19 10	233,821	5	3 11
Nevis†						
Antigua†	145,229	4	3 0	147,000	4	4 0
Montserrat†	29,344	2	10 3	25,236	2	3 3
Dominica†	46,892	1	11 9	48,105	1	12 7
Trinidad ...	1,918,670	10	9 2	1,870,612	10	3 11
AUSTRALASIA AND SOUTH SEAS.						
Australia, Tasmania, and New Zealand §	57,254,967	16	8 3	50,552,982	14	9 10
Fiji† ...	188,071	1	10 3	281,080	2	5 1
Falkland Islands†	66,785	36	4 9	107,995	58	11 11
Total ...	572,546,886	2	4 10	492,599,070	1	18 7

* Exclusive of the trade between the Settlements.

† See footnote (†) on page 297.

‡ Imports for consumption.

§ Including Intercolonial trade. For imports and exports of the different Australasian colonies, see tables following paragraphs 429 and 437 *ante*.

442. On comparing the totals in this table with the corresponding ones for the previous year, an increase is observed in the total value of the imports of Great Britain and her dependencies to the extent of close upon sixteen millions sterling, or nearly 3 per cent., and an increase in the value of the exports of over twenty-five and a half millions sterling, or over 5 per cent. The increase in the import trade was made up of an increase of over twelve millions—or nearly 4 per cent.—in that of the United Kingdom, and an increase of three and a half millions—or nearly 2 per cent.—in that of other British possessions; whilst the increase in the export trade was about twelve millions—or $4\frac{1}{2}$ per cent.—in the trade of the United Kingdom, and of fourteen millions—or 7 per cent.—in that of her various possessions. From a comparison of the figures in the following table, it appears that the total trade of the British Dominions has fallen off considerably since 1882 and 1883, and that in 1887 the import trade, with the exception of 1886, was lower than in any year since 1881; whilst the export trade, with the exception of 1886 and 1885, was also lower than in any other year since 1880:—

External
trade of
British
possessions
1876-87.

IMPORTS AND EXPORTS OF THE UNITED KINGDOM AND OTHER
BRITISH POSSESSIONS, 1876 TO 1880 (000's OMITTED).

Year.	Value of Imports from all places to—			Value of Exports to all places from—		
	The United Kingdom.*	Other British Possessions.	Total.	The United Kingdom.*	Other British Possessions.	Total.
	£	£	£	£	£	£
1876 ...	375,155,	158,507,	553,662,	256,777,	166,074,	422,851,
1877 ...	394,420,	164,360,	558,780,	252,346,	171,645,	423,991,
1878 ...	368,770,	185,009,	553,779,	245,484,	179,760,	425,244,
1879 ..	362,992,	172,866,	535,858,	248,783,	177,984,	426,767,
1880 ...	411,229,	172,636,	583,865,	286,414,	188,191,	474,605,
1881 ...	307,022,	201,669,	508,691,	297,083,	199,889,	496,972,
1882 ...	413,020,	223,580,	636,600,	306,661,	222,148,	528,809,
1883 ...	426,892,	225,466,	652,358,	305,437,	228,096,	533,533,
1884 ...	390,019,	216,257,	606,276,	295,968,	217,901,	513,869,
1885 ...	370,968,	215,886,	586,854,	271,404,	211,767,	483,171,
1886 ...	349,863,	206,732,	556,595,	268,667,	198,336,	467,003,
1887 ...	362,227,	210,320,	572,547,	280,763,	211,836,	492,599,

443. The total value of the external trade of Victoria is greater than that of any other British possession except British India, Canada, New South Wales, Straits Settlements, and the United Kingdom itself.

Victorian
trade com-
pared with
other
British pos-
sessions.

* Exclusive of bullion and specie.

Australasian trade compared with other British possessions.

444. The total value of the external trade of the Australasian colonies, taken as a whole, is less than that of the United Kingdom and of India, but nearly three times as large as that of Canada, and also much larger than that of any other possession.

External trade of foreign countries.

445. The total value and value per head of the general imports and general exports of the principal Foreign countries during 1887 is given in the following table, which has been compiled in the office of the Government Statist, Melbourne, chiefly from official documents:—

GENERAL IMPORTS AND EXPORTS OF FOREIGN COUNTRIES.
(Including bullion and specie.)

Countries.	Imports.		Exports.	
	Total Value (000's omitted).	Value per Head.	Total Value (000's omitted).	Value per Head.
EUROPE.				
	£	£ s. d.	£	£ s. d.
Austria-Hungary ...	57,328,	1 7 10	35,060,	0 17 1
Belgium ...	116,264,	19 13 5	108,612,	18 7 7
Denmark ...	14,234,	6 15 9	9,514,	4 10 9
France ...	197,720,	5 3 6	169,520,	4 8 9
German Empire ...	236,519,	5 0 11	238,591,	5 1 10
Greece ...	5,789,	2 18 6	4,376,	2 4 3
Holland ...	94,750,*	21 5 9	82,630,†	18 11 4
Italy § ...	64,030,*	2 2 9	31,955,†	1 1 4
Portugal ...	9,198,	2 2 9	6,270,	1 9 1
Roumania ..	12,584,	2 5 9	10,628,	1 18 8
Russia § (exclusive of Finland)	48,848,*	0 10 11‡	43,820,†	0 9 9‡
Spain ...	32,160,	1 17 4	28,628,	1 13 3
Sweden and Norway ...	24,170,	3 12 1	18,613,	2 15 10
ASIA.				
China § ...	24,713,||	0 1 4	20,750,||	0 1 1
Japan § ...	8,861,	0 4 8	10,481,	0 5 6
Persia ...	1,000,	0 2 7	500,	0 1 4
AFRICA.				
Egypt ...	10,090,*	1 9 8	14,027,†	2 1 3
Morocco ...	774,	0 2 6	1,759,	0 5 9
AMERICA.				
Argentine Confederation ...	23,470,	6 16 8	16,884,	4 18 9
Brazil ...	18,586,	1 9 0	19,550,	1 10 6
Chile ...	8,105,	3 4 2	9,758,	3 17 3
Mexico ...	8,676,	0 16 7	9,777,	0 18 8
United States ...	156,659,	2 16 5	143,411,	2 11 8
Uruguay ...	5,238,	8 15 7	3,973,	6 13 3
Total ...	1,179,766,	1 8 11	1,039,087,	1 5 5

NOTE.—The figures for Persia are only estimates ; those for Greece and Morocco are for 1882 ; those for Brazil are for 1883 ; those for Denmark for 1885 ; those for Austria-Hungary, Russia, and Sweden for 1886 ; all the rest are for 1887. In the cases of the Argentine Confederation, Chile, and Uruguay, the official values are given, which are said to be 25 per cent. below the real values.

* Imports for home consumption only. † Exports of home produce only.
‡ These calculations are based upon the population of Russia in Europe, exclusive of Finland.
§ Exclusive of bullion and specie. || Exclusive of the trade carried on in native vessels.

446. By comparing the figures in this with those in a previous table* it will be at once seen that the imports and exports of the United Kingdom, even exclusive of bullion and specie, represent a far higher value than those of any other country in the world, and that those of Germany and France come next, in this respect; then follow in succession, according to their total trade, the United States, Belgium, Holland, and India, which are the only other countries possessing a larger external trade than the Australasian colonies taken collectively, where such trade, including that between the colonies, is larger by 12 millions than in Italy, and by 15 millions than in Austria-Hungary or Russia. The external commerce of Victoria* is much larger than that of Denmark, Greece, Portugal, or Roumania, but is not so extensive as that of Spain or Sweden and Norway; it is also somewhat less than that of the Argentine Confederation, Brazil, or China, but it is larger than that of the other extra-European countries shown in the table.

Trade in
Australasia
and other
countries
compared.

447. The external trade of the United Kingdom,† as expressed by the value of imports and exports per head of the population, is larger than that of any Foreign country named except Holland and Belgium. The external trade of every one of the Australasian colonies,* as similarly expressed, is much larger than that of the United Kingdom; whilst that of Victoria, Queensland, and South Australia, is usually nearly as large as that of Belgium, and that of New South Wales is generally much larger than that of either Belgium or Holland.

Trade per
head in
Australasia
and other
countries
compared.

448. The value of the imports into Victoria of articles entered as being the produce or manufacture of the United Kingdom, of other British dominions, and of Foreign states, and the value of the exports from Victoria of articles entered as the produce or manufacture of the same countries and of the colony itself, also the percentage of such values to the total values of imports and exports in 1888, will be found in the following table:—

Imports and
exports the
produce of
various
countries.

IMPORTS AND EXPORTS THE PRODUCE OF DIFFERENT COUNTRIES, 1888.

Articles the Produce or Manufacture of—	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Victoria. ....	...	...	10,356,633	74·76
The United Kingdom ...	10,622,649	44·31	1,033,816	7·46
Other British possessions ...	9,706,444	40·49	1,793,325	12·95
Foreign States ...	3,643,041	15·20	669,989	4·83
Total ...	23,972,134	100·00	13,853,763	100·00

* See table following paragraph 429 *ante*.

† See table following paragraph 441 *ante*.

Exports of
Victorian
produce.

449. The following table gives the total value and value per head of articles of Victorian produce exported, and their proportion to the total exports, in each of the last twenty-two years:—

EXPORTS OF VICTORIAN PRODUCE, 1867 TO 1888.

Year.				Exports of Articles Produced or Manufactured in Victoria.		
				Total Value.	Value per Head of the Population.	Percentage of Total Exports.
				£	£ s. d.	
1867	...	...		9,972,333	15 9 7	78·37
1868	...	...		11,697,893	17 12 10	75·02
1869	...	...		9,539,816	13 17 8	70·85
1870	...	...		9,103,323	12 15 3	73·00
1871	...	...		11,151,622	15 2 7	76·60
1872	...	...		10,758,658	14 5 8	77·56
1873	...	...		11,876,707	15 10 4	77·61
1874	...	...		11,352,515	14 12 0	73·52
1875	...	...		10,571,806	13 8 6	71·59
1876	...	...		10,155,916	12 15 0	71·54
1877	...	...		11,269,086	13 18 9	74·35
1878	...	...		10,676,499	12 19 11	71·53
1879	...	...		8,069,857	9 13 6	64·80
1880	...	...		11,220,467	13 3 11	70·33
1881	...	...		12,480,567	14 7 3	76·79
1882	...	...		12,570,788	14 2 5	77·63
1883	...	...		13,292,294	14 11 9	81·06
1884	...	...		13,155,484	14 1 9	81·96
1885	...	...		12,452,245	12 19 10	80·06
1886	...	...		9,054,687	9 3 5	76·77
1887	...	...		8,502,979	8 6 9	74·91
1888	...	...		10,356,633	9 15 0	74·76

Decrease of
exports of
Victorian
products.

450. It should be pointed out that the returns of articles set down as produced or manufactured in Victoria are not always reliable, there being no other evidence as to the origin of such articles than the statements of the shippers, which, it is known, are sometimes made very loosely. It will be seen that the total value of exports of local productions was lower in 1887 than in any of the previous twenty years, except 1879, and the value of such exports per head was absolutely the lowest in the whole period, but in 1888, a partial revival took place, the exports of home produce being higher than in either of the previous two years, or than in 1879, 1876, 1870, 1869, or 1867, and the exports per head being higher than in either of the previous two years, or than in 1879. The proportion of exports of home products to the total exports was lower in 1888 than in any of the previous seven years, or than in 1873, 1872, 1871, 1868, or 1867.

451. The following are the values of goods entered as the produce or manufacture of Victoria during each of the years forming the septennial period ended with 1888, the names of all the most important articles being given:—

Exports of
Victorian
products,
1882 to
1888.

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE
OF VICTORIA, 1882 TO 1888.*

(See Index following paragraph 423 *ante*.)

Order.	Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
		£	£	£	£	£	£	£
1	Stationery ...	21,891	23,387	22,113	17,949	14,395	13,231	15,420
9	Agricultural im- plements	15,592	14,119	10,347	11,017	11,732	15,613	22,076
10	Machinery ...	123,180	138,407	98,468	73,227	48,034	90,403	56,562
10	Saddlery and harness	22,883	22,417	14,260	13,105	9,866	7,147	10,018
13	Furniture and upholstery	37,651	46,832	43,734	39,143	24,109	20,286	22,558
14	Manure ...	16,111	27,869	21,987	19,780	24,579	25,431	24,033
15	Drugs and chemicals	7,725	15,400	12,398	17,144	13,164	10,647	7,522
15	Woollens and woollen piece goods	15,692	12,546	10,633	4,189	2,751	1,820	9,439
19	Apparel & slops	258,393	245,998	257,269	242,617	155,358	117,858	121,801
20	Boots and shoes	47,250	39,958	36,916	25,482	20,926	23,137	20,937
20	Cordage ...	26,721	27,613	29,312	20,695	9,195	5,398	4,012
21	Butter & cheese	113,852	117,835	145,484	103,365	90,221	43,123	68,862
21	Hams, bacon and lard	12,195	15,422	17,232	13,061	10,343	8,817	7,756
21	Beef and pork, salted	24,509	26,901	33,072	18,905	9,951	4,077	4,931
22	Preserved meats	49,674	76,015	116,903	99,861	88,187	41,561	16,115
22	Confectionery ...	20,621	15,712	13,062	11,290	6,703	3,798	2,883
22	Biscuit ...	32,031	27,663	40,370	45,015	37,689	26,870	20,962
22	Flour ...	286,627	250,674	277,556	303,305	313,709	408,434	380,387
22	Grain & pulse— Wheat } Other† }	631,473	{ 353,309 17,275	1,426,905 23,316	407,668 8,307	165,391 10,387	410,524 13,317	502,275 8,535
22	Fruit ...	12,724	18,573	38,021	23,662	21,967	10,105	18,719
22	Jams and pre- serves	7,328	23,276	28,515	15,932	14,678	6,563	6,497
22	Oatmeal ...	19,673	22,512	28,540	29,550	25,222	17,978	27,159
22	Onions ...	35,398	31,599	38,710	31,868	34,696	33,482	40,678
22	Potatoes ...	110,544	110,885	148,929	103,644	120,532	37,861	94,301
22	Sugar, refined, and molasses	214,777	216,501	106,483	52,048	32,462	41,130	50,617
22	Vegetables ...	4,565	30,706	99,031	17,480	4,436	12,423	4,911
23	Wine ...	11,894	11,493	13,450	15,362	27,094	29,345	33,273
24	Bones ...	2,319	1,287	1,951	1,211	500	541	559
24	Bone-dust ...	12,503	8,900	11,380	14,458	9,674	5,270	11,328
24	Candles ...	480	341	3,655	7,163	5,561	1,629	551
24	Glue pieces ...	1,819	667	1,055	1,400	1,783	1,780	1,657
24	Hides ...	6,838	4,118	8,696	10,284	9,581	15,250	17,136
24	Horns and hoofs	2,586	1,673	1,174	678	1,005	633	1,691
24	Leather ...	329,146	359,870	338,029	342,252	254,597	207,606	181,886
24	Skins—sheep, etc.	129,267	117,538	139,942	92,149	98,763	104,543	185,272

* Including all articles partly or wholly made up of imported materials.

† Not including malt.

**EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE
OF VICTORIA, 1882 TO 1888*—continued.**

(See Index following paragraph 423 ante.)

Order.	Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
		£	£	£	£	£	£	£
24	Soap	15,229	12,709	15,559	18,189	13,354	10,485	10,375
„	Stearine	32,213	13,486	6,247	...	5	96	553
„	Tallow	186,484	232,400	256,686	155,918	121,900	85,640	157,601
„	Wool†	4,792,084	5,213,198	5,707,668	4,428,231	4,306,352	4,508,105	3,755,265
25	Bark and timber	43,471	50,239	33,472	32,782	37,481	23,470	51,813
„	Bran and pollard	4,182	11,487	16,102	9,598	23,010	4,323	9,727
„	Hay and chaff ...	146,199	125,919	194,393	84,825	174,139	63,660	134,971
„	Seeds	13,894	2,083	13,722	9,699	6,227	4,412	3,713
26	Oil—neatsfoot and ex tallow	18,568	8,209	9,016	7,634	7,478	3,625	2,207
31	Gold—bullion ...	1,381,088	1,569,819	760,875	353,362	336,874	243,425	166,877
„	„ specie	2,208,221	2,251,278	1,249,420	3,956,173	1,610,829	1,011,121	3,523,642
32	Minerals, metals, etc., exclusive of gold	45,280	75,846	31,858	25,716	32,393	14,733	12,731
33	Horned cattle ...	131,035	193,188	235,019	101,935	57,604	71,833	56,662
„	Horses	299,874	268,911	171,732	170,926	133,691	148,018	116,732
„	Sheep	163,458	327,598	307,609	426,149	101,232	191,246	94,571
34	Plants	7,261	8,736	7,561	7,343	5,664	5,920	6,447
35	Hardware and manufactures of metals	69,415	28,057	24,911	19,405	20,834	16,440	15,800
„	Oilmen's stores	12,795	13,133	15,421	14,400	11,898	13,622	11,211
...	All other articles	334,105	410,707	439,315	375,694	324,481	265,174	222,416
	Total	12,570,788	13,292,294	13,155,484	12,452,245	9,054,687	8,502,979	10,356,633

NOTE.—The Border traffic is included in all the years.

Increase or
decrease of
exports of
articles of
home pro-
duce.

452. It has been already stated that in 1888, as compared with 1887, the increase in the total exports amounted in value to £2,502,618; also that of this increase, £1,853,654, or all but £648,964, was in exports of home produce or manufactures. The increase in the exports of such products was spread over 27 articles, the total value of which was set down as £3,018,820; but as against this there was a falling off in the exports of 28 articles, amounting in all to a value of £1,165,166, so that the net increase in the value of exports of home produce was as stated. The chief increase was in exports of gold specie, amounting to £2,512,521, in comparison with which other increases were but slight, the chief being wheat (£91,751), skins (£80,729), tallow (£71,961), hay and chaff (£71,311), and potatoes (£56,440). The chief articles of home produce of which the exports fell off were wool (£752,840), live stock (£143,132), gold bullion (£76,548), grain (other than wheat) flour and biscuit (£38,737), machinery (£33,841), and

* Including all articles partly or wholly made up of imported materials.

† It is believed a portion of this wool was produced outside Victoria.

preserved meats (£25,446). The following table gives the names of the articles and the amount of increase or falling-off in the exports of each article :—

INCREASE OR DECREASE OF EXPORTS OF ARTICLES OF HOME
PRODUCE, 1888.

Increase 1888, as compared with 1887.		Decrease 1888, as compared with 1887.	
Articles.	Amount of Increase.	Articles.	Amount of Decrease.
	£		£
Stationery ...	2,189	Machinery ...	33,841
Agricultural implements ...	6,463	Manure ...	1,398
Saddlery and harness ...	2,871	Drugs and chemicals ...	3,125
Furniture and upholstery ...	2,272	Boots and shoes ...	2,200
Woollens and woollen piece goods	7,619	Cordage ...	1,386
Apparel and slops ...	3,943	Hams, bacon and lard ...	1,061
Butter and cheese ...	25,739	Preserved meats ...	25,446
Beef and pork, salted ...	854	Confectionery ...	915
Wheat ...	91,751	Biscuit ...	5,908
Fruit ...	8,614	Flour ...	28,047
Oatmeal ...	9,181	Grain and pulse, other than wheat	4,782
Onions ...	7,196	Jams and preserves ...	66
Potatoes ...	56,440	Vegetables ...	7,512
Sugar, refined, and molasses	9,487	Candles ..	1,078
Wine ...	3,928	Glue pieces ...	123
Bones ...	18	Leather ...	25,720
Bone-dust ...	6,058	Soap ...	110
Hides ...	1,886	Wool ...	752,840
Horns and hoofs ...	1,058	Seeds ...	699
Skins—sheep, etc. ...	80,729	Oil, neatsfoot and ex tallow	1,418
Stearine ...	457	Gold—bullion ...	76,548
Tallow ...	71,961	Minerals, metals, etc., exclusive of gold	2,002
Bark and timber ...	28,343	Horned cattle ...	15,171
Bran and pollard ...	5,404	Horses ...	31,286
Hay and chaff ...	71,311	Sheep ...	96,675
Gold—specie ...	2,512,521	Hardware and manufactures of metals	640
Plants ...	527	Oilmen's stores ...	2,411
		All other articles ...	42,758
Total increase	3,018,820	Total decrease	1,165,166
Deduct decrease	1,165,166		
Net increase	1,853,654		

453. The next table shows the total value and value per head of the exports of home produce or manufacture from each of the Australasian colonies during the eleven years 1877 to 1887, also the proportion of the value of such articles to that of the total exports :—

Exports of home produce from Australasian colonies.

**EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,
1877 TO 1887.**

Colony.	Year.	Exports of Articles Produced or Manufactured in each Colony.			
		Total Value.	Value per Head of the Population.		
		£	£	s.	d.
Victoria ...	1877	11,269,086	13	8	9
	1878	10,676,499	12	19	11
	1879	8,069,857	9	13	6
	1880	11,220,467	13	3	11
	1881	12,480,567	14	7	3
	1882	12,570,788	14	2	5
	1883	13,292,294	14	11	9
	1884	13,155,484	14	1	8
	1885	12,452,245	12	19	10
	1886	9,054,687	9	3	6
	1887	8,502,979	8	6	9
New South Wales ...	1877	10,704,753	17	0	4
	1878	10,716,511	16	5	9
	1879	10,775,644	15	12	0
	1880	12,679,782	17	9	5
	1881	12,895,493	16	19	2
	1882	13,208,459	16	12	4
	1883	16,129,867	19	6	8
	1884	14,595,736	16	11	4
	1885	12,957,881	13	18	5
	1886	12,884,200	13	3	0
	1887	15,472,361	15	2	8
Queensland ...	1877	4,278,122	21	18	7
	1878	3,083,441	14	18	2
	1879	3,259,613	15	4	5
	1880	3,150,151	14	3	10
	1881	3,289,253	14	17	8
	1882	3,183,947	13	8	0
	1883	5,156,835	19	5	1
	1884	4,553,477	15	8	11
	1885	5,116,293	16	11	5
	1886	4,813,092	14	9	6
	1887	6,338,205	17	17	4
South Australia ...	1877	3,922,962	16	19	3
	1878	4,198,034	17	5	9
	1879	3,957,854	15	11	6
	1880	4,829,577	18	6	6
	1881	3,643,402	12	12	6
	1882	4,187,840	14	8	11
	1883	3,487,827	11	13	3
	1884	5,292,222	17	2	11
	1885	4,385,599	14	0	2
	1886	2,822,138	9	0	3
	1887	3,348,561	10	13	9

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,
1877 to 1887—*continued.*

Colony.	Year.	Exports of Articles Produced or Manufactured in each Colony.		
		Total Value.	Value per Head of the Population.	Percentage of Total Exports.
		£	£ s. d.	
Western Australia ...	1877	371,246	13 9 2	99·44
	1878	427,268	15 5 2	99·71
	1879	492,707	17 6 9	99·56
	1880	496,408	17 4 2	99·44
	1881	498,634	16 14 1	99·18
	1882	580,765	19 2 2	99·61
	1883	444,764	14 4 10	99·50
	1884	404,000	12 9 11	99·58
	1885	445,208	13 1 4	99·67
Tasmania ...	1886	626,524	16 17 0	99·40
	1887	601,656	14 8 7	99·50
	1877	1,403,580	13 4 1	99·05
	1878	1,288,011	11 17 4	97·90
	1879	1,289,395	11 11 11	99·10
	1880	1,481,330	13 0 9	97·98
	1881	1,548,116	13 3 11	99·52
	1882	1,578,517	13 1 6	99·44
	1883	1,698,334	13 13 2	98·08
New Zealand ...	1884	1,448,714	11 5 8	98·16
	1885	1,299,011	9 16 7	98·88
	1886	1,312,416	9 13 8	98·57
	1887	1,425,457	10 3 10	98·35
	1877	6,078,484	14 17 8	96·06
	1878	5,780,508	13 14 2	96·09
	1879	5,563,455	12 8 4	96·87
	1880	6,102,400	12 17 4	96·06
	1881	5,762,250	11 13 5	95·07
	1882	6,253,350	12 5 7	93·94
	1883	6,855,244	12 19 0	96·61
	1884	6,942,486	12 12 10	97·90
	1885	6,591,911	11 12 10	96·66
	1886	6,386,682	10 19 5	95·71
	1887	6,551,081	10 19 8	95·41

454. According to its total value and its value per head, the home produce exported in 1887 was less than in 1886 in Victoria and Western Australia, but more than in 1886 in the other five colonies—the excess per head in New Zealand, however, being only trifling ; moreover, in 1887, as compared with 1886, the proportion of exports of home produce to the total exports was lower in Victoria, South Australia, Tasmania and New Zealand, but higher in the other three colonies. It should be mentioned that the same circumstance which makes the

Exports of home produce, 1886 and 1887.

returns of Victorian home produce exported not absolutely reliable, as has been already stated,* may probably also operate against the truthfulness of the returns of the other colonies ; consequently, some caution should be exercised in drawing deductions from the figures.

Order of colonies in respect to exports of home produce.

455. New South Wales being a coal-producing country, and being, moreover, from the extent of her territory, able to raise a very large quantity of wool and other pastoral produce, which is only partially counterbalanced by the larger quantities of grain and gold produced in Victoria, the value of home products exported from the former has generally, of late years, been in excess of that from the latter. This was the case in all the years shown except 1877; the difference in favour of New South Wales being greatest in 1887, when it amounted to close upon 7 millions sterling, and next greatest in 1886 when it amounted to $3\frac{4}{5}$ millions sterling. Victoria is, however, far in advance of every Australasian colony except New South Wales in regard to the value of home produce exported. The following is the order in which the colonies stood in this respect according to the returns of 1887:—

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF EXPORTS OF HOME PRODUCE, 1887.

- | | |
|---------------------|-----------------------|
| 1. New South Wales. | 5. South Australia. |
| 2. Victoria. | 6. Tasmania. |
| 3. New Zealand. | 7. Western Australia. |
| 4. Queensland. | |

Order of colonies in respect to exports of home produce per head.

456. In respect to the value of exports of domestic produce per head of the population in 1887, Victoria stood absolutely lowest on the list, at the top of which stood Queensland, New South Wales standing second. The following was the order of the colonies in this particular:—

ORDER OF COLONIES IN REFERENCE TO VALUE PER HEAD OF EXPORTS OF HOME PRODUCE, 1887.

- | | |
|-----------------------|---------------------|
| 1. Queensland. | 5. South Australia. |
| 2. New South Wales. | 6. Tasmania. |
| 3. Western Australia. | 7. Victoria. |
| 4. New Zealand. | |

* See paragraph 450 *ante*.

457. In Victoria during the same year, the value of articles of domestic produce bore a much larger proportion to that of the total exports than in South Australia, but a much smaller proportion than in any other colony. It is probable, however, that the proportion in Victoria would have been larger but for the total exports being so much swelled by the exportation of wool produced in the adjacent colonies and imported over the frontiers. The colonies in this respect stood in the following order in 1887:—

Order of colonies in respect to proportion of home products to total exports.

ORDER OF COLONIES IN REFERENCE TO PROPORTION OF EXPORTS OF HOME PRODUCE TO TOTAL EXPORTS, 1887.

1. Western Australia.
2. Tasmania.
3. Queensland.
4. New Zealand.

5. New South Wales.
6. Victoria.
7. South Australia.

458. The aggregate value of the exports of home produce from all the Australasian colonies amounted in 1887 to £42,240,300, or over 83½ per cent. of the total exports, as compared with £37,899,739, or 83 per cent. of the total exports in 1886. During the last eleven years the exports of home produce have varied from 33 millions in 1879 to 47 millions in 1883; and the proportion to the total exports has ranged from 81 to 85 per cent.

Exports of Australasian produce.

459. In 1888, according to value, 45 per cent. of the Victorian imports were from, and 58 per cent. of the Victorian exports were to, the United Kingdom. About 35 per cent. of the former, and 31 per cent. of the latter, were conveyed between Victoria and the neighbouring colonies, chiefly New South Wales. In regard to British possessions out of Australia, the imports therefrom amounted to about 6 per cent., and the exports thereto to about 3 per cent. of the totals; whilst in regard to Foreign countries the imports therefrom amounted to about 13 per cent., and the exports thereto to about 8 per cent. of the totals. The value of the imports from and the exports to the principal British and Foreign countries, and the percentage of such values to the total imports and exports, are given in the following table:—

Trade with various countries 1888.

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1888.

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
BRITISH COUNTRIES.				
	£		£	
The United Kingdom ...	10,851,667	45·27	8,050,056	58·11
Australasia—				
New South Wales ...	6,609,621	27·57	2,200,531	15·90
Queensland ...	159,335	·66	501,144	3·62
South Australia... ..	584,878	2·44	642,573	4·64
Western Australia ...	25,438	·11	132,594	·96
Tasmania ...	394,544	1·65	514,956	3·71
New Zealand ...	710,743	2·96	315,219	2·27
Fiji ...	77,379	·32	11,614	·08
Mauritius ...	383,738	1·60	36,042	·26
Hong Kong ...	282,225	1·18	43,647	·31
India ...	488,008	2·03	309,796	2·23
Ceylon ...	51,898	·22	28,896	·21
Straits Settlements ...	54,345	·23	1,150	·01
Canada ...	79,979	·33	...	...
Other British possessions ...	16,608	·07	2,527	·02
Total ...	20,770,406	86·64	12,790,745	92·33
FOREIGN COUNTRIES.				
Belgium ...	115,803	·48	393,448	2·84
France ...	197,111	·82	96,038	·70
Germany ...	391,992	1·64	115,813	·84
Sweden and Norway ...	450,678	1·88	...	...
Java ...	220,857	·92	1,361	·01
Philippine Islands... ..	10,600	·05	70,150	·51
China ...	598,520	2·50	425	...
United States ...	1,112,520	4·64	361,380	2·61
Others ...	103,647	·43	24,403	·16
Total ...	3,201,728	13·36	1,063,018	7·67
Grand Total ...	23,972,134	100·00	13,853,763	100·00

Increase or
decrease of
imports
from
various
countries,
1888.

460. Comparing the imports of 1888 with those of 1887, an increase is shown in the values of those from all the countries named, except Queensland and the Straits Settlements, the former showing a falling off of about £319,000 and the latter of nearly £5,000. The principal increases were from the United Kingdom (£2,560,000), New South Wales (£1,350,000), and the United States (£440,000). The whole increase in the value of imports from British countries was about £4,100,000, and in that from Foreign countries about £850,000.

The following table shows the value of goods imported from each country in the last two years, and the increase or falling off of such value in the last year:—

INCREASE OR DECREASE IN IMPORTS FROM DIFFERENT COUNTRIES,
1888.

Countries.	Imports therefrom.		Increase.	Decrease.
	1887.	1888.		
BRITISH COUNTRIES.	£	£	£	£
The United Kingdom ...	8,290,046	10,851,667	2,561,621	...
Australasia—				
New South Wales ...	5,256,572	6,609,621	1,353,049	...
Queensland ...	477,901	159,335	...	318,566
South Australia ...	520,190	584,878	64,688	...
Western Australia ...	18,789	25,438	6,649	...
Tasmania ...	347,510	394,544	47,034	...
New Zealand ...	706,505	710,743	4,238	...
Fiji ...	62,209	77,379	15,170	...
Mauritius ...	246,308	383,738	137,430	...
Hong Kong ...	234,864	282,225	47,361	...
India ...	371,914	488,008	116,094	...
Ceylon ...	41,352	51,898	10,546	...
Straits Settlements ...	59,104	54,345	...	4,759
Canada ...	24,236	79,979	55,743	...
Other British possessions ...	14,821	16,608	1,787	...
Total ...	16,672,321	20,770,406	4,098,085*	...
FOREIGN COUNTRIES.				
Belgium ...	73,299	115,803	42,504	...
France ...	182,187	197,111	14,924	...
Germany ...	298,269	391,992	93,723	...
Sweden and Norway ...	328,789	450,678	121,889	...
Java ...	179,777	220,857	41,080	...
Philippine Islands ...	5,380	10,600	5,220	...
China ...	585,259	598,520	13,261	...
United States ...	671,231	1,112,520	441,289	...
Others ...	25,639	103,647	78,008	...
Total ...	2,349,830	3,201,728	851,898	...
Grand total ...	19,022,151	23,972,134	4,949,983	...

461. In 1888, as compared with 1887, the exports to the United Kingdom increased by £2,574,000. The only other countries to which the exports increased were South Australia, New Zealand, Mauritius, Hong Kong, Belgium, Germany, China, the United States, and Foreign

Increase or decrease in exports to various countries.

* Net figures.

countries unnamed. The net increase in the exports to British countries, taken as a whole, was £2,246,000, and to Foreign countries, taken as a whole, about £256,000. The following table shows the amount by which the exports to each country increased or decreased in the year :—

INCREASE OR DECREASE IN EXPORTS TO DIFFERENT COUNTRIES,
1888.

Countries.	Exports thereto.		Increase.	Decrease.
	1887.	1888.		
BRITISH COUNTRIES.	£	£	£	£
The United Kingdom ...	5,476,229	8,050,056	2,573,827	...
Australasia—				
New South Wales ...	2,447,279	2,200,531	...	246,748
Queensland ...	529,286	501,144	...	28,142
South Australia ...	527,703	642,573	114,870	...
Western Australia ...	155,984	132,594	...	23,390
Tasmania ...	543,523	514,956	...	28,567
New Zealand ...	292,729	315,219	22,490	...
Fiji ...	22,872	11,614	...	11,258
Mauritius ...	28,312	36,042	7,730	...
Hong Kong ...	32,458	43,647	11,189	...
India ...	421,552	309,796	...	111,756
Ceylon ...	50,696	28,896	...	21,800
Straits Settlements ...	5,832	1,150	...	4,682
Other British possessions ...	10,097	2,527	...	7,570
Total ...	10,544,552	12,790,745	2,246,193*	...
FOREIGN COUNTRIES.				
Belgium ...	228,268	393,448	165,180	...
France ...	155,940	96,038	...	59,902
Germany ...	107,920	115,813	7,893	...
Sweden and Norway ...	20	...	...	20
Java ...	2,071	1,361	...	710
Philippine Islands ...	79,051	70,150	...	8,901
China ...	45	425	380	...
United States ...	223,443	361,380	137,937	...
Others ...	9,835	24,403	14,568	...
Total ...	806,593	1,063,018	256,425*	...
Grand total ...	11,351,145	13,853,763	2,502,618	...

Trade with
various
countries
at three
periods.

462. The next table shows the value of the Victorian imports from and exports to different countries in 1888 and in the first year of each of the two previous quinquennia :—

* Net figures.

IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1878, 1883,
AND 1888.

Countries.	Imports therefrom.			Exports thereto.		
	1878.	1883.	1888.	1878.	1883.	1888.
BRITISH COUNTRIES.	£	£	£	£	£	£
The United Kingdom	7,389,239	8,710,290	10,851,667	6,458,484	7,371,491	8,050,056
Australasia—						
New South Wales ...	4,121,948	3,906,715	6,609,621	2,474,909	3,776,761	2,200,531
Queensland ...	14,429	199,019	159,335	47,346	16,626	501,144
South Australia ...	350,148	499,833	584,878	699,973	535,737	642,573
Western Australia ...	24,050	10,668	25,438	81,357	89,466	132,594
Tasmania ...	285,768	371,091	394,544	507,544	588,736	514,956
New Zealand ...	813,112	671,528	710,743	1,026,292	737,454	315,219
Fiji ...	16,934	13,192	77,379	16,708	44,583	11,614
Mauritius ...	668,403	706,653	383,738	16,918	45,184	36,042
Hong Kong ...	129,410	134,902	282,225	352	3,660	43,647
India ...	267,306	341,466	488,008	79,821	127,973	309,796
Ceylon ...	290,803	53,332	51,898	3,437,150	1,937,812	28,896
Straits Settlements ...	16,278	27,489	54,345	81	...	1,150
Canada ...	60,628	73,809	79,979	...	...	...
Other British possessions	20,944	5,866	16,608	2,320	12,394	2,527
Total ...	14,469,400	15,725,853	20,770,406	14,849,255	15,287,877	12,790,745
FOREIGN COUNTRIES.						
Belgium ...	...	80,990	115,803	...	490,787	393,448
France ...	74,320	122,226	197,111	...	290,200	96,038
Germany ...	...	128,682	391,992	36	34,739	115,813
Sweden and Norway ...	225,915	240,951	450,678	...	...	...
Java ...	281,493	315,427	220,857	18,950	7,901	1,361
Philippine Islands ...	51,054	38,932	10,600	20,159	97,134	70,150
China ...	413,453	462,383	598,520	...	...	425
United States ...	595,713	529,413	1,112,520	23,941	184,798	361,380
Others ...	50,532	98,989	103,647	13,366	5,427	24,403
Total ...	1,692,480	2,017,993	3,201,728	76,452	1,110,986	1,063,018
Grand total ...	16,161,880	17,743,846	23,972,134	14,925,707	16,398,863	13,853,763

NOTE.—Border traffic is included in all the years.

463. It will be observed that the imports from the Mauritius, Ceylon, Java, and the Philippine Islands represented a higher value at both former periods than in the year under review, as also did those from New Zealand and Other British possessions at the first period, and those from Queensland at the second period. From all the other countries the value represented was much larger at the latest than at either of the former periods, the increase in imports from British countries taken as a whole being over £6,000,000 as compared with the first, and about £5,000,000 as compared with the second period; and the increase in imports from Foreign countries taken as a whole being £1,500,000 as compared with the first, and nearly £1,200,000 as compared with the second period.

Imports
at three
periods
compared.

Exports
at three
periods
compared.

464. In regard to the exports it will be noticed that the value of those to the United Kingdom, Queensland, Western Australia, Hong Kong, India, the Straits Settlements, Germany, China, and the United States was greater, whilst the value of those to all the other countries named was less, at the last period than at either of the former periods. The exports to British countries, taken as a whole, showed a falling-off of £2,000,000 as compared with the first, and of £2,500,000 as compared with the second period; whilst those to Foreign countries, taken as a whole, showed a falling-off of about £50,000 as compared with the second period, but an increase of nearly £1,000,000 as compared with the first period. The great falling-off in the exports to Ceylon, as also the great increase in the exports to the United Kingdom, is partly explained by the fact that the mail steamers leaving Australia, now go right through to England, instead of transshipping to other steamers at Ceylon; and therefore the gold shipped in these vessels which was formerly entered for the latter, although intended to be sent in to the former country, is now entered at the Customs as for England direct.

Trade with
neighbour-
ing colo-
nies, 1878
to 1888.

465. The value of imports to Victoria from the neighbouring colonies, was higher in 1888 than in any of the previous ten years, by over one million sterling. The value of the exports from Victoria to the neighbouring colonies, which had been steadily increasing up to 1884, showed a slight falling-off in 1885, and a further but very considerable falling-off in 1886; and, although there was a slight recovery in 1887, there was again a falling-off in 1888—the value in that year being lower than in any other year since 1879, except 1886, as will be seen by the following figures:—

TRADE BETWEEN VICTORIA AND THE OTHER AUSTRALASIAN COLONIES, 1878 TO 1888.

Year.	Imports from the Neighbouring Colonies.	Exports to the Neighbouring Colonies.	Excess in favour of	
			Imports.	Exports.
	£	£	£	£
1878 ...	5,609,455	4,837,421	772,034	...
1879 ...	6,130,990	4,184,114	1,946,876	...
1880 ...	6,299,597	4,567,982	1,731,615	...
1881 ...	5,949,730	4,736,442	1,213,288	...
1882 ...	5,914,327	5,225,839	688,488	...
1883 ...	5,658,854	5,744,780	...	85,926
1884 ...	6,475,915	5,826,826	649,089	...
1885 ...	5,652,169	5,633,247	18,922	...
1886 ...	6,254,393	4,108,757	2,145,636	...
1887 ...	7,327,467	4,496,504	2,830,963	...
1888 ...	8,484,559	4,307,017	4,177,542	...

466. It will be observed that Victoria imported from the other colonies more than she exported thereto in all the years named except 1883, and that the excess of imports in 1888 was very much larger than in any other year shown. The figures in the last two columns show the net excess in favour of imports during the eleven years to have amounted to £16,088,527, or an average of nearly £1,500,000 per annum.

Imports from other colonies in excess of exports thereto.

467. In 1888, 80 per cent. of the imports were landed, and 90 per cent. of the exports were shipped, at the port of Melbourne. Nearly a fifth of the imports entered the colony at the Murray ports, but only about a twenty-fifth of the exports were sent away therefrom. The chief of these ports is Echuca, at which $8\frac{2}{3}$ per cent. of the total imports were landed. The only important port of shipment in Victoria, except Melbourne, is Geelong, from which, in 1888, 4 per cent. of the total exports were sent away. The following table gives the names of the various ports and the value and percentage of the goods imported and exported at each during that year:—

Imports and exports at each port.

IMPORTS AND EXPORTS AT EACH PORT, 1888.

Ports.	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Melbourne	19,145,159	79·86	11,761,988	84·90
Geelong	199,006	·83	547,161	3·95
Portland	886	...	190,459	1·37
Port Fairy (Belfast) ...	4,077	·02	36,607	·26
Warrnambool	27,711	·12	12,582	·09
Bairnsdale	348	...	653	...
Murray ports and places—				
Cowana	16,146	·07	3,906	·03
Echuca	2,070,656	8·64	134,637	·97
Koondrook	19,899	·08	934	·01
Narung	21,151	·09	...	...
Swan Hill	58,479	·24	8,112	·06
Tocumwall	82,045	·34	13,115	·09
Wahgunyah	472,897	1·97	72,814	·53
Gooramadda	65,903	·28	14,840	·11
Yarrawonga	71,889	·30	16,273	·12
Wodonga	1,513,814	6·32	203,971	1·47
Tintaldra	36,987	·15	14,120	·10
Ports unspecified ...	...	...	759,992*	5·49
Stations, Border, etc. ...	165,081	·69	61,599	·45
Total	23,972,134	100·00	13,853,763	100·00

* The goods represented by this value were entered in Melbourne for export overland across the Border, and were consequently not credited to the various Murray ports.

Imports of
principal
articles at
three
periods.

468. The values of sixty-six of the principal articles imported in 1888 and in the first year of each of the two previous quinquennia are placed side by side in the following table:—

IMPORTS OF PRINCIPAL ARTICLES, 1878, 1883, AND 1888.

(See Index following paragraph 423 *ante*.)

Order.	Articles.	Value of Imports.		
		1878.	1883.	1888.
		£	£	£
1	Books	180,163	220,711	245,752
	Stationery	60,933	84,402	123,628
2	Musical instruments	71,397	97,927	103,845
6	Watches, clocks, and watchmakers' materials	67,755	82,418	101,595
9	Cutlery	26,562	23,307	33,865
	•Machinery	110,546	233,356	310,787
	Sewing machines	71,869	118,619	33,931
	Tools and utensils	37,103	48,573	46,140
12	Building materials	62,058	51,324	230,442
13	Furniture and upholstery	57,578	68,299	89,196
14	Drugs and chemicals	74,043	75,544	109,473
	Matches and vestas	41,494	41,041	47,649
	Opium	71,308	57,986	36,364
	Paints and colours	64,351	70,131	83,570
15	Carpeting and druggeting	59,834	72,047	125,925
	Woollens and woollen piece goods	866,179	793,015	923,549
16	Silks	256,549	247,982	416,220
17	Cottons	663,262	836,496	1,129,334
	Linen piece goods	41,110	28,340	52,526
18	Haberdashery	269,855	348,672	470,693
19	Apparel and slops	370,350	316,047	461,806
	Boots and shoes	213,435	123,246	135,702
	Gloves	81,303	95,803	121,584
	Hats, caps, and bonnets	138,096	128,241	133,001
	Hosiery	128,521	141,694	174,465
20	Bags and sacks (including wool-packs)	149,559	187,076	328,892
21	Butter and cheese	3,570	4,015	4,361
	Fish	126,540	162,502	180,946
	Meats—fresh preserved, and salted	8,642	11,292	27,057
22	Fruit (including currants and raisins)	130,562	193,238	263,871
	Flour and biscuit	6,389	16,141	12,395
	Grain—wheat	8,176	5,123	18,837
	„ oats	92,447	62,400	153,540
	„ other (including malt and rice)	422,060	201,330	147,641
	Sugar and molasses	1,089,734	1,358,523	945,978
23	Beer, cider, and perry	187,425	197,702	298,781
	Coffee	66,122	46,211	60,504
	Hops	56,952	93,400	30,491
	Spirits	371,143	409,285	482,858
	Tea	540,930	563,908	777,243
	Tobacco, cigars, and snuff	268,864	211,773	342,871
	Wine	147,569	158,969	184,621

IMPORTS OF PRINCIPAL ARTICLES, 1878, 1883, AND 1888— continued.

(See Index following paragraph 423 *ante*.)

Order.	Articles.	Value of Imports.		
		1878.	1883.	1888.
		£	£	£
24	Hides, skins and pelts ...	105,381	129,975	188,241
	Leather, leatherware, and leathern cloth	138,836	164,188	254,092
	Wool* ...	2,362,697	2,043,588	2,704,060
25	Paper (including paper bags) ...	166,801	203,295	364,685
	Timber	533,626	706,424	1,420,349
	Woodenware ...	42,043	62,791	70,712
26	Oil of all kinds ...	247,158	192,896	276,930
28	Coal ...	356,994	375,947	617,325
29	Earthenware, brownware, and china-ware	66,474	82,574	119,983
	Glass and glassware ...	87,214	112,474	189,756
31	Gold (exclusive of specie) ...	673,370	612,897	461,552
	Specie—gold ...	320,600	166,768	497,493
	„ other ...	9,616	26,601	68,352
	Jewellery ...	52,502	67,423	74,967
32	Iron and steel (exclusive of railway rails, telegraph wire, etc.)	715,745	691,367	977,928
	Lead—ore, pig, pipe, sheet ...	26,692	21,589	46,154
	Manufactures of metal ...	102,651	112,032	241,680
	Tin ...	33,527	42,284	57,283
	Nails and screws ...	48,292	42,962	58,432
	Plated ware ...	23,820	27,525	88,277
33	Live stock ...	617,179	922,936	2,040,213
35	Fancy goods ...	45,594	94,819	94,262
	Hardware and ironmongery ...	157,358	178,269	238,394
	Ordnance stores ...	51,446	102,352	228,203
	Total ...	14,747,954	15,472,085	21,381,252
	All other articles ...	1,413,926	2,271,761	2,590,882
	Total imports ...	16,161,880	17,743,846	23,972,134

469. Of all the articles named in the table the most important, according to the values in 1888, are wool—including that brought overland from New South Wales—live stock, timber, cottons, iron and steel, gold, sugar, woollens, tea, and coal, in the order named, the values of which varied in 1888 from £2,700,000 for wool to £617,300 for coal. The aggregate value of these ten items amounted in 1888 to nearly £12,500,000, or to more than half the total value of all the articles imported. It may be mentioned that the value in 1885 of these articles was £11,237,000, in 1886 £9,734,000, and

Ten chief
articles of
import,
1888.

* Including the value of wool imported into Victoria across the Murray.

in 1887 £10,175,000, so that the value in 1888 was much higher than in any of those years.

Imports
of three
periods
compared.

470. The total imports show an increased value in 1888, as compared with 1883, of over six millions, and as compared with 1878, of nearly eight millions; whilst the imports of the articles named in the table have increased by nearly six millions and over six and a half millions respectively. Several of the items show considerable increase at the last period as compared with either of the former periods, and of these the more important are books and stationery, machinery, building materials, timber and iron and steel, woollens, silks, cottons, linens, haberdashery, apparel and slops, gloves and hosiery, bags and sacks, tea, tobacco, wool, and coal. The items of import which showed decrease at the last period as compared with either of the former ones were few in number, the chief being sewing machines, opium, grain other than wheat and oats, sugar and molasses, and hops. The large falling-off in the imports of sugar is attributable to the temporary cessation of refining operations in the colony, a considerable proportion of refined sugar having been formerly exported.

Exports of
principal
articles at
three
periods.

471. The exports of fifty of the principal articles are in like manner given for the same three years:—

EXPORTS OF PRINCIPAL ARTICLES, 1878, 1883, AND 1888.

(See Index following paragraph 423 *ante*.)

Order.	Articles.	Value of Exports.		
		1878.	1883.	1888.
		£	£	£
1	Books	66,464	85,080	58,044
	Stationery	44,400	44,460	27,863
9	Machinery	114,582	184,135	99,272
15	Woollens and woollen piece goods ..	128,121	106,807	89,344
16	Silks	15,544	28,911	44,297
17	Cottons	62,747	70,544	82,823
18	Haberdashery	61,687	70,916	56,969
19	Apparel and slops	283,862	311,597	171,816
	Boots and shoes	125,359	64,015	44,201
20	Bags and sacks	51,798	75,299	38,364
21	Butter and cheese	68,542	117,841	68,933
	Meats—fresh and preserved... ..	75,627	89,052	20,466
	„ salted (including hams and bacon)	16,497	40,513	12,511
22	Flour and biscuit	222,654	295,571	422,992
	Fruits (including currants and raisins)	42,354	48,888	50,462
	Grain—wheat	88,626	356,156	515,016
	„ oats	12,307	10,661	5,551
	„ other (including malt and rice)	103,567	81,935	25,385

EXPORTS OF PRINCIPAL ARTICLES, 1878, 1883, AND 1888—
continued.

(See Index following paragraph 423 *ante*.)

Order.	Articles.	Value of Exports.		
		1878.	1883.	1888.
		£	£	£
22	Onions	10,394	31,599	40,678
	Potatoes	72,983	110,885	94,301
	Sugar and molasses	262,722	266,779	142,715
23	Coffee	31,743	20,840	16,273
	Spirits	147,840	93,148	88,919
	Tea	258,421	395,046	355,652
	Tobacco, cigars and snuff	223,492	145,551	109,650
	Wine	67,637	44,004	61,119
24	Bones and bone dust	9,558	10,187	11,887
	Candles	22,291	9,672	11,115
	Horns and hoofs	3,843	1,673	1,691
	Hides	9,417	4,118	17,136
	Skins and pelts	19,706	117,538	186,761
	Leather, leatherware and leathern cloth	224,546	387,423	199,257
	Soap	15,114	13,090	17,496
	Tallow	103,879	232,400	157,601
	Wool*	5,810,148	6,054,613	5,170,930
25	Bark	75,129	30,488	41,401
	Hay, straw and chaff	26,850	125,919	134,971
	Timber	51,167	36,695	29,985
26	Oil of all kinds	73,137	40,340	28,290
31	Gold (exclusive of specie)	1,495,449	1,665,261	166,877
	Specie—gold	2,399,741	2,251,278	3,523,642
	„ silver	1,715	1,060	16,600
32	Antimony ore, regulus, etc.	33,143	2,366	19
	Copper ore, regulus, etc.	38,896	5,236	1,245
	Iron, etc.	147,961	78,965	53,535
	Manufactures of metals	41,323	52,191	33,079
	Tin, tin ore, black sand	4,298	8,642	4,301
33	Live stock	440,908	804,836	406,777
35	Hardware and ironmongery	82,190	49,347	32,834
	Travellers' samples	104,699	82,245	61,222
	Total	13,895,078	15,255,816	13,052,268
	All other articles	1,030,629	1,143,047	801,495
	Total Exports	14,925,707	16,398,863	13,853,763

472. It appears from this table that the chief articles of Victorian export are wool—of which the value in 1888 was £5,171,000, and gold (inclusive of specie) valued at £3,690,500—which two articles alone contributed 64 per cent. to the total value of exports of all articles; next in order in 1888 were breadstuffs £938,000, and live stock £406,800; then tea, hides and skins, leather, apparel and slops,

Twelve chief
articles of
export,
1878.

* Including wool from across the Murray, which is also included in the returns of imports *ante*.

tallow, sugar, hay, straw and chaff, and tobacco, in the order named—the values of which varied in 1888 between £421,000 and £139,000. It will be noticed, however, that, of these, sugar (excepting so far as the process of refining is concerned), tea, and the greater portion of the tobacco, are not produced in Victoria, and are merely re-exports. The value of the twelve articles just named amounted in 1888 to £11,682,000, which leaves the balance of £2,172,000 distributed over all the other heads.

Exports
of three
periods
compared.

473. The value of the total exports in 1888 shows a falling-off as compared with either of the previous periods, it being $2\frac{1}{2}$ millions sterling lower than the value in 1883, and considerably over a million lower than the value in 1878. As against the two former periods, the chief articles showing decrease are wool, gold, live stock, meats, leather, horns and hoofs, apparel and slops, boots and shoes, grain (except wheat), antimony and copper ores, and machinery. On the other hand there was more or less increase, as compared with both the previous periods, in the exports of wheat, flour and biscuit, hides, skins and pelts, hay, straw and chaff, soap, and silver specie.

Falling-off
in exports
of sugar
and wool.

474. With reference to the falling-off in the declared values of sugar and wool exported, it should be pointed out that this has partially arisen from the reduced value of those articles, and not altogether from a diminution of the quantities. This is made plain by the following figures:—

QUANTITY AND VALUE OF EXPORTS OF SUGAR AND WOOL, 1875-1888.

Year.	Refined Sugar and Molasses.			Wool.		
	Quantity.	Declared Value.		Quantity.	Declared Value.	
		Total.	Per cwt.		Total.	Per lb.
	cwt.	£	£	lbs.	£	d.
1875	216,098	331,122	1·53	85,064,952	6,096,958	17·2
1880	155,469	254,219	1·63	112,486,206	6,417,466	13·7
1885	156,125	173,774	1·11	106,278,038	5,028,011	11·4
1886	140,425	144,631	1·03	107,984,839	4,999,662	11·1
1887	142,980	142,316	1·00	115,461,606	5,073,491	10·5
1888	140,785	141,444	1·00	118,453,558	5,170,882	10·5

Falling-off
more in
value than
quantity.

475. It will be noticed that whilst the declared value of sugar exported was greater in 1880 than in 1888 by £113,000, or by 79 per cent., the quantity exported was less by only 14,684 cwt., or about

10½ per cent.; also, that whilst the declared value of wool exported in 1875 exceeded that in 1888 by nearly a million sterling, the quantity of such wool in the latter exceeded that in the former by over 33 million pounds weight. The figures show that the average price of sugar has fallen off 40 per cent. since 1880, and that of wool by nearly a similar proportion since 1875, the fall being very marked at the earlier periods.

476. With reference to the wool, however, it should be pointed out that lately a much larger proportion of greasy wool has been exported than formerly,* showing a reduced value, it is true, but one of much less extent than when the wool is considered as a whole without reference to its condition when exported. The following table shows the quantity and declared value of greasy wool exported in the same six years† :—

QUANTITY AND VALUE OF EXPORTS OF GREASY WOOL, 1875-1888.

Year.	Quantity.	Declared Value.	
		Total.	Per lb.
	lbs.	£	d.
1875 ...	41,926,875	2,318,765	13·3
1880 ...	76,808,471	3,616,981	11·3
1885 ...	83,927,788	3,478,404	9·9
1886 ...	82,473,370	3,324,839	9·7
1887 ...	91,635,136	3,538,195	9·3
1888 ...	99,685,415	4,022,032	9·7

477. The quantity of greasy wool, it will be observed, exported in 1880 was less than in 1888 by nearly 23 million pounds weight; yet, at the same time, the declared value was only £400,000 higher at the latter than at the former period. Had greasy wool continued to fetch the price per pound at which it was quoted in 1880, the increase in value would have amounted to over one million sterling.

478. In thirty-three out of the fifty-two years ended with 1888, the value of imports to Victoria exceeded that of exports therefrom, but in the other nineteen years the value of exports was the greater. The following is a statement of the amounts by which the imports exceeded the exports in those years in which the excess was in favour of the former, and the amounts by which the exports exceeded the imports in those years in which the excess was in the opposite direction; also the net excess of imports during the whole period :—

* The proportion of greasy to all kinds of wool exported was 49 per cent. in 1875, 68 per cent. in 1880, 79 per cent. in 1885, 76 per cent. in 1886, 80 per cent. in 1887, and 84 per cent. in 1888.

† For average prices of different classes of wool in Melbourne and London, see Part "Production" in the second volume.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, 1837 TO 1888.

Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.
	£	£		£	£
1837	103,201	...	1867 ... ..	...	1,050,347
1838	45,232	...	1868 ... ..	...	2,273,328
1839	127,038	...	1869	444,636	...
1840	306,507	...	1870 ... ..	...	14,256
1841	164,094	...	1871 ... ..	...	2,215,825
1842	78,644	...	1872 ... ..	...	179,873
1843 ... ..	...	66,446	1873	1,231,402	...
1844 ... ..	...	105,785	1874	1,512,876	...
1845 ... ..	...	215,304	1875	1,918,900	...
1846 ... ..	...	109,640	1876	1,508,867	...
1847 ... ..	...	230,815	1877	1,204,617	...
1848 ... ..	...	301,683	1878	1,236,173	...
1849 ... ..	...	275,495	1879	2,581,368	...
1850 ... ..	...	296,871	1880 ... ..	...	1,397,665
1851 ... ..	...	366,472	1881	466,418	...
1852 ... ..	...	3,381,807	1882	2,554,502	...
1853	4,781,093	...	1883	1,344,983	...
1854	5,883,847	...	1884	3,151,168	...
1855 ... ..	...	1,485,399	1885	2,492,846	...
1856 ... ..	...	527,491	1886	6,735,254	...
1857	2,176,697	...	1887	7,671,006	...
1858	1,119,040	...	1888	10,118,371	...
1859	1,755,032	...			
1860	2,131,026	...	Total	68,911,019	14,790,656
1861 ... ..	...	296,154			
1862	448,365	...			
1863	552,431	...	Deduct excess of exports	14,790,656	...
1864	1,076,431	...			
1865	106,789	...			
1866	1,882,165	...	Net excess of imports	54,120,363	...

Balance of
trade in
fifty-two
years.

479. It will be observed that in the fifty-two years of which mention is made in the table the imports exceeded the exports by £54,000,000, or an average of over £1,000,000 per annum, which excess, it should be mentioned, would be added to if the value of the British and Foreign built ships placed on the register of Victoria were included with the imports, but diminished if freight, which is included in the value of imports, were also added to the exports.

Years in
which
excess of
imports or
exports was
highest.

480. In 1888 the imports exceeded the exports by a much larger amount than in any previous year, such excess being greater than that in 1887 by £2,447,365, and greater than that in 1886 by £3,383,117, which years follow next in order in respect to excess of imports over exports. The excess of exports over imports was greatest in 1852, next in 1868, next in 1871, next in 1855, and next in 1880; the last mentioned year being the only one during the last 16 years in which

the exports were in excess of the imports. In connexion with the large excess of imports in the last five, and especially in the last three years, it will be remembered that a new loan of nearly £1,400,000 was raised in London in 1884,* one of £819,000 in 1885,† one of £1,500,000 in 1886, one of £3,000,000 in 1887, and one of £1,500,000 in 1888; besides numerous municipal and private loans, and very large amounts of other capital which, it is well known, have been remitted for investment in Victoria as well as in the neighbouring colonies. These sums must either gradually find their way into the imports, or act as a temporary check on the exports by restricting the export of gold, etc., which would otherwise naturally leave our shores; in like manner the annual interest payable on these sums must find its way into the exports. The Melbourne Exhibition also must, to a certain extent, have stimulated the imports in 1888.

481. In 1887 the imports exceeded the exports in Victoria, New South Wales, Western Australia and Tasmania; but the reverse was the case in the other Australasian colonies. The imports were in excess of the exports in Victoria and New South Wales in each of the last eleven years, with one exception; also in New Zealand, with two exceptions; in Queensland, South Australia, and Tasmania, with four exceptions; and in Western Australia with six exceptions. The following table shows the amounts by which the imports exceeded the exports, or the contrary, in the different colonies during the eleven years ended with 1887, and the net result for each colony over the whole period:—

Excess of imports, etc., in Australasian colonies.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN AUSTRALASIAN COLONIES, 1877 TO 1887.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Victoria	1877	1,204,617	...	28,040,670
	1878	1,236,173	...	
	1879	2,581,368	...	
	1880	...	1,397,665	
	1881	466,418	...	
	1882	2,554,502	...	
	1883	1,344,983	...	
	1884	3,151,168	...	
	1885	2,492,846	...	
	1886	6,735,254	...	
	1887	7,671,006	...	

* Not including a redemption loan of £2,636,600.

† Not including a redemption loan of £3,180,620.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN
AUSTRALASIAN COLONIES, 1877 TO 1887—*continued*.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
New South Wales	1877	1,480,775	...	26,944,449
	1878	1,802,994	...	
	1879	1,112,028	...	
	1880	...	1,575,063	
	1881	1,359,823	...	
	1882	4,564,169	...	
	1883	1,074,139	...	
	1884	4,575,479	...	
	1885	6,823,451	...	
	1886	5,417,335	...	
	1887	309,319	..	
Queensland	1877	...	292,593	6,927,190
	1878	245,658	...	
	1879	...	353,145	
	1880	...	360,864	
	1881	523,259	...	
	1882	2,784,011	...	
	1883	956,743	...	
	1884	1,708,112	...	
	1885	1,179,086	...	
	1886	1,169,257	...	
	1887	...	632,334	
South Australia...	1877	...	1,020	3,399,836
	1878	364,590	...	
	1879	251,423	...	
	1880	6,992	...	
	1881	836,307	...	
	1882	1,347,898	...	
	1883	1,426,594	...	
	1884	...	874,351	
	1885	...	87,852	
	1886	363,742	...	
	1887	...	234,487	
Western Australia	1877	...	10,645	112,894
	1878	...	49,441	
	1879	...	87,585	
	1880	...	145,514	
	1881	...	97,939	
	1882	...	74,301	
	1883	69,837	...	
	1884	115,474	...	
	1885	203,699	...	
	1886	127,620	...	
	1887	61,689	...	

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN
AUSTRALASIAN COLONIES, 1877 TO 1887—*continued*.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Tasmania ...	1877	..	108,304	981,099
	1878	9,117	...	
	1879	...	33,622	
	1880	...	142,708	
	1881	...	124,432	
	1882	83,483	...	
	1883	101,038	...	
	1884	180,261	...	
	1885	443,793	...	
	1886	425,027	...	
	1887	147,446	...	
New Zealand ...	1877	645,946	...	10,750,113
	1878	2,740,138	...	
	1879	2,631,459	...	
	1880	...	190,681	
	1881	1,396,179	...	
	1882	1,951,262	..	
	1883	878,039	...	
	1884	572,221	...	
	1885	659,982	...	
	1886	86,222	...	
	1887	...	620,654	
Total	84,651,451	7,495,200	77,156,251
Deduct excess of exports	...	7,495,200
Net excess of imports	...	77,156,251	...	77,156,251

482. It will be observed that during the eleven years to which the table relates goods to the value of 28 millions sterling were received by Victoria, nearly 27 millions by New South Wales, nearly 7 millions by Queensland, over $3\frac{1}{2}$ millions by South Australia, £113,000 by Western Australia, nearly a million by Tasmania, and $10\frac{3}{4}$ millions by New Zealand, in excess of the values of the goods sent away.

Colonies in which imports exceed exports, and contrary.

483. During the period alluded to it will be found that the Australian continent, taken as a whole, received goods to the value of nearly $65\frac{1}{2}$ millions more than it exported, whereas the surplus received by the continent, with the addition of Tasmania and New Zealand, amounted to over 77 millions.

Imports in excess of exports, etc., in Australia and Australasia.

484. In regard to this large balance of imports, it will be borne in mind that the colonies borrow largely from London; thus, the Government debt of Australasia at the end of 1887, amounting to

Effect of borrowings on imports and exports.

over 160* millions sterling, nearly all represents English capital. As a set-off against this, however, an annual return has to be made, as interest, which averages about 4·2 per cent. This item alone would be represented in the annual exports at the present time by a value amounting to about £6,720,000 annually.

Excess of
imports in
United
Kingdom.

485. The imports of the United Kingdom have always largely exceeded the exports, and, in the twenty years ended with 1875, this excess is calculated to have amounted in the aggregate to no less than 1,200 millions sterling.† In the five years ended with 1880, the total excess of imports over exports was 626 millions; in the five years ended with 1885 it was 518 millions; in the year 1886 it was 95 millions; and in the year 1887 it was 90 millions. In all these cases bullion and specie are included.‡

British
possessions
in which
imports
exceed
exports,
etc., 1887.

486. The following are the British possessions in which in 1887 the imports exceeded the exports, and the contrary:—

BRITISH POSSESSIONS IN WHICH IMPORTS, 1887, EXCEEDED EXPORTS,
AND THE CONTRARY.

Imports exceeded Exports in—		Exports exceeded Imports in—	
United Kingdom,	Natal,	India,	Jamaica,
Gibraltar,	St. Helena,	Malay States,	St. Lucia,
Malta,	Canada,	Labuan,	St. Vincent,
Heligoland,	Bermuda,	Sarawak,	Barbados,
Ceylon,	Bahamas,	Mauritius,	Grenada,
Straits Settlements,	Turk's Island,	Cape of Good Hope,	Virgin Islands,
North Borneo,	Montserrat,	Lagos,	Tobago,
Hong Kong,	Trinidad,	Gold Coast,	St. Christopher,
Cyprus,	Australasia.	Sierra Leone,	Nevis,
		Gambia,	Antigua,
		Newfoundland,	Dominica,
		Honduras,	Fiji,
		British Guiana,	Falkland Islands.

Excess of im-
ports over
exports in
British
dominions.

487. Taking the British dominions as a whole, the imports in 1887 exceeded the exports in the same year by about 88½ millions sterling; if, however, the United Kingdom be omitted, the excess will be found to have been in the opposite direction, and that the exports exceeded the imports to the extent of 1½ million sterling. It should be mentioned that in making up these figures, bullion and

* This shows an increase, as compared with 1884, of 19 millions. By the end of 1888, the debt had increased to nearly 168 millions.

† See the paper of Mr. Stephen Bourne, F.S.S.; Journal of the Statistical Society, vol. xl., part i., p. 28. London: Stanford, 55 Charing Cross, S.W. 1877.

‡ For this reason the excess of imports over exports, as here shown, differs from figures derived from subtracting the one from the other, as given in table following paragraph 441 *ante*. See first footnote to that table.

specie are included in the returns of the United Kingdom, and are generally also included in the returns of other British dominions.

488. During 1887, the imports of all the European countries respecting which particulars are given in a previous table* with the exception of Germany, exceeded the exports; but in Japan, Egypt, Morocco, Brazil, Chile, and Mexico the exports preponderated. The aggregate imports of Foreign countries exceeded the exports by nearly 141 millions sterling, or by $13\frac{1}{2}$ per cent. Excess of imports over exports in Foreign countries.

489. The following table shows the value of goods transhipped in Victorian ports without being landed during the nineteen years ended with 1888. These goods are not included in the lists of imports and exports:— Transshipments, 1870 to 1888.

TRANSHIPMENTS IN VICTORIAN PORTS, 1870 TO 1888.†

Value of Transshipments.			Value of Transshipments.		
1870	...	£1,145,882	1880	...	£1,432,327
1871	...	1,191,169	1881	...	1,946,804
1872	...	1,292,656	1882	...	1,334,137
1873	...	1,827,842	1883	...	1,059,427
1874	...	3,527,461	1884	...	876,527
1875	...	4,280,798	1885	...	861,427
1876	...	3,193,644	1886	...	724,792
1877	...	3,398,207	1887	...	1,159,080
1878	...	3,318,219	1888	...	1,346,568
1879	...	1,914,884			

490. It will be observed that the transshipments fell off considerably in the three years ended with 1886. This is attributed to the falling-off in the quantities of gold coin and bullion received from New South Wales for transshipment, consequent upon the mail steamers on the Suez route, the terminus of which had previously been Melbourne, going on to Sydney. In the last two years, however, there has been a partial recovery, but the amounts are still much below those which relate to 1881 and the eight preceding years. Falling-off of transshipments.

491. The countries from which goods were received for transshipment, and to which they were transhipped, in 1888, also the value of the goods received from and transhipped to each country in the same year, are given in the following table:— Transshipments to various countries.

* See table following paragraph 445 *ante*.

† In the years prior to 1888, the full values of the transshipments are not represented by the figures given, in consequence of a number of packages not having any values assigned to them. It is understood that in 1888 values were assigned to all the packages.

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1888.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
	£	£
United Kingdom	304,794	368,079
Australasia—		
New South Wales	224,388	232,532
New Zealand	85,763	152,642
Queensland	5,183	70,825
South Australia	182,299	213,497
Tasmania	260,040	222,836
Western Australia	612	18,473
Other British Possessions—		
Fiji	9,777	4,190
Malta	95	95
Mauritius	34,143	290
Natal	163	...
Hong Kong	43,233	200
India	71,224	1,366
Ceylon	1,924	614
Straits Settlements—Singapore	5,629	...
Malden Island	5,420	88
Canada	20	...
Foreign States—		
Europe—		
Belgium	2,352	353
France	6,703	3,345
Germany	29,120	1,209
Holland	2,333	...
Italy	65	...
Norway	1,006	...
Africa—		
Egypt	50	105
Réunion ... ..	...	10
Asia—		
China	27,999	1
Guam	38	8,045
Japan	115	...
Java	2,342	...
Turkey in Asia	57	...
South America ... ..	...	644
United States	39,541	46,129
South Seas—		
Howland Island ... ..	...	800
New Hebrides	140	...
Noumea ... ..	...	200
Total	1,346,568	1,346,568

NOTE.—It is understood that the present figures represent the value of all goods transhipped. In 1887 and previous years, however, the values of a large number of packages were not included.

492. The Customs revenue was larger in 1888 than in 1887 by over **£564,000**. The receipts from import duties alone increased by **£533,700**, in addition to which there were small increases under the head of wharfage and harbour rates, excise duties on spirits, tonnage and pilotage, and fines and forfeitures. On the other hand there were small decreases under the head of excise duties on tobacco, fees, and miscellaneous receipts. The following are the amounts received under the different heads in the last two years:—

CUSTOMS REVENUE, 1887 AND 1888.

Heads of Revenue.	Year ended 31st December.	
	1887.	1888.
	£	£
Import duties	2,264,792	2,798,491
Wharfage and harbour rates*	38,632	48,550
Excise duties on—		
Spirits	60,951	74,695
Tobacco, cigars, and snuff †	64,186	63,454
Tonnage and pilotage ‡	33,453	41,923
Fees	7,332	7,040
Fines and forfeitures	683	1,506
Miscellaneous	13,267	12,009
Total	2,483,296	3,047,668

493. The import duties received both in 1887 and 1888 amounted to nearly 12 per cent. of the total value of imports. §

494. The pilotage rates collected by the Customs on account of the Pilot Board, but not included in the Customs revenue, amounted in 1887 to **£32,395**, and in 1888 to **£37,034**.

495. The following is a statement of the total revenue and revenue per head received from the import and excise duties on spirits, wine, and beer, during the last $23\frac{1}{2}$ years:—

* Including the proportion of wharfage rates received from the Melbourne Harbour Trust, amounting to **£34,286** in 1887, and **£43,834** in 1888.

† Including licences to sell and manufacture tobacco, returning **£909** in 1888.

‡ The amounts in this line are made up of tonnage rates at 1s. per ton, and pilotage at outports. The former amounted to **£33,269** in 1887, and **£41,663** in 1888; and the latter to **£184** in 1887, and to **£260** in 1888.

§ See also paragraph 291 *ante*.

REVENUE FROM SPIRITS, WINE, AND BEER,* 1865 TO 1888.

Year.	Revenue received from—					Total Amount.	Amount per Head.
	Import duties on—			Spirits distilled in Victoria.	Beer made in Victoria.		
	Spirits.	Wine.	Beer.				
	£	£	£	£	£	£	£ s. d.
1865	503,346	46,509	34,847	16,821	...	601,523	0 19 8
1866	452,439	40,493	30,621	29,147	...	552,700	0 17 7
1867	596,294	40,886	31,474	28,603	...	697,257	1 1 8
1868	353,899	40,355	28,429	48,180	...	470,863	0 14 2
1869	445,220	38,250	28,170	43,176	...	554,816	0 16 2
1870	455,925	28,107	23,209	34,877	...	542,118	0 15 2
1871 (six months)	224,700	17,574	12,283	14,445	...	269,002	0 7 4
1871-2	476,408	34,890	26,723	32,479	...	570,500	0 15 3
1872-3	476,859	26,048	28,954	31,036	...	562,897	0 14 10
1873-4	501,044	32,235	32,729	32,869	...	598,877	0 15 6
1874-5	507,631	36,012	32,100	32,475	...	608,218	0 15 6
1875-6	520,557	37,716	27,096	33,437	...	618,806	0 15 8
1876-7	499,568	39,139	30,352	34,768	...	603,827	0 15 1
1877-8	489,236	37,893	29,346	36,309	...	592,784	0 14 6
1878-9	455,157	31,462	27,143	36,088	...	549,850	0 13 3
1879-80	420,872	34,095	27,372	41,230	...	523,569	0 12 5
1880-81	430,909	43,171	29,721	52,232	62,557	618,590	0 14 5
1881-2	443,431	45,112	29,770	52,620	98,955	669,888	0 15 3
1882-3	468,746	44,100	32,372	52,522	11,256	608,996	0 13 6
1883-4	472,259	39,096	33,845	53,638	...	598,838	0 12 11
1884-5	518,370	42,101	35,210	68,930	...	664,611	0 14 0
1885-6	545,170	41,086	37,904	67,250	...	691,410	0 14 2
1886-7	566,134	41,335	41,126	56,557	...	705,152	0 14 0
1887-8	611,256	44,688	46,047	65,603	...	767,594	0 14 9

NOTE.—The duty on imported spirits is 12s. per gallon ; on wine, 8s. for sparkling, and 6s. for other kinds ; on beer, 9d. per gallon ; and on spirits distilled in Victoria, from 8s. to 10s. per gallon, according to the material from which made.

Total and average receipts from spirits, wine, and beer.

496. The total amount received during the 23½ years was £14,242,686, or an annual average of 15s. 1d. per head of the population. It will be noticed that the amounts per head vary from £1 1s. 8d. in 1867 to 12s. 5d. in 1879-80 ; also that the amount per head received in 1887-8 was 9d. more than in the preceding year, and more also than in any previous year since 1876-7 except 1881-2.

Drawbacks.

497. The system of allowing drawbacks on the re-export of imported goods on which duty has been paid was first introduced in 1872. Such re-exports are included in the returns of general exports. In 1888, as in the previous year, although the value of the goods was

* Exclusive of receipts for publicans' and other licences for the sale of fermented or spirituous liquors. These amount to about £110,000 per annum, nearly three-fourths of which is paid over to the municipalities. The approximate revenue from spirits, etc., in 1888-9 was £862,000.

exceeded in several previous years, the amount paid as drawback was larger than in any previous year except 1885. This will be seen by the following figures :—

EXPORTS FOR DRAWBACK, 1872 TO 1888.

Year.	Value of Goods Exported for Drawback.	Amount Paid as Drawback.	Year.	Value of Goods Exported for Drawback.	Amount Paid as Drawback.
	£	£		£	£
1872 ...	461,559	29,083	1881 ...	725,957	92,412
1873 ...	522,752	43,685	1882 ...	784,806	93,414
1874 ...	753,033	62,895	1883 ...	765,342	95,241
1875 ...	831,799	79,055	1884 ...	863,163	113,087
1876 ...	832,292	81,915	1885 ...	934,620	122,342
1877 ...	854,509	87,021	1886 ...	748,135	114,646
1878 ...	573,454	69,168	1887 ...	791,871	115,938
1879 ...	493,816	59,933	1888 ...	743,394	116,479
1880 ...	606,055	68,018			

498. Drawbacks are paid not only on goods exported in the same condition as when imported, but upon imported goods which have been subjected to some process of manufacture in Victoria. In 1888, goods to the value of £48,000, or $6\frac{1}{2}$ per cent. of the exports for drawback, had undergone some such process. The amount paid as drawback on such goods was £3,272, or nearly 3 per cent of the whole. The following are the goods referred to, also the values and amounts paid:—

DRAWBACKS ON EXPORT OF GOODS MANUFACTURED IN VICTORIA FROM IMPORTED MATERIALS, 1888.

Articles.	Value.	Amount paid as Drawback.*
	£	£
Apparel and slops ...	33,473	2,698
Boots and shoes ...	1,164	24
Confectionery ...	1,307	35†
Jams and preserves ...	5,639	171
Paints ...	523	12
Paper bags ...	819	63
Rice (Victorian dressed) ...	664	133
Saddles and harness ...	4,066	86
Sugar (Victorian refined) ...	297	50†
Total ...	47,952	3,272

* Includes amount paid on account of 1887.

† Approximate.

Stocks in
bond.

499. The following is a statement of the goods in the various bonded warehouses of the colony at the end of 1888. It is to be regretted that in so many instances the weight or quantity of the articles is not given, but merely the number of cases, bales, packages, etc., also that the values are not given:—

STOCKS IN BOND.

Article.	Quantity.
Brandy	3,790 hhds., 17,292 cases
Rum	791 hhds., 1,410 cases
Geneva	30 hhds., 7,784 cases
Gin, sweetened	23 hhds., 1,978 cases
Whisky	3,906 hhds., 50,623 cases
Cordials	1,442 cases
Spirits of Wine	253 casks
Other Spirits	8 hhds., 4,416 cases
Wine	2,454 hhds., 20,798 cases
Beer	1,824 hhds., 26,475 cases and casks
Tobacco, manufactured ...	46 half-tierces, 17 qr.-tierces, 711 $\frac{3}{4}$ -boxes and boxes, 4,048 cases
„ unmanufactured ...	374 tierces, hhds., and casks, 571 cases, 507 bales, 589 boxes
Cigars	996 cases
Candles	115 chests and cases, 3,830 boxes
Kerosene	119,499 cases
Cocoa and Chocolate ...	519 packages
Coffee	1,395 bags, 36 tierces, 45 casks, 157 cases, 316 barrels
Chicory	309 packages
Opium	59 packages
Oats	15,346 bags
Hops	755 packages
Rice	83 tons, 33,686 bags
Salt	19,050 bags
Vinegar	1,333 casks, 2,517 cases
Tea	5,218 chests, 176,331 half-chests, 101,199 boxes
Sugar, Mauritius	261 bags, 500 pockets
„ other	2,466 baskets, 27,447 bags, 1,356 mats
„ refinery	458 tons, 831 cases and casks.

Vessels
inwards
and out-
wards.

500. The number and tonnage of vessels entering and leaving Victorian ports was greater in 1888 than in any former year. The excess over the preceding year was 501 vessels, or over 10 per cent., and 449,640 tons, or nearly 12 per cent. The following table contains a statement of the number, tonnage, and crews of vessels inwards and outwards during the twenty-one years ended with 1888:—

VESSELS ENTERED AND CLEARED, 1868 TO 1888.

Year.	Vessels Entered.			Vessels Cleared.			Total Entered and Cleared.	
	Number.	Tons.	Men.	Number.	Tons.	Men.	Number.	Tons.
1868 ...	2,067	653,362	33,613	2,172	685,207	35,332	4,239	1,338,569
1869 ...	2,320	721,274	35,628	2,334	730,961	35,696	4,654	1,452,235
1870 ...	2,093	663,764	32,838	2,187	681,098	33,836	4,280	1,344,862
1871 ...	2,137	663,002	33,789	2,257	692,023	35,050	4,394	1,355,025
1872 ...	2,104	666,336	33,551	2,234	694,426	35,353	4,338	1,360,762
1873 ...	2,187	756,103	36,307	2,226	762,912	36,216	4,413	1,519,015
1874 ...	2,100	777,110	36,834	2,122	792,509	36,472	4,222	1,569,619
1875 ...	2,171	840,386	38,681	2,223	833,499	38,454	4,394	1,673,885
1876 ...	2,086	810,062	38,960	2,150	847,026	39,600	4,236	1,657,088
1877 ...	2,192	939,661	43,928	2,219	935,324	43,786	4,411	1,874,985
1878 ...	2,119	951,750	43,082	2,173	961,677	43,391	4,292	1,913,427
1879 ...	2,084	963,087	43,676	2,083	977,135	43,648	4,167	1,940,222
1880 ...	2,076	1,078,885	51,585	2,115	1,101,014	52,153	4,191	2,179,899
1881 ...	2,125	1,219,231	54,792	2,123	1,192,671	54,521	4,248	2,411,902
1882 ...	2,089	1,349,093	55,814	2,079	1,341,791	54,855	4,168	2,690,884
1883 ...	2,023	1,464,752	61,630	2,064	1,499,579	61,969	4,087	2,964,331
1884 ...	1,986	1,569,162	64,488	1,989	1,582,425	64,546	3,975	3,151,587
1885 ...	2,154	1,631,266	66,624	2,119	1,628,892	66,201	4,273	3,260,158
1886 ...	2,307	1,848,058	73,949	2,324	1,887,329	73,908	4,631	3,735,387
1887 ...	2,435	1,920,180	80,918	2,418	1,938,063	79,888	4,853	3,858,243
1888 ...	2,724	2,182,071	85,879	2,630	2,125,812	84,233	5,354	4,307,883

501. Some idea of the extension of Victorian commerce may be formed from the circumstance that, although the population of the colony increased by not quite 62 per cent. during the twenty-one years ended with 1888, the tonnage of vessels entered and cleared in the last as compared with the first year of that period increased more than threefold; also, that whilst the population in the eight years ended with 1888 increased only 27 per cent., the tonnage in 1888 as compared with that in 1880 increased 98 per cent. Increase in shipping.

502. Of the vessels inwards and outwards during 1888, 76 per cent., embracing 50 per cent. of the tonnage, were Colonial; 17 per cent., embracing 38 per cent. of the tonnage, were British; and 7 per cent., embracing 12 per cent. of the tonnage, were Foreign. Of the crews entering and leaving Victorian ports in that year, 54 per cent. were attached to Colonial, 35 per cent. to British, and 11 per cent. to Foreign vessels. The following are the figures from which these proportions have been derived:— Nationality of vessels.

NATIONALITY OF VESSELS ENTERED AND CLEARED, 1888.

Nationality.	Vessels Entered.			Vessels Cleared.		
	Number.	Tons.	Men.	Number.	Tons.	Men.
Colonial ...	2,051	1,083,147	45,793	1,999	1,072,013	45,327
British ...	458	833,724	30,435	440	815,573	29,863
Foreign ...	215	265,200	9,651	191	238,226	9,043
Total ...	2,724	2,182,071	85,879	2,630	2,125,812	84,233

Foreign
vessels.

503. Of Foreign vessels visiting Victorian ports in the last two years, the greatest number have been German, the next Norwegian, the next French, the next American, and the next Swedish. The following are the nationalities of such vessels, the numbers entered and cleared of each nationality during 1888 being shown:—

FOREIGN VESSELS ENTERED AND CLEARED, 1888.

Country.			Vessels Entered.	Vessels Cleared.	Both.
Germany	...	...	67	60	127
Norway	...	...	44	36	80
France	...	...	39	38	77
United States	...	...	36	26	62
Sweden	...	...	16	13	29
Holland	...	...	3	5	8
Chile	...	...	2	3	5
Italy	...	...	2	3	5
Belgium	...	...	2	2	4
Denmark	...	...	2	2	4
Russia	...	...	1	1	2
Spain	...	...	1	1	2
Austria	...	...	...	1	1
Total	...	...	215	191	406

Crews, and
proportion
to tonnage.

504. The following figures show the proportion of crews to tonnage in Colonial, British, and Foreign vessels during the last five years. It will be observed that Colonial vessels are, numerically, the best manned, and Foreign vessels have until recently been the worst. In the last two years, however, there was in this respect no difference between British and Foreign vessels. With reference to the comparatively small number of hands in Foreign vessels in former years, it will be remembered that, whilst most of the Colonial and many of the British vessels were steamers, until the French and German lines of steamers were running, most of the Foreign vessels were sailing vessels; and as

steamers must have one crew to attend to the engines and another to look after the sails and cargo, they necessarily carry more hands in the aggregate than sailing vessels:—

	1884.	1885.	1886.	1887.	1888.
Colonial vessels had 1 man to 23 tons	23 tons	23 tons	24 tons	23 tons	24 tons
British „ „ 25 „	26 „	26 „	25 „	27 „	
Foreign „ „ 28 „	28 „	29 „	25 „	27 „	
All „ „ 24 tons	25 tons	25 tons	24 tons	25 tons	

505. The steamers and sailing vessels which entered and left Victorian ports in 1888, together with their tonnage and crews, were as follow:—

Steam and sailing vessels.

STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1888.

Description of Vessels.	Vessels.	Tons.	Crews.
INWARDS.			
Steamers	1,894	1,644,873	75,143
Sailing vessels	830	537,198	10,736
Total	2,724	2,182,071	85,879
OUTWARDS.			
Steamers	1,871	1,659,857	75,289
Sailing vessels	759	465,955	8,944
Total	2,630	2,125,812	84,233

506. By means of the figures in the foregoing table, it is ascertained that, whilst steamers had one man to every 22 tons, sailing vessels had but one man to every 51 tons.

Crews in steam and sailing vessels.

507. Ninety-seven per cent. of the vessels, embracing 99½ per cent. of the tonnage, in 1888, arrived with cargoes. In the same year 72 per cent. of the vessels, embracing 74 per cent. of the tonnage, left with cargoes. The latter proportion has shown a gradual falling off since 1884, when as many as 81 per cent. of the vessels, embracing 85 per cent. of the tonnage, left with cargoes. The following are the numbers and percentages of the vessels and of their tonnage which arrived and departed with cargoes and in ballast during the year:—

Vessels with cargoes and in ballast.

VESSELS WITH CARGOES AND IN BALLAST, 1888.

State of Vessels.	Vessels.		Tons.	
	Number.	Percentage.	Number.	Percentage.
INWARDS.				
With cargoes	2,637	96·81	2,161,349	99·05
In ballast	87	3·19	20,722	·95
Total	2,724	100·00	2,182,071	100·00
OUTWARDS.				
With cargoes	1,883	71·60	1,575,364	74·11
In ballast	747	28·40	550,448	25·89
Total	2,630	100·00	2,125,812	100·00

Vessels at
each port.

508. In the same year, 78 per cent. of the vessels inwards, embracing 92 per cent. of the tonnage, were entered at Melbourne, and 80 per cent. of the vessels outwards, embracing 94 per cent. of the tonnage, were cleared at the same port. Next to Melbourne, the largest number of vessels was entered and cleared at Echuca and Swan Hill, on the River Murray, but the largest amount of tonnage was that of vessels entered and cleared at Geelong. The following table shows the number and tonnage of vessels entered and cleared at each port in Victoria during the year:—

SHIPPING AT EACH PORT, 1888.

Ports.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
Melbourne	2,127	2,015,876	2,107	2,007,694
Geelong	109	90,609	57	35,531
Portland	5	895	12	11,496
Port Fairy	13	1,459	14	3,743
Warrnambool	37	9,466	38	10,757
Bairnsdale	4	216	2	108
Murray ports—				
Cowana	93	11,771	93	11,771
Echuca	174	27,569	145	20,502
Swan Hill	162	24,210	162	24,210
Total	2,724	2,182,071	2,630	2,125,812

Shipping at
Murray
ports.

509. Taking the Murray ports as a whole, it will be observed that 829 vessels, or over a sixth of the total number, were entered and cleared thereat; but the burden of these vessels amounted in the

aggregate to only 120,033 tons, or a thirty-sixth part of the total tonnage entered and cleared.

510. The following table shows the number and tonnage of vessels entered and cleared in each Australasian colony during the years named* :—

Shipping in
Austral-
asian
colonies.

SHIPPING IN AUSTRALASIAN COLONIES.

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Victoria	1874	2,100	777,110	2,122	792,509	4,222	1,569,619
	1878	2,119	951,750	2,173	961,677	4,292	1,913,427
	1882	2,089	1,349,093	2,079	1,341,791	4,168	2,690,884
	1883	2,023	1,464,752	2,064	1,499,579	4,087	2,964,331
	1884	1,986	1,569,162	1,989	1,582,425	3,975	3,151,587
	1885	2,154	1,631,266	2,119	1,628,892	4,273	3,260,158
	1886	2,307	1,848,058	2,324	1,887,329	4,631	3,735,387
	1887	2,435	1,920,180	2,418	1,938,063	4,853	3,858,243
New South Wales†	1874	2,217	1,016,369	2,168	974,525	4,385	1,990,894
	1878	2,469	1,267,374	2,307	1,192,130	4,776	2,459,504
	1882	2,437	1,686,620	2,340	1,610,045	4,777	3,296,665
	1883	2,587	1,935,189	2,774	2,071,048	5,361	4,006,237
	1884	2,935	2,284,517	3,010	2,376,441	5,945	4,660,958
	1885	2,601	2,088,307	2,583	2,044,770	5,184	4,133,077
	1886	2,684	2,114,618	2,755	2,143,986	5,439	4,258,604
	1887	2,815	2,142,457	2,906	2,180,301	5,721	4,322,758
Queensland‡	1874	713	302,825	657	269,925	1,370	572,750
	1878	1,111	541,850	1,117	524,908	2,228	1,066,758
	1882	1,492	962,600	1,467	917,991	2,959	1,880,591
	1883	936	455,985	867	426,506	1,803	882,491
	1884	1,042	572,124	1,061	579,988	2,103	1,152,112
	1885	920	496,277	967	532,904	1,887	1,029,181
	1886	918	557,026	977	563,453	1,895	1,120,479
	1887	838	468,180	879	456,052	1,717	924,232
South Australia ...	1874	720	265,899	720	268,651	1,440	534,550
	1878	1,026	452,738	1,035	453,535	2,061	906,273
	1882	1,113	675,441	1,099	661,777	2,212	1,337,218
	1883	1,062	748,926	1,074	755,839	2,136	1,504,765
	1884	1,120	909,335	1,111	925,197	2,231	1,834,532
	1885	1,072	893,092	1,091	913,950	2,163	1,807,042
	1886	859	770,922	878	787,554	1,737	1,558,476
	1887	907	841,422	905	836,461	1,812	1,677,883

* For later information, and information respecting other years, see Appendix A. *post* and third folding sheet in the second volume.

† In consequence of vessels with cargoes on board which call at Sydney and Newcastle being counted at both ports, the earlier figures for New South Wales somewhat overstate the truth. It is understood that this practice has been discontinued since 1884.

‡ The figures of Queensland for the last five years named are not comparable with those for previous years, inasmuch as since 1882 the ships arriving from abroad and calling at several ports of the colony have been counted at one port, viz., the final port of arrival and departure, instead of at each port, as in previous years.

SHIPPING IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Western Australia	1874	144	65,351	153	67,476	297	132,827
	1878	155	80,655	161	82,098	316	162,753
	1882	202	172,698	201	171,549	403	344,247
	1883	219	194,273	212	194,829	431	389,102
	1884	231	227,881	211	215,005	442	442,886
	1885	232	231,761	229	236,274	461	468,035
	1886	287	260,286	255	237,222	542	497,508
	1887	255	249,813	185	214,824	440	464,637
Tasmania	1874	607	119,706	620	119,801	1,227	239,507
	1878	693	159,063	688	156,791	1,381	315,854
	1882	733	208,934	718	208,484	1,451	417,418
	1883	657	230,092	648	241,630	1,305	471,722
	1884	676	304,574	664	309,624	1,340	614,198
	1885	689	342,745	669	335,061	1,358	677,806
	1886	690	343,656	715	348,773	1,405	692,429
	1887	677	360,404	714	374,895	1,391	735,299
New Zealand	1874	856	399,296	822	385,533	1,678	784,829
	1878	926	456,490	886	428,493	1,812	884,983
	1882	795	461,285	769	438,551	1,564	899,836
	1883	805	494,926	851	507,565	1,656	1,002,491
	1884	852	529,188	872	534,242	1,724	1,063,430
	1885	786	519,700	780	513,000	1,566	1,032,700
	1886	725	502,572	707	488,331	1,432	990,903
	1887	653	489,754	675	493,583	1,328	983,337

Shipping in colonies in 1887 and former years.

511. It will be noticed that in Victoria and Tasmania, the tonnage of vessels inwards and outwards was greater in the last than in any other year named, but a falling-off, as compared with some previous years, took place in the other colonies. For reasons given in a footnote, however, the falling-off may be only apparent in the case of New South Wales. In consequence mainly of the larger size of the vessels now employed in the Australian trade, the number of vessels in all the colonies, except Victoria, was exceeded in some of the years.

Order of colonies in respect to shipping.

512. The vessels trading to New South Wales exceed those to Victoria, both in number and aggregate tonnage, which is no doubt chiefly owing to the large amount of shipping engaged in the coal trade of the former colony, but also to the fact that the mail steamers coming from the westward now go on from Melbourne to Sydney, whilst the San Francisco mail steamers do not come on from Sydney to Melbourne; but, with this exception, Victoria is in advance of all the Australasian colonies. The following is the order in which the

colonies stand in regard to the amount of shipping trading to and from their ports in the last year named in the table. The ships stand in the same order in regard to their numbers as they do in regard to their tonnage, except in the case of New Zealand and Queensland, which change places; for whilst the burden of ships entered and cleared in 1887 at the ports of the former exceeded that of the latter by 59,105 tons, the number of ships at the former was smaller by 389 :—

ORDER OF COLONIES IN REFERENCE TO TONNAGE OF SHIPPING
ENTERED AND CLEARED, 1887.

- | | |
|---------------------|-----------------------|
| 1. New South Wales. | 5. Queensland. |
| 2. Victoria. | 6. Tasmania. |
| 3. South Australia. | 7. Western Australia. |
| 4. New Zealand. | |

513. The number and tonnage of the vessels entered at and cleared from the ports of the colonies situated upon the Australian continent taken as a whole, and of those colonies with the addition of Tasmania and New Zealand, are given in the following table for the years named :—

Shipping in
Australia
and Aus-
tralasia.

SHIPPING* IN AUSTRALIA AND AUSTRALASIA.

Year.	Vessels Entered and Cleared in—			
	Australia.		Australia with Tasmania and New Zealand.	
	Number.	Tons.	Number.	Tons.
1874 ...	11,714	4,800,640	14,619	5,824,976
1878 ...	13,673	6,508,715	16,866	7,709,552
1882 ...	14,519	9,549,605	17,534	10,866,859
1883 ...	13,818	9,746,926	16,779	11,221,139
1884 ...	14,696	11,242,075	17,760	12,919,703
1885 ...	13,968	10,697,493	16,892	12,407,999
1886 ...	14,244	11,170,454	17,081	12,853,786
1887 ...	14,543	11,247,753	17,262	12,966,389

514. An increase in the aggregate tonnage of the vessels trading to the Australasian colonies is usually observable from year to year. Both as regards the Australian continent and that continent combined with Tasmania and New Zealand the tonnage of vessels was larger in 1887 than in any of the years named; although the number of vessels was exceeded on one or two previous occasions.

Increase in
tonnage
and vessels
to Australia
and Aus-
tralasia.

* Including vessels engaged in the intercolonial trade, but not those engaged in the coasting trade of any particular colony.

Shipping in
British
possessions.

515. The following is the tonnage of vessels entered at and cleared from British possessions throughout the world in the year 1887. The information is derived entirely from official documents :—

SHIPPING IN BRITISH POSSESSIONS, 1887.
(Exclusive of Coasting Trade.)

Country or Colony.	Burden of Vessels Entered and Cleared.	Country or Colony.	Burden of Vessels Entered and Cleared.
	Tons.		Tons.
EUROPE.		AMERICA— <i>continued</i> .	
United Kingdom ...	65,161,774	British Guiana ...	661,190
Gibraltar ...	10,499,851	West Indies—	
Malta ...	6,815,636	Bahamas ...	227,738
		Turk's Island ...	205,392
ASIA.		Jamaica ...	895,216
India ...	7,172,193	St. Lucia ...	498,354
Ceylon ...	4,142,357	St. Vincent ...	347,303
Straits Settlements ...	8,355,004	Barbados ...	1,025,388
Labuan ...	62,726	Grenada ...	282,977
Hong Kong ...	9,169,534	Tobago ...	88,704
		Virgin Islands ...	9,062
AFRICA.		St. Christopher ...	} 441,643
Mauritius ...	615,839	Nevis ...	
Natal ...	466,791	Dominica ...	279,205
Cape of Good Hope ...	1,666,080	Montserrat ...	329,105
St. Helena ...	125,806	Antigua ...	376,457
Lagos ...	518,643	Trinidad ...	1,253,599
Gold Coast ...	554,656		
Sierra Leone ...	360,637	AUSTRALASIA AND SOUTH	
Gambia ...	117,436	SEAS.	
AMERICA.		Australia, Tasmania, and	12,966,389
Canada ...	8,362,436	New Zealand*	
Newfoundland ...	596,788	Fiji ...	91,767
Bermuda ...	199,008	Falkland Islands ...	86,366
Honduras ...	219,856	Total ...	145,248,906

Shipping
compared
with that
of other
British
possessions.

516. The tonnage of vessels trading to Victoria exceeds that to any British possession outside Australasia except the United Kingdom, Gibraltar, Malta, India, Ceylon, the Straits Settlements, Hong Kong, and Canada. Excluding the United Kingdom, the tonnage to Australasia far exceeds that to any other British possession, being more than half as much again as that to India or Canada.

Shipping in
Foreign
countries.

517. In the next table a statement is given of the tonnage of vessels trading to the principal Foreign countries, by means of which and the previous table it will be seen that in Chile, France, Germany, Italy and the United States the tonnage is greater than in Australasia.

* Including vessels engaged in the intercolonial trade. For figures relating to each Australasian colony, see table following paragraph 510 *ante*.

The information has been derived from the most reliable sources available :—

SHIPPING IN FOREIGN COUNTRIES.

Country.	Year.	Inwards.	Outwards.	Both.
		Tons.	Tons.	Tons.
Argentine Confederation ...	1887	4,471,601	3,723,969	8,195,570
Austria ...	1886	5,916,982	5,899,610	11,816,592
Belgium ...	1887	4,571,705	4,584,297	9,156,002
Chile ...	„	8,730,329	8,655,579	17,385,908*
China ...	1886	2,562,540	2,503,371	5,065,911
Denmark ...	„	2,928,499	2,984,297	5,912,796
France ...	1887	13,483,594	14,279,963	27,763,557
Germany ...	„	10,994,680	11,076,273	22,070,953
Holland ...	„	4,758,657	4,694,346	9,453,003
Italy ...	„	7,052,659	6,742,191	13,794,850
Japan ...	„	1,129,759	1,129,759†	2,259,518
Portugal ...	„	3,454,000	3,395,000	6,849,000
Russia ...	„	5,960,000	5,837,000	11,797,000
Spain ...	„	3,041,160	7,120,717	10,161,877
Sweden and Norway ...	1886	4,501,092	5,680,812	10,181,904
United States ...	1888	15,393,103	15,668,904	31,062,007
Total ...	...	98,950,360	103,976,088	202,926,448

518. Nine vessels were built in Victoria during the year 1888. These were all small, their aggregate burden being only 161 tons. The vessels registered numbered 35, of an average burden of 178 tons. The following were the classes and sizes of the vessels :—

Vessels
built and
registered.

VESSELS BUILT AND REGISTERED, 1888.

Vessels Built.			Vessels Registered.			
Description.	No.	Tons.	Description.	No.	Tons.	Men.
Steamers ...	3	24	Steamers ...	12	3,942	123
Sailing vessels ...	6	137	Ship ...	1	1,073	18
			Brig ...	1	289	4
			Schooners ...	4	336	21
			Ketches ...	13	480	32
			Cutters ...	3	88	8
			Yawl ...	1	30	2
Total ...	9	161	Total ...	35	6,238	208

519. The vessels on the Victorian register, and, therefore, presumably Victorian owned, were as follow on the 31st December, 1888, the ports of their registration being distinguished :—

Vessels on
Victorian
register.

* Probably includes coasting trade, as four-tenths of the trade is stated to be carried on in vessels of the country.

† The tonnage outwards not being given, it has been assumed to be equal to that inwards.

VESSELS OWNED IN VICTORIA, 1888.

Port.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Melbourne	121	32,740	262	46,143	383	78,883
Geelong ... ..	...	...	4	358	4	358
Port Fairy	2	284	3	72	5	356
Portland	1	328	1	22	2	350
Warrnambool	1	344	...	...	1	344
Total	125	33,696	270	46,595	395	80,291

Vessels on registers of Australasian colonies.

520. The following is a statement of the number and tonnage of vessels on the registers of all the Australasian colonies and Fiji in the same year* :—

VESSELS OWNED IN AUSTRALASIAN COLONIES, 1888.

Colony.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Victoria	125	33,696	270	46,595	395	80,291
New South Wales	496	54,122	650	79,316	1,146	133,438
Queensland	92	8,769	103	8,795	195	17,564
South Australia	90	9,779	235	27,554	325	37,333
Western Australia	8	736	109	6,899	117	7,635
Tasmania	34	6,153	172	11,502	206	17,655
New Zealand	167	37,563	368	36,098	535	73,661
Total	1,012	150,818	1,907	216,759	2,919	367,577
Fiji ... ..	...	...	14	631	14	631

Value of ships trading to Victoria.

521. The next table† shows the tonnage and estimated value of British, Colonial, and Foreign owned vessels which entered Victorian ports during the year 1885 :—

VALUE OF BRITISH, COLONIAL, AND FOREIGN VESSELS TRADING TO VICTORIA, 1885

Ownership of Vessels.				Tons.	Estimated Value.
					£
British ... ..	...	...	...	614,371	15,422,040
Colonial ... ..	...	...	...	695,502	20,071,330
Foreign ... ..	...	...	...	203,691	4,462,680
Total ... ..	...	...	...	1,513,564	39,956,050

* The figures for Victoria are brought down to the end of 1888, those for the other colonies to the 30th June.
† Compiled by Mr. A. W. Musgrove, Secretary for Trade and Customs in Victoria, and published in *Naval Defences*, page 57, Parliamentary Paper No. 81, Session 1886.

522. The licences issued in 1888 to lighters numbered 116, and to boats 671. The former were to be employed in the conveyance of goods, and the latter for ferry, passenger, and other purposes. Lighters and boats.

523. An Act* for the establishment of a Harbour Trust, for the Port of Melbourne was passed in 1876, and came into force on the 1st January, 1877. This Statute was afterwards amended by an Act† which came into operation in April, 1883. Melbourne Harbour Trust.

524. To carry out the more important of the designs of the Harbour Trust, the services of Sir John Coode, C.E., who is recognized as one of the first authorities of the day on the subject of dock and harbour works, were secured from England, and this eminent engineer submitted a general and comprehensive scheme for the permanent improvement of the port. The following is a brief summary of the cost of improvements (exclusive of maintenance) completed and in progress at the end of 1888 ‡:— Cost of Improvements by the Trust.

	Cost to 31st December, 1888.
Wharves and approaches...	£482,107
Harbour improvements ...	248,445
Reclamations ...	33,298
Dredging and landing silt ...	599,375
Plant...	337,748

525. For the purpose of enabling vessels of a large class to come to Melbourne, it was recommended by Sir John Coode that the channel of the River Yarra be widened and deepened throughout, with the exception of a portion called the Fisherman's Bend, and that this should be avoided by cutting through the bank a channel which re-unites with the river lower down. This materially straightens the river's course, and reduces the distance from the wharves at Melbourne to its mouth from $7\frac{3}{4}$ to $6\frac{3}{4}$ miles. It was originally estimated that the quantity of dredgings it would be necessary to remove from the river for this purpose would amount to 4,194,130 cubic yards, and the quantity of earth to be excavated to 1,597,079 cubic yards, making a total of 5,791,209 cubic yards, which would be available for raising the low-lying lands bordering upon the river, as also would a further quantity of silt and earth, estimated at about 6,000,000 cubic yards to be raised from the Bay, which it was proposed in parts to deepen extensively by dredging. Sir John Coode's scheme also contemplates the construction of a dock at Melbourne, admitting of extension by the formation of additional basins if required. Harbour Improvements recommended.

* *The Melbourne Harbour Trust Act 1876* (40 Vict. No. 552).

† *The Melbourne Harbour Trust Amendment Act 1883* (46 Vict. No. 749).

‡ For receipts and expenditure of the Melbourne Harbour Trust, see table following paragraph 536 ante.

Fisherman's
Bend
cutting.

526. The canal at Fisherman's Bend is of a total length of 6,006 feet, or 1 mile and 11 chains, having a total width at the upper level of the paved slope of 308 feet, a surface width at low water of 266 feet, a depth at low water of 20 feet and at high water of 22 feet, and a width in bottom of 146 feet. The work was first commenced on the 31st March, 1880, and was carried on by either the Trust or the Government—the latter of which required material for raising low-lying lands—until the 19th February, 1884, when the Trust accepted a contract for the completion of the work (excepting a length of 400 feet at each end) within 18 months at a cost of £65,060. This contract, however, was not completed until August, 1886, on the 11th of which month the ceremony of letting the water into the canal was performed by His Excellency the Governor. The canal was finally opened for the passage of vessels on the 27th July, 1887.

Excava-
tions, etc.,
and cost of
canal.

527. The total quantity of excavation made in constructing the canal was 1,325,000 cubic yards, and 200,000 cubic yards more in opening the ends, or 1,525,000 cubic yards in all. Moreover, 24,750 tons of stone pitching, covering a surface of 45,000 square yards, were used upon the slopes; there were also used 19,000 lineal feet of timber piles in rings and 40,000 feet of sawn red-gum timber in sheet piling. The total cost of the cutting was £96,000.

Total cost of
works
recom-
mended.

528. The estimated total cost of the works recommended by Sir John Coode, including a fair margin for contingencies and superintendence, is, if the river be deepened to 20 feet, £1,163,200; or, if it be deepened to 25 feet, £1,246,000. At present, vessels of 1,000 tons, drawing 16 feet 6 inches, commonly get to the Melbourne wharves at ordinary tides, and those drawing over 17 feet at spring tides; whilst several sailing vessels arrived in 1888 drawing over 19 feet, and one steamer drawing as much as 20 feet 8 inches. The depth of the river has been altogether increased by 3 feet since the formation of the Trust, and the minimum depth at low water spring tides is now 14 feet 6 inches.*

Dredges.

529. In 1888, the Trust possessed eleven dredges, six of which are able to lift 600, 280, 280, 170, 170, and 170 tons of silt per hour respectively. One of the dredges in the possession of the Trust, *The Melbourne*, has, probably, the largest dredging capacity of any dredge existing, but not being a hopper dredge, is not the largest in size.

* This is the minimum depth at low water in a navigable channel 100 feet wide. A narrow channel or furrow, however, probably not more than 30 or 40 feet wide, has been made by the keels and propellers of steamers, and in this there is about 18 inches more water than in the proper channel. The ordinary rise of tide is 2 feet 8 inches, but during heavy gales from the westward it is as much as 3 feet 6 inches.

The length of this dredge is 151 feet; its burden 356 tons; it has two pairs of engines each of 90 horse power nominal, but capable, when combined, of working up to 500 horse power; each of the 38 buckets has a capacity of 21 cubic feet; and the dredge can, under ordinary circumstances lift about 600 tons per hour from a depth of 35 feet; it has twin screws and can steam 7 knots per hour; besides the main engines, it has 8 subsidiary engines for performing work which in other dredges is done by the main engine. This dredge, which arrived in the colony on the 5th November, 1885, was constructed by Messrs. W. Simons and Company, of Renfrew, Scotland, at a cost of £31,250.

530. The total quantity of dredgings actually raised in 1888 Silt raised. amounted to 1,647,074 cubic yards, viz., 52,297 cubic yards from the Bay, and 1,594,777 from the River. Since the establishment of the Trust the River dredgings have amounted to 6,859,972 cubic yards, and the Bay dredgings to 4,014,328 cubic yards, together making a total of 10,874,300 cubic yards. Of the dredgings, 5,612,644 cubic yards were deposited at sea, and 5,261,656 cubic yards were landed for roads and reclamation works. The average cost of dredging in 1888 was 4½d. per cubic yard, and the average cost of landing silt was 14½d. per cubic yard.

531. The following figures show the number of post offices Postal returns. throughout the colony, and the number of letters, packets, and newspapers which passed through them in the last two years. It will be noticed that in 1888 as compared with 1887, the letters and newspapers increased by nearly a sixth, and the packets increased by about a fifth:—

POSTAL RETURNS,* 1887 AND 1888.

Year.	Number of Post Offices.	Number Despatched and Received of—			
		Letters.†	Newspapers.	Packets.	Total.
1887 ...	1,492	41,287,972	18,869,055	7,670,615	67,827,642
1888 ...	1,544	47,700,776	21,702,876	9,090,362	78,494,014
Increase	52	6,412,804	2,833,821	1,419,747	10,666,372

532. The letters despatched and received were, to each head of population, in the proportion of 40½ in 1887, and of 45 in 1888. Proportion of letters per head.

* The paragraphs relating to postal matters have been revised under the direction of Mr. J. Smibert, the Deputy Postmaster-General.

† Including post cards. These were first issued on the 1st April, 1876. The number issued in 1888 was 3,573,180, as against 3,093,261 in 1887.

Registered
letters.

533. The number of registered letters in 1888 was 463,411, or 1 in 103 of all the letters posted, as compared with 425,494, or 1 in 97, in the previous year.

Dead letters,
etc.

534. The dead and irregularly-posted letters numbered, in 1887, 321,502 or 1 in every 144; and in 1888, 378,624, or about 1 in every 107 of the total number posted. In the former year 3,096, and in the latter year 3,893, contained articles of value. The total value of notes, cheques, cash, etc., included, in 1887, was £18,673, for £17,853 of which, or 96 per cent., owners were found during the year; and in 1888, £34,543, for £33,147 of which, or also 96 per cent., owners were found. In 1887, 8,256, or 1 in every 5,001 letters posted, and in 1888, 11,288, or 1 in every 3,576, were without addresses or were imperfectly addressed. Of these, 350 in 1887, and 414 in 1888, were envelopes without correspondence, covering cash, cheques, etc., to the value of over £4,000 and £7,000 respectively. Forty-three letters in 1887 and 51 letters in 1888 bore obscene or libellous addresses, and were detained for that reason. In 1887 nearly 2,915 letters, and in 1888 3,122 letters, were refused by the persons to whom addressed, chiefly on account of postal charges, which were, however, subsequently recovered in most cases from the senders. In compliance with the provisions of the *Post Office Act* 1883, 830 letters in 1887, and 2,639 in 1888, having been unclaimed at hotels to which they were addressed, were forwarded to the Dead Letter Office. Under the powers given by the same Act, 8 letters in 1887, and 39 letters in 1888, intended for promoters of lotteries, etc., were detained during the year. Thirty-five letters in 1887 and 10 letters in 1888, bore obliterated or defaced stamps. Besides letters, 30,943 packets and 82,099 newspapers were received at the Dead Letter Office during the year 1888; most of the former were returned, delivered, etc., but most of the latter were destroyed.

Disposal of
dead
letters.

535. The dead and irregularly-posted letters were dealt with as follow in the two years:—

DISPOSAL OF DEAD AND IRREGULARLY-POSTED LETTERS,
1887 AND 1888.

		1887.		1888.
Returned, delivered, etc. ...	...	298,751	...	356,115
Destroyed or on hand ...	...	22,751	...	22,509
Total ...	...	321,502	...	378,624

Inland and
foreign
correspon-
dence.

536. Of the total number of letters, newspapers, and packets which passed through the Victorian Post Office during 1888, 80 per cent. were posted for delivery within the colony, 12 per cent. were despatched.

for or received from the neighbouring colonies, and 8 per cent. were despatched for or received from British or foreign countries. The following table shows the number under each of these heads:—

INLAND, INTERCOLONIAL, AND FOREIGN CORRESPONDENCE, 1888.

Nature of Correspondence.	Inland (Posted.)	Intercolonial.		British and Foreign.	
		Despatched.	Received.	Despatched.	Received.
Letters and Post Cards	40,365,000	2,498,968	3,048,834	806,186	981,788
Newspapers ...	15,214,500	1,618,405	1,799,489	1,159,912	1,910,570
Packets ...	7,452,000	279,264	378,472	101,158	879,468
Total ...	63,031,500	4,396,637	5,226,795	2,067,256	3,771,826

537. Within the colony of Victoria, or to any of the other Australasian colonies, the postage on letters is 2d. per oz. or fraction thereof. To the United Kingdom, *viâ* Italy France or America, or to any country on the continent of Europe, the postage on letters is now 6d. per $\frac{1}{2}$ oz. or fraction thereof, but to the United Kingdom by the long sea route the rate is only 4d. per $\frac{1}{2}$ oz. Post cards available for transmission to places within Victoria, also, since the 1st July, 1887, to places in every other Australasian colony, except New Zealand and Fiji, are issued at 1d. each, but to frank such post cards to the two colonies named it is necessary to affix thereon a penny stamp. The postage on newspapers is $\frac{1}{2}$ d. to places in Victoria or any of the other Australasian colonies, and 1d. to the United Kingdom. Rates of postage.

538. The postal returns of the various Australasian colonies during the year 1887 are given in the following table:— Postal returns of Australasian colonies.

POSTAL RETURNS OF AUSTRALASIAN COLONIES, 1887.*

Colony.	Number of Post Offices.	Letters Despatched and Received.		Newspapers Despatched and Received.	
		Total Number.	Number per Head.	Total Number.	Number per Head.
Victoria ...	1,492	41,287,972	40·49	18,869,055	18·50
New South Wales ...	1,167	44,845,900	43·86	34,181,600	33·43
Queensland ...	716	11,586,807	32·66	9,752,563	27·49
South Australia ...	585	15,181,309	48·45	7,376,953	23·54
Western Australia ...	79	2,217,175	53·17	1,123,050	26·93
Total ...	4,039	115,119,163	41·84	71,303,221	25·91
Tasmania ...	258	4,549,899	32·54	3,960,859	28·32
New Zealand ...	1,117	40,985,467	68·73	15,381,323	25·79
Grand Total ...	5,414	160,654,529	46·06	90,645,403	25·99

* For later information, see Appendix A. *post*.

Post offices
per square
mile in Aus-
tralian
colonies.

539. Although the letters despatched and received in New South Wales exceed those in Victoria by an eleventh, and the newspapers by nearly one-half, the post offices in the latter exceed those in the former by about 325, or nearly a fourth. Indeed, Victoria, so far as the establishment of post offices is concerned, appears to afford much greater facilities to correspondents than any other colony in the group. This is made plain by the following figures:—

Victoria has a post office to every 59 square miles.			
New Zealand	„	93	„
Tasmania	„	102	„
New South Wales	„	265	„
Queensland	„	933	„
South Australia	„	1,544	„
Western Australia	„	12,353	„

Order of
colonies in
respect to
corre-
spondence
per head.

540. In regard to the number of letters per head, Victoria stands above Tasmania and Queensland, but below all the other colonies; but in regard to newspapers per head, Victoria is very much below any of the others. The following is the position of the colonies in these respects:—

ORDER OF THE COLONIES IN REFERENCE TO PROPORTION OF LETTERS AND NEWSPAPERS TO THE POPULATION.

Order according to Letters per Head.

1. New Zealand
2. Western Australia
3. South Australia
4. New South Wales
5. Victoria
6. Queensland
7. Tasmania

Order according to Newspapers per Head.

1. New South Wales
2. Tasmania
3. Queensland
4. Western Australia
5. New Zealand
6. South Australia
7. Victoria

Small
number of
newspapers
posted in
Victoria.

541. In making the returns of newspapers despatched and received, it is probable that some of the neighbouring colonies have included packets, and this may to a certain extent account for the extremely low position Victoria occupies in regard to the number per head. Should packets be combined with newspapers in the Victorian returns, the total number in 1887 would be 26,540,000, or 26·03 per head, which proportion is higher than that in New Zealand, and nearly as high as that in Tasmania. It may be remarked, moreover, that, in consequence of the facilities existing in Victoria for communication with the interior by means of railways, newspapers are to a large

extent transmitted by rail in parcels, in preference to being posted. It must also be remembered that in this colony there is a postage fee on newspapers, whereas, subject to certain exceptions and restrictions, newspapers posted in New South Wales, Queensland, and Tasmania for places within the Australasian colonies, and in Western Australia for places within its own boundaries, are carried free. The fact of a fee being charged no doubt acts as a check on the posting of newspapers, and is probably the chief reason why the number here compares unfavourably with the numbers in those colonies in which they are carried free of charge.

542. The following are the postal returns of the United Kingdom for the year 1887 :—

Postal
returns of
United
Kingdom.

POSTAL RETURNS OF THE UNITED KINGDOM, 1887.*

Country.	Millions delivered in 1887 of—		
	Letters.	Newspapers and Packets.	Total.
England and Wales ...	1,287,	451,	1,738,
Scotland ...	132,	56,	188,
Ireland ...	93,	35,	128,
Total United Kingdom	1,512,†	542,	2,054,†

543. Per head of population, 45·56 letters (exclusive of post cards) were delivered in England and Wales, 33·07 in Scotland, and 19·23 in Ireland, during 1887. Taking the United Kingdom as a whole, the letters delivered in that year were in the proportion of 40·78 to each inhabitant, or with post cards, in the proportion of 45·88 to each inhabitant.

Proportion
of letters to
population
of United
Kingdom.

544. By the following table, showing the number of letters per head in the principal countries of the world, it appears that Australasia, in regard to the extent of her correspondence, heads the list with a proportion slightly higher than that in Great Britain, but more than twice as high as that in any other country named—except Switzerland :—

Letters per
head in
various
countries.

* The postal year referred to commenced with the second quarter of 1887, and ended with the first quarter of 1888.

† Exclusive of 189 millions of post cards.

LETTERS PER HEAD IN VARIOUS COUNTRIES, 1884-5.*

Country.	Number of Letters † per Head.	Country.	Number of Letters † per Head.
Australasia ... (1887)	46·1	Algeria ...	3·3
United Kingdom (1887)	45·9	Argentine Republic	3·3
Switzerland...	29·5	Brazil ...	3·0
United States ...	21·8	Uruguay ...	2·4
Belgium ...	21·1	Roumania...	2·1
Germany ...	19·3	Japan ...	2·0
Holland ...	18·8	Greece ...	2·0
Luxemburg...	17·5	Finland ...	1·9
France ...	16·7	Peru ...	1·8
Denmark ...	16·0	Russia ...	1·7
Canada ... (1887)	15·2	Egypt ...	·8
Austria-Hungary ...	10·7	British India ...	·7
Norway ...	9·3	Servia ...	·7
Sweden ...	9·2	Bulgaria ...	·6
Italy ...	5·3	Mexico ..	·4
Spain ...	5·0	Turkey ...	·4
Hawaii ...	4·8	Netherlands-India ..	·2
Chile ...	4·5	Columbia ...	·2
Portugal ...	4·2	Persia ...	·05

New mail
contracts.

545. The contract entered into between Victoria and the Peninsular and Oriental Company for the conveyance of fortnightly mails between Melbourne and Ceylon having expired on the 31st January, 1888, arrangements were made by the British Postal authorities, with the concurrence of Victoria, New South Wales, and South Australia, for the performance of a weekly service for a period of seven years, by means of alternate fortnightly voyages by vessels of the Peninsular and Oriental and Orient Companies, between Adelaide and Brindisi in the former case, and Adelaide and Naples in the latter. The total annual subsidy was fixed at £85,000 to each company, or £175,000 in all, of which £95,000 is to be contributed by the Imperial Government, and £75,000 by such of the Australasian colonies as may give their adhesion to the contract. The duration of the passage between Adelaide and Naples by the Orient steamers is not to exceed 32 days (768 hours) at all seasons; and the duration of the passage between Adelaide and Brindisi by the Peninsular and Oriental steamers is not to exceed 32½ days (780 hours), except during the prevalence of the

* The figures, except those for Australasia, the United Kingdom, and Canada, have been taken from the *Almanach de Gotha*, 1887, page 1063, Justus Perthes, Gotha.
† Including post cards in the case of Australasia and the United Kingdom, but it is not stated whether post cards are included in the other countries.

south-west monsoon, when one day extra is allowed on the passage towards Europe. The companies have no claim for any postage or payment for mails beyond the amount of the subsidy, and a reduction of £100 is made for every day's delay beyond the contract time unless it can be shown that such delay was due to circumstances beyond their control.

546. All the Australasian colonies, except New Zealand, have now joined in the contracts, and contribute to the subsidy in proportion to their estimated yearly populations. Queensland, which was the last to join, did so on the 1st April, 1889. The non-contributing colony is required to pay for conveyance of its mails despatched by the contract vessels—for letters, 25s. 4d. per lb.; packets, 1s. per lb.; newspapers, 6d. per lb.; the amount received from this source being divided rateably between the contributing colonies. The amounts of subsidy payable for the two years ended 31st March, 1890, by each contributing colony are as follow* :—

MAIL SUBSIDY PAYABLE BY EACH CONTRIBUTING COLONY,
1888 AND 1889.

	1888-9.				1889-90.		
	£	s.	d.		£	s.	d.
Victoria ...	30,478	4	0†	...	26,710	5	11†
New South Wales ...	30,565	13	0	...	26,633	17	7
South Australia ...	8,746	16	8	...	7,643	11	3
Tasmania ...	4,032	0	9	...	3,523	9	3
Western Australia...	1,177	5	7	...	1,028	15	9
Queensland ...	...	...	...	...	9,460	0	3
Total ...	£75,000	0	0	...	£75,000	0	0

547. The transit charges for train service through France and Italy have been reduced from about 14 francs 81 centimes hitherto charged to 10 francs 80 centimes per kilogramme of letters; and from about 79 centimes to 72½ centimes per kilogramme of other matter; besides which, liberty has been resumed to send correspondence by other routes than through the countries named, in which case any charge may be made for postage on letters, but the rates for newspapers, books, and packets so sent must not be lower than those on such articles forwarded *viâ* Brindisi. Consequent upon these concessions, the postage on letters

Reduction
in mail
charges in
connexion
with
European
mails.

* The amounts payable for 1888-9 were settled at a Postal Conference, at which all the Australasian colonies were represented, held at Sydney, in January, 1888. For full account of this conference, see Report of the Victorian Post Office, 1887, page 47 *et seq.* (Parliamentary Paper No. 73, Session 1888).

† This will be reduced owing to payments by non-contracting colonies, and it is likely that the balance will be nearly, if not wholly, covered by postages collected in the colony.

to any part of Europe has been fixed at 6d. per half ounce, and letters to the United Kingdom by the long sea route may be sent for 4d. as already stated.*

Ocean mail
services.

548. The following information respecting the various lines conveying mails between Australia and Europe has been supplied for this work by Mr. James Smibert, Deputy Postmaster-General of Victoria:—

- (a.) The weekly service conducted, since the 1st February, 1888, by means of alternate fortnightly trips made by vessels of the Peninsular and Oriental and Orient Companies respectively between Adelaide and Italy. These companies are subsidized to the extent of £170,000 per annum, towards which £95,000 is contributed by the Imperial Government, and the balance by Victoria, New South Wales, Queensland, South Australia, Tasmania, and Western Australia according to population, the amount payable by Victoria in 1889-90 being £26,710. The contracts with these companies will continue until the 31st January, 1895.
- (b.) The monthly service *via* Torres Straits, carried out between Queensland and Great Britain by the British-India Company, which receives a subsidy of £55,000 per annum from Queensland, but is required—in consideration of the subsidy—to carry immigrants for £16 per head.
- (c.) The monthly service between Sydney and San Francisco, undertaken by the Union Steamship Company of New Zealand, between Sydney and Honolulu, and between Honolulu and San Francisco by a local company. The total subsidy is £37,000 per annum. Of this sum the United States contribute £3,000, and of the balance New Zealand pays two-thirds and New South Wales one-third. (This contract has recently expired, but negotiations are being entered into for a fresh service).
- (d.) The monthly service carried out by the Messageries Maritimes Company, subsidized by the French Government (the vessels of the company running between Marseilles and New Caledonia by way of the principal Australian ports).
- (e.) In addition to the foregoing, a four-weekly service, subsidized by the German Government, runs between Brindisi and Australia.

Contract
time of
mail
steamers.

549. According to arrangements under the old contract with the P. and O. Company, the time allowed for conveying letters from Melbourne to London was 42 days and 11 hours during the period of the south-west monsoon, and 40 days and 11 hours† at all other periods; and the time allowed from London to Melbourne was 39 days and 18½ hours at all seasons. But according to the new arrangements the time allowed for the transmission of mails is reduced by nearly 3 days in the homeward route (Melbourne to London); and by about 4 days in the outward route (London to Melbourne). The following is a statement of the times allowed each way for the two lines of mail steamers:—

* See paragraph 537 *ante*.

† The P. and O. Steamers were also allowed an extra day during the prevalence of the S.W. monsoon.

TIME ALLOWED FOR MAILS BETWEEN LONDON AND MELBOURNE.

Sections.		Time Allowed.			
		Outwards (London towards Melbourne).		Homewards (Melbourne towards London).	
		dys.	hrs.	dys.	hrs.
Between London and Brindisi or Naples	...	2	7 $\frac{3}{4}$	2	9 $\frac{1}{2}$
„ Brindisi or Naples and Adelaide	..	32	0	32	0
„ Adelaide and Melbourne	...	1	5 $\frac{3}{4}$	3	0
Total Orient Steamers	...	35	13 $\frac{1}{2}$	37	9 $\frac{1}{2}$
Extra allowance to P. and O. Steamers	...	0	12	0	12
Total P. and O. Steamers	...	36	1 $\frac{1}{2}$	37	21 $\frac{1}{2}$ *

550. It will be observed that nearly 2 days longer are occupied on the section between Melbourne and Adelaide than on that between Adelaide and Melbourne; this is owing to the homeward mail steamer being timed to leave Adelaide on Monday afternoon, and as no train for that city leaves Melbourne on Saturday or Sunday, the mail for Adelaide is necessarily closed on Friday, and the two following days are wasted.*

Delay in
homeward
service.

551. The average time and the fastest time occupied in the transmission of letters from Australia to London, and *vice versa*, by means of the various routes during 1888, were as follow:—

Time
occupied
by mail
services.

TIME OCCUPIED BY MAILS BETWEEN ENGLAND AND AUSTRALIA, 1888.

Service.	London to Australia.		Australia to London.	
	Average Time.	Quickest Time.	Average Time.	Quickest Time.
	dys. hrs.	dys. hrs.	dys. hrs.	dys. hrs.
Melbourne, <i>via</i> Brindisi and Ceylon (P. and O. steamers)	33 10 $\frac{1}{3}$	30 1 $\frac{1}{4}$	36 4 $\frac{3}{4}$	33 4
Melbourne, <i>via</i> Brindisi or Naples (Orient steamers)	33 13 $\frac{1}{4}$	31 13 $\frac{2}{3}$ †	34 23	31 5
Melbourne, <i>via</i> Suez (French steamers)	38 0	36 0	35 2 $\frac{1}{2}$	33 1 $\frac{1}{2}$
Sydney, <i>via</i> San Francisco (Pacific steamers)	40 13	39 0	39 18	39 0
Brisbane, <i>via</i> Brindisi and Torres Straits (British-India steamers)	42 22 $\frac{1}{2}$	40 13	45 4	44 12

* For remarks of the Postmaster-General of Victoria upon this subject, see *Victorian Year-Book* 1887-8, vol. II., page 112.

† This was by the *Britannia*. The mails by the *Britannia* on a subsequent occasion, by the *Arcadia* once, by the *Victoria* on three occasions, and by the *Oceana* on two occasions, were delivered under 31 days. The quickest time on record, however, was in 1887 by an Orient steamer in 27 days 8 hours.

‡ This time was occupied on two occasions, viz., by the *Orizaba* and *Orient* respectively.

Comparative
speed of
Orient and
P. & O.
mails.

552. It will be remarked that the mails *en route* to Australia were delivered in quicker time by the P. and O. than by the Orient steamers; but those *en route* to London were delivered in quicker time by the Orient than by the P. and O. steamers. The quickest time in conveyance of mails to Melbourne was by a P. and O. steamer, in a fraction over 30 days, and the quickest time to London was by an Orient steamer in about $31\frac{1}{4}$ days.

Time
occupied
1887 and
1888 com-
pared.

553. On comparing the times of delivery of Victorian mails by the P. and O. steamers with those in the previous year, it appears that in their conveyance from the United Kingdom the average time occupied was shorter by 1 day 22 hours, and in their conveyance to the United Kingdom it was shorter by 1 day 21 hours, than in 1887. The shortest time occupied by the same route in the transmission of mails from Melbourne to London was 35 days and 14 hours in 1887, and 33 days 4 hours in 1888; but from London to Melbourne the shortest time was 33 days and 19 hours in 1887, and 30 days and 1 hour in 1888.

Time
occupied
by German
mail
service.

554. The average time in 1888 occupied in the transit of mails from Berlin to Melbourne by the German line of steamers was $37\frac{1}{2}$ days, and the quickest time was 36 days. During the same year the average time of the mails between Melbourne and Berlin was 39 days, and the quickest time was 36 days.

Time saved
by night
navigation
of Suez
canal.

555. It may be remarked that during part of 1887, and the whole of 1888, vessels were allowed to navigate the Suez Canal at night by means of the electric light, and thus, as compared with previous years, a saving of about 20 hours was effected. The average time of transit of all vessels—sailing and steamers—through the Canal in 1886 was 36 hours; in 1887, 34 hours; and in 1888, $31\frac{1}{4}$ hours; whilst the passage under favourable circumstances may be performed by a steamer equipped for night navigation with the electric light in 15 or 16 hours, the shortest time in 1888 having been 14 hours 55 minutes. The length of the Canal is $99\frac{1}{2}$ English miles.

Cost of
various
mail ser-
vices with
Italy, 1879
to 1888.

556. A comparison of the cost of the Victorian subsidized mail service with the United Kingdom under the four-weekly contract in existence during 1879; under the fortnightly contract which

expired in January, 1888, during the last two years of its existence, and the cost in 1888—chiefly under the weekly contract—is shown in the following table* :—

COST OF VICTORIAN CONTRACT MAIL SERVICES AT THREE PERIODS.

Items of Receipt and Payment.	Four-weekly. 1879.	Fortnightly.		Weekly. 1888.
		1886.	1887.	
PAYMENTS.				
Total amount of subsidy ...	£ 90,000	£ 85,000	£ 85,000	£ 34,725†
Premiums for early arrival of mails ...	2,050	2,550	2,950	200
Cost of landing and shipping mails ...	242	170	23	48
Amount due to Great Britain ...	...	105	230	2,468
Amount paid to New South Wales ...	...	...	...	2,982
Total ...	92,292	87,825	88,203	40,423
RECEIPTS.				
Postages collected in Victoria ...	15,261	17,893	17,986	29,383
Amount chargeable to Great Britain ...	14,741	...	...	...
" " New South Wales ...	13,236	16,352	16,793	1,915
" " South Australia ...	18,321	7,290	7,115	776
" " Tasmania ...	3,866	3,012	3,377	384
" " Western Australia ...	2,336	3,793	4,226	420
" " Queensland ...	1,602	5,257	6,410	618
" " New Zealand ...	9,094	1,956	1,876	202
" " Fiji ...	80	76	82	23
" " Non-contributing colonies—New contracts	...	...	...	2,007
" " France ...	1,100	...	...	...
" " Italy ...	...	474	515	933
Total ...	79,637	56,103	58,380	36,661
Net cost to Victoria ...	12,655	31,722	29,823	3,762

NOTE.—In 1888 Victoria and several of the other colonies were parties to a joint contract, prior to that date Victoria had a separate contract on her own account. See paragraphs 545 and 546 *ante*.

557. The four-weekly service in the last complete year of its existence (1879) cost Victoria somewhat less than £13,000; the fortnightly service cost at first only about £20,000, but eventually about £30,000, per annum. The present weekly service will, it is believed, be practically self-supporting. This was not the case in 1888, in consequence of the old contract being in force for a portion of the year.

Diminished
cost of con-
tract mail
service.

* See also paragraph 562 *post*.

† Viz., £7,083 under old contract to 31st January, and £27,642 proportion under new contract paid by Victoria. The *annual* proportion payable in 1888 under the new contract was £30,478.

Parcels post. 558. The following information relating to the Parcels Post has been furnished for this work by the Deputy Postmaster General:—

THE INLAND PARCEL POST

Came into operation on the 1st July, 1887, and the business is steadily increasing as the system becomes more known to the public. The number of Inland Parcels posted during the year 1888 was 114,001, and the postage paid on them amounted to £5,597, as against 45,426 parcels and £2,219 postage for the first six months the system was in operation.

THE BRITISH AND FOREIGN PARCEL POSTS.

This system came into operation on the 1st July, 1886. In 1888, the total number of parcels received was 9,247, and the number despatched was 2,775, or 12,022 in all, viz., 11,519 British and 503 Foreign parcels, as compared with a total of 8,858 parcels in 1887. The Victorian share of the postage for 1888 was £882, and the duty collected and paid to the Customs Department was £1,702. At first the business was almost solely confined to presents, now it is being used for mercantile purposes, and is made the medium for the consignment of watches, diamonds, jewellery, works of art, etc. The charges for parcels between Victoria and the United Kingdom has been reduced from 2s. for a 2-lb. parcel and 1s. for each extra lb. to 1s. 6d. and 9d. respectively. This is consequent on the contracting steamship companies reducing their charges from 4d. to 2d. per lb., and the British and Colonial post offices each taking off $\frac{1}{2}$ d. per lb. from their charges.

The parcels exchanged between India and Victoria increased from 291 for 1887 to 395 for 1888.

Arrangements have been made for direct exchanges with Ceylon and Hong Kong, and for parcels to be sent through the latter colony to China, Japan, Macao, and Siam; but the business is as yet small.

A direct Parcel Post exchange with Germany has been established since June last, and parcels are now forwarded by each German mail steamer up to 11 lbs. weight.

INTERCOLONIAL PARCEL POSTS.

Parcels are now being exchanged with Western Australia, and South Australia. The latter commenced on the 1st May, 1889. Parcels may now be sent to these colonies up to 11 lbs. weight.

As soon as the necessary legal authority has been given by the Legislatures of the other Australasian colonies, the system will come into operation between them and Victoria.

Postal
revenue.

559. Since the postage stamp has been made available for payment, not only of postage and the transmission of telegraphic messages, but of fees, stamp duty, and any other charges for which payment is required to be made in stamps, it has been found impossible to ascertain the true postal revenue as apart from amounts unconnected with postal business collected by the Post Office, and the Postal Department express themselves as consequently unable to determine whether the alterations made from time to time in the rates have proved a financial success or otherwise. At the Postal Conference already alluded to,* the system of interchangeable stamps was condemned, and it was recommended that postage stamps should

* See footnote (*) paragraph 546 *ante*.

be used for postal and telegraphic purposes only, and that special stamps should be made and used for other payments.* The following is a statement of the amounts collected by the Post Office during the last two years :—

REVENUE RECEIVED BY THE POST OFFICE IN 1887 AND 1888.

Heads of Revenue.	Amount received in—		Increase.
	1887.	1888.	
	£	£	£
Stamps on telegrams	102,739	125,343	22,604
Stamps for payment of postage, duties, fees, etc.†	577,131	765,931§	188,800
Total Stamps ‡	679,870	891,274	211,404
Commission on money orders	11,063	12,900	1,837
Private telegraphic and telephone lines	6,205 }	21,601	13,613
Telephone Exchange subscriptions	1,783 }		
Grand total	698,921	925,775	226,854

560. It should be pointed out that no credit is taken by the Post Office for the value of Government correspondence, which is carried free of cost. In 1887 the value of Government telegrams transmitted was £6,149; and the estimated amount which would have been derived from official correspondence if charged for, was about £60,000. This information has not been furnished for 1888.

Government
corre-
spondence,
etc., trans-
mitted
free.

561. In 1888 the total ordinary expenditure of the Post and Telegraph Department amounted to £557,302; whilst the capital expenditure during the same year amounted to £80,164, which includes cost of erection and extension of the General Post Office, Melbourne, etc. The ordinary expenditure, which shows an increase of about £4,000 over the corresponding amount in the previous year, includes all the annual charges—paid either by the Postal Department itself or by other Government departments—in connexion with the maintenance of the postal and telegraphic services, with the exception of interest on capital expended on buildings, or rent. The ordinary and the capital expenditure in 1888 were made up of the following items :—

Postal ex-
penditure.

* The representatives of Queensland dissented from this recommendation.

† The amounts in this line are collected by the Post Office, but a considerable proportion of the stamps sold are used for other than postal purposes.

‡ For numbers of stamps issued, see table following paragraph 561 *post*.

§ Of which £5,597 was for parcels post.

Ordinary Expenditure.				
Departmental expenditure—				
Salaries and wages	...	...	...	£269,617
Contingencies	...	...	...	105,559
				£375,176
Mail services—				
Inland	...	...	...	111,140
British and Foreign	...	...	...	40,823
Gratuities to masters of vessels			...	1,924
				153,887
Duplicate cable subsidy	...	...	...	14,586
Cost of printing books, forms, etc., and of stamps			...	13,653*
Total	...	...	...	£557,302
Capital Expenditure.				
Telegraph lines†	...	...	...	19,214
Erection and extension of offices	...	...	...	60,950
Total	...	...	...	£80,164

Net cost of
ocean mail
services.

562. The cost of steam postal communication with the United Kingdom payable in 1888, was £39,432, but as a set-off against this it is estimated that £31,900 was collected in Victoria for postages.‡ The net cost to the colony in that year was thus £7,532, as against £37,453 in 1887, whilst in 1883, or five years previously, it was £22,800.§ The reduced cost in 1888 arises from the favourable contracts entered into by the Australasian colonies with the P. and O. and Orient Companies. The net cost for 1888, 1887, and 1883 was distributed as follows amongst the five mail services:—

COST OF STEAM POSTAL COMMUNICATION WITH EUROPE.

Lines of Steamers.	Net Cost to Victoria.		
	1883.	1887.	1888.
	£	£	£
P. and O. Service (Victorian Subsidized Line)...	20,256	29,823	} 3,762
Orient „ (Subsidized in 1888) ...	...	4,457	
San Francisco Service ...	2,500||	3,000||	3,936
Torres Straits „ ...	44	30	14
French Service (Messageries Maritimes) ...	...	143	Cr. 180¶
Total ...	22,800||	37,453||	7,532

Cost of in-
land mail
service.

563. The amount paid by the Postal Department in 1888 for the conveyance of Inland Mails was £111,140, of which £52,635 was paid to the Victorian Railways. The number of miles travelled with mails

* Figures furnished by Government Printer.
† Chiefly cost of construction, but repairs are also included.
‡ The cost referred to differs from that shown in the preceding statement, viz., £40,823 ; the one being the amount payable, the other that paid. The postages referred to were as follows:— Subsidized Service, £29,383 ; San Francisco Service, £2,500 ; Torres Straits Service, £17.
§ See also table following paragraph 556 ante.
|| Figures amended since last publication.
¶ Due by France.

during the year was 4,376,130 by road, and 3,170,260 by rail, or 7,546,390 in all. Whence it follows that the average cost per mile of conveying mails by road was a little over 3¼d., and by rail not quite 4d., the average being 3½d. Moreover, if the total cost be compared with the whole number of inland letters, post cards, newspapers, and packets, it will be found that the average cost of transmitting each such item of correspondence was a fraction more than one-third of a penny (·34d.). The total length of the inland mail service is 17,849 miles.

564. Since the 1st January, 1884, only one kind of stamp has been used for the payment of postage, fees, and stamp duty, also—since the 1st July, 1884—for telegrams. An accurate account is kept of the value of paid telegrams transmitted; but in other respects it is impossible to say what proportion is actually used for each of the other purposes indicated.* The following are the numbers and nominal values of postal and duty stamps issued from the General Post Office, in the last two years:—

STAMPS ISSUED, 1887 AND 1888.

Description.	Number.		Nominal Value.	
	1887.	1888.	1887.	1888.
Adhesive	58,714,284	67,131,664	£ 620,076	£ 803,739
Impressed on Cheques and Receipts	8,388,014	11,059,893	34,950	46,083
Impressed on Bills of Exchange, Promissory Notes, Transfers of Freeholds, Conveyances, Mortgages, Drafts, etc.	589,783	163,347	82,155	24,916
Total	67,692,081	78,354,904	737,181	874,738

NOTE.—This table contains a statement of the stamps issued in the last two years, which considerably exceed the stamps sold. The value of the latter was £679,870 in 1887, and £891,274 in 1888. See table following paragraph 559 *ante*.

565. The value of commission paid in stamps to bank managers and licensed vendors of duty stamps (or those they replace) was £8,458 in 1887, and £10,844 in 1888; and that to licensed vendors of freight stamps was £303 in 1887, and £344 in 1888. The total value of commission paid on the sale of stamps was thus £8,761 in 1887, and £11,188 in 1888.

566. Money order offices in Victoria in connexion with the Post Office had been established in 383 places up to the end of 1888. Besides the issue and payment of money orders at these places, such orders are issued in favour of Victoria, and Victorian orders are paid not only in Great Britain and Ireland, and the various Australasian colonies, but in most of the other principal countries of the world. The following is a comparative statement of the business in the last two years:—

* See also paragraph 559 *ante*.

MONEY ORDERS,* 1887 AND 1888.

Year.	Number of Money Order Offices.	Money Orders Issued.		Money Orders Paid.	
		Number.	Amount.	Number.	Amount.
1887 ...	369	217,385	£ 653,054	211,519	£ 647,135
1888 ...	383	246,586	762,483	226,850	697,357
Increase ...	14	29,201	109,429	15,331	50,222

Rates of commission on money orders.

567. The commission on money orders for sums not exceeding £5 is sixpence to places in Victoria, and one shilling to places in the other Australasian colonies. For sums over £5 and under £10, the commission is one shilling to places in Victoria, and two shillings to places in the other colonies. To the United Kingdom and most other countries outside of Australasia, the scale is as follows :—Not exceeding £2, one shilling; from £2 to £5, two shillings and sixpence; from £5 to £7, three shillings and sixpence; from £7 to £10, five shillings. Money orders may be made payable by telegraph either in the colony or to any of the other Australasian colonies (except New Zealand) on payment, in addition to the above rates, for a message of ten† words. Money orders are not granted for sums exceeding £10.

Money orders—Net transactions with United Kingdom and neighbouring colonies.

568. The number and value of money orders issued in favour of the United Kingdom have always been much greater than the number and value of those received therefrom; but the reverse has been the case with orders between Victoria and the neighbouring colonies. The net amount remitted to the United Kingdom by this means in 1888 was more than double that in 1878, and upwards of two-thirds larger than in 1883; but the net amount received from the neighbouring colonies has fallen off since 1883 to less than a third, and since 1887 to only one-half. The following table shows the net transactions with the United Kingdom and the neighbouring colonies during 1888 and the first year of the two previous quinquennia :—

MONEY ORDERS.—NET TRANSACTIONS WITH UNITED KINGDOM AND NEIGHBOURING COLONIES, 1878, 1883, AND 1888.

Year.	Money Orders sent to, in excess of those received from, the United Kingdom.		Money Orders received from, in excess of those sent to, the Neighbouring Colonies.	
	Number.	Amount.	Number.	Amount.
1878 ...	13,131	£ 40,823	22,714	£ 85,848
1883 ...	15,633	51,192	39,333	128,184
1888 ...	26,475	87,742	11,641	40,969

* Exclusive of postal notes, for which see paragraph 574 *post*.
† Six words in the case of Victoria.

569. In New South Wales the money orders issued in 1887 numbered 360,759, and were of a total value of £1,131,884; those paid numbered 330,594, and were of a total value of £1,010,297. Comparing these figures with those of Victoria, it appears that in the same year the money orders issued and paid in New South Wales exceeded those in this colony by 61 per cent. in number, and by 65 per cent. in value. It should be pointed out, however, that if, in Victoria, postal notes were included with money orders, the number would be doubled, and the value increased by over 15 per cent.

Money
orders in
New South
Wales.

570. The average value of money orders (exclusive of postal notes) issued in Victoria was £3 0s. 1d. in 1887 and £3 1s. 10d. in 1888. The average value of those issued in New South Wales in 1887 was £3 2s. 9d., or 2s. 8d. above the average value of those in Victoria during the same year.

Average
value of
money
orders.

571. The money orders issued in each division of the United Kingdom in 1887 were of the following number and amount:—

Money
orders in
United
Kingdom.

MONEY ORDERS* IN THE UNITED KINGDOM, 1887.

Country.	Money Orders Issued.	
	Number.	Amount.
		£
England and Wales	7,932,507	19,331,358
Scotland	1,102,890	2,352,945
Ireland	606,586	1,213,377
Total United Kingdom ...	9,641,983	22,897,680

572. The average value of each money order issued during 1887 in England was £2 8s. 9d., in Scotland £2 2s. 8d., and in Ireland £2, or in the United Kingdom £2 7s. 6d. By reference to a previous paragraph,† it will be found that during 1887 the average value of money orders issued exceeded by 14s. 4d. in Victoria, and by 15s. 3d. in New South Wales, the average value of those issued in the United Kingdom.

Average
value of
money
orders in
United
Kingdom.

573. To every 100 of the population, 23 money orders were issued in Victoria during 1888, which proportion was, notwithstanding the introduction of postal notes, higher than that in 1884, or the year before they were first issued. To every 100 of the population, 35 money orders were issued in New South Wales in 1887; and 28 in England, 28 in Scotland, and 13 in Ireland, in the same year.

Proportion
of money
orders to
population.

* Exclusive of money orders issued in the United Kingdom for payment abroad, which numbered 304,956, of the value of £821,760.

† See paragraph 570 *ante*.

Postal notes. 574. Postal notes were first issued in Victoria on the 1st January, 1885. These notes are for various amounts, £1 being the maximum, and their denominations have been so arranged that any sum of shillings and sixpences up to £1 may be remitted by not more than two notes. Should it be desired to add thereto broken sums of pence, uncanceled stamps to the value of 5d. may be affixed to the back of a note, in which case the amount of the note and stamps will be paid. The notes, if left blank as issued by the Department, are payable to bearer at any money order office in Victoria; but if the sender or holder so desire, he can make them payable to any person named, at any such office, by inserting the particulars in spaces reserved for the purpose on the face of the notes. The poundage or price charged is $\frac{1}{2}$ d. for notes of the value of 1s. or 1s. 6d.; 1d. for notes from 2s. to 4s. 6d. in value; 2d. for notes of 5s. or 7s. 6d. in value; and 3d. for notes from 10s. to 20s. in value. As the charge is 6d. for money orders under £5, it may be expected that such orders will be supplanted by postal notes so far as remittances up to £2 are concerned. The number of postal notes issued in 1888 was 256,429, as compared with 222,047 in 1887, 140,191 in 1886, and 95,530 in 1885. The aggregate value of these notes was £109,964 in 1888, as compared with £95,178 in 1887, £61,074 in 1886, and £42,190 in 1885. The following are the numbers and denominations of postal notes paid during the year 1888:—

POSTAL NOTES PAID, 1888.

Denomination.		Number.	Nominal Value.		
s.	d.		£	s.	d.
1	0	8,081	404	1	0
1	6	5,735	430	2	6
2	0	12,438	1,243	16	0
2	6	13,747	1,718	7	6
3	0	17,513	2,626	19	0
3	6	10,943	1,915	0	6
4	0	19,059	3,811	16	0
4	6	10,773	2,423	18	6
5	0	31,811	7,952	15	0
7	6	13,742	5,153	5	0
10	0	42,562	21,281	0	0
10	6	9,419	4,944	19	6
15	0	18,191	13,643	5	0
20	0	42,415	42,415	0	0
Total	...	256,429	109,964	5	6

575. Telegraphic communication exists in Victoria between 601 ^{Electric telegraphs.} stations within her own borders. Her lines are connected besides with the lines of New South Wales, and, by means of them, with Queensland and New Zealand; also with the lines of South Australia, and, by their means, with Western Australia, the Eastern Archipelago, Asia, Europe, and America; also with a submarine cable to Tasmania. During 1888, the telegraph stations were increased by 86, the lines were extended by 79 miles, the length of wire was added to by 185 miles, and the number of telegrams increased by more than a fifth.* The number of stations, the length of lines and wire, and the amount of business done in the last two years are given in the following table:—

ELECTRIC TELEGRAPHS, 1887 AND 1888.

Year.	Number of Stations.	Number of Miles of—		Number of Telegrams.		
		Line (poles.)	Wire.	Paid.	Unpaid.†	Total.
1887 ...	515	4,115	10,175	2,176,915	83,565	2,260,480
1888 ...	601	4,194	10,360	2,653,000	90,938	2,743,938
Increase ...	86	79	185	476,085	7,373	483,458

576. Besides the above, there were in operation 231 miles of line ^{Additional lines and wires.} and about 3,014½ miles of wire for private wires and telephone‡ lines. There were also nearly 37½ miles of aerial cable, having a length of wire of 787½ miles; moreover, 6¾ miles of underground cable had been laid, giving a length of wire of 321½ miles.

577. On the 1st July, 1885, a reduction was made in the rates ^{Telegraph charges.} chargeable on telegrams transmitted to places within the colony from 1s. for 10 words or less to 6d. for 6 words or less, 1d. being charged for each extra word; and in order to provide for the increase of business consequent on such reduction some additional lines were erected, and quadruplex instruments, by which the carrying capacity of the lines is increased fourfold, were worked on the main lines. From the 1st January, 1885, a reduction was also made in the rate to New South Wales from 2s. to 1s. for 10 words. On the 1st July, 1886, the

* See next paragraph.

† These are Government telegrams, but are exclusive of telegrams on Railway service, which were formerly included.

‡ For an interesting account of the working of the telephone system contributed to the *Victorian Year-Book* by the Post Office Department, see that work 1887-8, Vol. II., p. 131. See also paragraph 590 *post*.

rates upon telegrams between Europe and Victoria were reduced from 10s. 8d. per word for private and 6s. 5d. for press messages to 9s. 4d. and 2s. 9d. per word respectively. On the other hand, the charges upon messages from this colony to New Zealand have been raised from 7s. 6d. to 10s. for a ten-word message, consequent upon the non-renewal of the subsidy hitherto paid by New South Wales and New Zealand to the Eastern Extension Australasia and China Telegraph Company which owns the submarine cable connecting the two colonies; the agreement under which it was paid having expired by effluxion of time. The charge upon messages to places in New South Wales is 1s. for 10 words, and 2d. for each extra word; to places in South Australia and Tasmania, 2s. for 10 words, and 2d. for each extra word; and to places in Queensland and Western Australia, 3s. for 10 words, and 3d. for each extra word. In the case of telegrams to places on the Australian Continent, names and addresses are not charged for; to places in Tasmania they are not charged for unless they exceed ten words, but all words above that number are charged for as part of the message. In the case of telegrams to New Zealand, England, the Continent of Europe, India, and the United States, the names and addresses of both sender and receiver are charged for as part of the message.

Telegrams
to and from
Europe.

578. During 1888 the number of telegrams which passed from Victoria to European and other countries outside Australasia, and *vice versa*, was 20,514, and the cost to the senders was £114,919; which figures show an increase of 2,334 and £18,971 respectively as compared with 1887. Taking the Australasian colonies as a whole, the telegrams to and from the same places numbered 59,774, and were transmitted at a charge of £318,447. The revenue, which fell from £276,551 in 1885 to £256,527 in 1886, in consequence of the reduction of rates referred to in the last paragraph, has since steadily increased, the amount received in 1888 being £42,000 more than in 1885.

Course of a
telegram to
London.

579. The course of a telegram along the 13,695 miles of wire over which it travels between Melbourne and London is shown in the following table. It will be observed that the length of the portion in Australia is 2,704 miles, or about a fifth of the whole distance :—

AUSTRALIAN AND EUROPEAN TELEGRAMS—COURSE BETWEEN MELBOURNE AND LONDON.

Points of Connexion and Repetition.				Number of Miles of—		
				Cable.	Land Line.	Total.
Melbourne—Mount Gambier	...	...	...	...	300	300
Mount Gambier—Adelaide	...	...	...	...	270	270
Adelaide—Port Augusta...	...	...	...	...	200	200
Port Augusta—Alice Springs	...	...	...	...	1,036	1,036
Alice Springs—Port Darwin	...	...	...	...	898	898
*Port Darwin—Banjoewangie	...	...	...	1,150	...	1,150
Banjoewangie—Batavia	...	...	...	...	480	480
Batavia—Singapore	...	...	...	553	...	553
Singapore—Penang	...	...	...	399	...	399
Penang—Madras	...	...	...	1,280	...	1,280
Madras—Bombay	...	...	...	...	650	650
Bombay—Aden	...	...	...	1,662	...	1,662
Aden—Suez	...	...	...	1,346	...	1,346
Suez—Alexandria	...	...	...	...	224	224
Alexandria—Malta	...	...	...	828	...	828
Malta—Gibraltar	...	...	...	1,008	...	1,008
Gibraltar—Falmouth	...	...	...	1,061	...	1,061
Falmouth—London	...	...	...	...	350	350
Total	...	...	...	9,287	4,408	13,695

580. The following table shows the number of miles of electric telegraph open, with their proportion to area and population, in each of the Australasian colonies at the end of the years named :—

Telegraphs
in Austral-
asian
colonies.

ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Number of Miles of Telegraph Open.		Miles of Line.	
		Line.	Wire.	Per 1,000 Square Miles.	Per 100,000 Inhabitants.†
Victoria ...	1875	2,629	4,510	29·9	332
	1880	3,215	6,019	36·6	374
	1883	3,660	7,271	41·7	397
	1884	3,715	8,850	42·3	393
	1885	3,949	9,617	44·9	407
	1886	4,094	10,111	46·6	408
	1887	4,115	10,175	46·8	397
New South Wales ...	1875	4,926†	8,012	15·9	829
	1880	7,956	13,188	25·7	1,072
	1883	9,315	17,272	30·1	1,086
	1884	9,755	18,681	31·5	1,079
	1885	10,351	19,864	33·4	1,081
	1886	10,618	20,797	34·3	1,060
	1887	10,721	21,444	34·7	1,028

* As an alternative line to that between Port Darwin and Banjoewangie, a cable has recently been successfully laid between the latter and Roebuck Bay in Western Australia.

† Calculations amended since last publication.

‡ The miles of telegraph line in New South Wales and South Australia, and the miles of wire in Queensland, Western Australia and New Zealand not having been returned for 1875 the lengths have been estimated from the miles of wire and line respectively.

ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES—continued.

Colony.	Year.	Number of Miles of Telegraph Open.		Miles of Line.	
		Line.	Wire.	Per 1,000 Square Miles.	Per 100,000 Inhabitants.*
Queensland ...	1875	3,956	5,590†	5·9	2,182
	1880	5,768	8,150	8·6	2,551
	1883	6,654	10,618	10·0	2,315
	1884	6,979	11,300	10·4	2,312.
	1885	7,533	12,290	11·3	2,388
	1886	8,225	14,443	12·3	2,401
	1887	8,772	15,677	13·1	2,391
South Australia ...	1875	3,147†	3,904	3·5	1,495
	1880	4,754	6,904	5·3	1,777
	1883	5,278	8,824	5·8	1,733
	1884	5,230	7,833	5·8	1,672
	1885	5,346	9,378	5·9	1,706
	1886	5,459	8,771	6·0	1,745
	1887	5,486	9,388	6·1	1,728
Western Australia ...	1875	766	785†	·8	2,868
	1880	1,555	1,593	1·6	5,359
	1883	1,585	1,609	1·6	5,000
	1884	1,885	1,897	1·9	5,719
	1885	2,234	2,288	2·3	6,349
	1886	2,385	2,658	2·4	6,025
	1887	2,548	2,821	2·6	5,997
Tasmania ...	1875	396	468	15·0	382
	1880	878	1,096	33·3	765
	1883	1,273	1,543	48·3	1,009
	1884	1,313	1,716	49·8	1,006
	1885	1,635	2,071	61·9	1,222
	1886	1,772	2,353	67·2	1,291
	1887	1,816	2,407	68·9	1,275
New Zealand ...	1875	3,156	8,000†	30·3	840
	1880	3,706	9,401	35·6	764
	1883	4,074	10,037	39·2	753
	1884	4,264	10,474	41·0	765
	1885	4,463	10,931	42·8	776
	1886	4,546	11,178	43·6	771
	1887	4,646	11,375	44·6	770

NOTE.—For number of miles of electric telegraph open in each colony at the end of 1888, see Summary of Australasian Statistics (third folding sheet) in the second volume ; also Appendix A. post.

Order of colonies in respect to length of telegraphs.

581. The following is the order in which the respective colonies stood at the end of 1887 in regard to the number of miles of electric telegraph line open in each. The order was the same as in the preceding twelve years :—

* See footnote (†) on page 365. † See footnote (†) on page 365.

ORDER OF COLONIES IN REFERENCE TO LENGTH OF TELEGRAPH LINE OPEN, 1887.

1. New South Wales.	4. New Zealand.	6. Western Australia.
2. Queensland.	5. Victoria.	7. Tasmania.
3. South Australia.		

582. In proportion to area, Victoria had, in 1887, a larger extent of telegraph line than any other colony except Tasmania; but in proportion to population, Victoria was at the bottom of the list. The order of the colonies in regard to the proportion of telegraph line to area is almost the reverse of that to population, as will be observed by the following lists:—

Order of colonies in respect to ratio of telegraphs to area and population.

ORDER OF COLONIES IN REFERENCE TO RATIO OF TELEGRAPH LINE TO AREA AND POPULATION, 1887.

Proportion to Area.	Proportion to Population.
1. Tasmania.	1. Western Australia.
2. Victoria.	2. Queensland.
3. New Zealand.	3. South Australia.
4. New South Wales.	4. Tasmania.
5. Queensland.	5. New South Wales.
6. South Australia.	6. New Zealand.
7. Western Australia.	7. Victoria.

583. On the continent of Australia there were 31,642 miles, and on that continent, with the addition of Tasmania and New Zealand, there were 38,104 miles of telegraph line open at the end of 1887. At the same date at least 59,505 miles of wire were in use on the Australian continent, and 73,287 on the continent with Tasmania and New Zealand added. In Australia there was a proportion of 10·7 miles of line, and in the whole of Australasia a proportion of 12·4 miles, to every 1,000 square miles of territory. To every 100,000 of the population in the former there were 1,128 miles, and in the latter 1,073 miles of line.

Length of telegraphs in Australia and Australasia.

584. In addition to the telegraph wire, the following lengths of telephone wire were in use in 1887 in the five colonies named—Victoria 2,474 miles, South Australia 1,621 miles, New Zealand 1,310 miles, Tasmania 238 miles, and Western Australia 150 miles. No information has been received from New South Wales or Queensland, as to the length of telephone wire in operation.

Telephone wire in Australasian colonies.

585. From the following figures, which show the extent to which electric telegraphy is made use of in the different colonies, it would appear that in 1887 most messages by far are transmitted in New

Messages in Australasian colonies

South Wales, the next largest number in Victoria, and the next in New Zealand:—

TELEGRAPHIC MESSAGES IN AUSTRALASIAN COLONIES, 1887.

				Number of Messages.
1. New South Wales	...	...	...	2,876,504
2. Victoria	...	...	...	2,260,480
3. New Zealand	...	...	...	1,835,394
4. Queensland	...	...	...	1,515,357
5. South Australia	...	...	...	757,363
6. Tasmania	...	...	...	233,798
7. Western Australia	...	...	...	174,116
Total				9,653,012

Telegraphs
in British
dominions.

586. The lengths of telegraph line open and number of messages transmitted in the United Kingdom and such British possessions as the information is available for are as follow, according to the latest information :—

ELECTRIC TELEGRAPHS IN BRITISH DOMINIONS, 1887.

Country or Colony.				Number of Miles of Telegraph Open.		Number of Messages Annually (000's Omitted.
				Line.	Wire.	
United Kingdom	...	...	...	30,430	180,000	53,403
Australasia	...	...	...	38,930*	73,287	9,653
Bermuda	...	...	...	300*	...	...
British Guiana	...	...	...	292*†	...	...
British Bechuanaland	...	...	...	200	...	...
Canada	...	...	...	28,498*	59,941	4,053
Cape of Good Hope	...	...	...	4,310	...	851
Ceylon	...	...	...	1,203	...	...
Cyprus	...	...	...	195	...	...
Gold Coast	...	...	...	112	...	...
Gibraltar	...	...	...	1	...	...
Hong Kong	...	...	...	10	...	...
India	...	...	...	30,034*	86,890	2,517
Malta	...	...	...	65	...	...
Mauritius	...	...	...	112	...	...
Natal	...	...	...	487	...	...
Newfoundland	...	...	...	995	...	...
Protected Malay States	...	...	...	360	...	...
Straits Settlements	...	...	...	420†	...	...
St. Helena	...	...	...	10	...	...
West Indies—						
Barbadoes	...	...	...	58	...	...
Jamaica	...	...	...	698†	...	...
Trinidad	...	...	...	717†	...	...
Zululand	..	...	...	20	...	...

* Excluding cable, viz., 15 miles in Bermuda, 12 in British Guiana, 215 in Canada, and 187 miles in India.
† Including telephone lines, of which in British Guiana there were 32 miles, and in Jamaica 87 miles.

587. The following are the lengths of electric telegraph lines and wire open, and the number of messages sent, in some of the principal Foreign countries, according to the latest returns. The information, where possible, has been drawn from official sources :—

ELECTRIC TELEGRAPHS IN FOREIGN COUNTRIES.

Country.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
Algeria ...	...	4,300	8,678	800,
Argentine Confederation	1885-6	13,645	21,070	658,
Austria-Hungary ..	1885	34,860	101,963	9,780,
Belgium ...	1886	3,776	17,823	6,632,
Bolivia ...	1886	180	364	...
Bosnia ...	1883	1,730	2,995	297,
Brazil ...	1885	6,440	11,258	368,
Bulgaria ...	1885	2,560	2,175	444,
Chile ...	1886	9,000	...	534,
Cochin-China...	...	1,200	...	100,
Columbia ...	1887	2,465	4,970	...
Costa Rica ...	1888	420	850	...
Cuba ...	1886	3,000	6,120	...
Denmark ...	1885	2,397	6,657	1,256,
Egypt ...	1887	3,172	5,423	700,*
France ...	1887	53,931	169,499	32,854,
Germany ...	1887	55,748	198,214	21,750,
Greece ...	1885	4,128	4,800	726,
Guatemala ...	1887	2,045	6,000	...
Hawaii ...	1887	245	890	...
Holland ...	1886	2,962	10,569	3,623,
Honduras ...	1885	1,800	3,500	...
Italy ...	1886-7	18,996	67,632	7,330,
Japan ...	1886	6,855	15,900	2,559,*
Java ...	1885	5,746	...	378,
Luxemburg ...	1887	250	816	85,
Mexico ...	1886	20,410	33,000	700,
Nicaragua ...	1886	830	1,500	...
Orange Free State ...	1887	1,100	2,300	...
Paraguay ...	1887	45	100	...
Persia ...	1886	3,824	6,124	83,
Peru ...	1878	1,382	...	100,
Portugal ...	1885	3,210	7,468	1,730,
Roumania ...	1886	3,324	6,000	1,231,
Russia ...	1887	73,000	170,200	10,291,†
Servia ...	1885	1,633	2,023	411,
Spain ...	1886-7	11,512	28,870	3,550,
Sweden and Norway ...	1886	9,936	21,913	2,028,
Switzerland ...	1886	4,363	10,596	3,078,
Transvaal ...	1887	420	810	...
Turkey ...	1884	14,617	26,060	1,259,
United States...	1888	241,536	744,840	51,464,
Uruguay ...	1888	1,730	3,300	...
Venezuela ...	1888	2,797	5,812	...

* Figures for 1885.

† Figures for 1886.

Telegraphs
in each
continent.

588. According to *L'Almanach de Gotha*, 1887,* the number of miles of telegraph and the number of messages in each of the great continents of the world were as follow in 1884-5. To these the figures for the Australasian colonies in 1886 have been added :—

ELECTRIC TELEGRAPHS IN EACH CONTINENT.

Continent.	Miles of Line.	Messages (000's omitted).
Australasia	37,099	9,022,
Europe	326,709	138,634,
Asia	42,148	5,029,
Africa	17,981	1,221,
America	245,215	50,212,
Cables	103,096	...
The World	772,248	204,118,

Telegraphs
of the
world.

589. According to Mr. McCarty† (with a correction of the figures for Australasia), the length of telegraph lines in 1887-8 throughout the principal countries of the world was 795,361 miles, and that of telegraph wire was 2,303,431 miles. It will be observed that the former exceeds the total length of line given in the table by 23,113 miles.

Telephones.

590. Until September, 1887, the Telephones in Victoria were worked by a private company, but in that month the business, together with buildings and plant, was purchased by the Government. The price paid was £40,000, but a considerable amount had to be expended to place the Exchanges in thorough repair. In the Central Exchange there are now eight sections of switch-board employed with a capacity to accommodate 1,600 subscribers; thirty female switch-hands are employed during the day, and three male hands at night. The revenue for 1888 was £21,603; the total number of subscribers at the end of the year was 1,637, and the amount subscribed during the year was £24,649. The number of subscribers at the various Exchanges in the colony at the end of each of the last two years, together with the total amount of annual subscriptions payable at the respective dates, were as follow‡:—

* Page 1061. The lengths have been reduced from kilomètres to miles, on the assumption that a kilomètre is equal to .621 of a mile.

† *Annual Statistician*, San Francisco, 1889, page 376.

‡ For an account of the Victorian Telephone System, see *Victorian Year-Book*, 1887-8, Vol. II., paragraph 978.

SUBSCRIBERS TO TELEPHONE EXCHANGES, 1887 AND 1888.

			Number, 1887.		Number, 1888.
Melbourne	...	...	864	...	1,339
Ballarat	...	...	140	...	135
Sandhurst	...	...	117	...	112
Geelong	...	...	...	...	51
			<hr/>		<hr/>
Total	...	...	1,121	...	1,637
			<hr/>		<hr/>
Annual Subscriptions payable			£16,647..	...	£24,649
			<hr/>		<hr/>

591. All the railways in Victoria are the property of the State. Under the *Victorian Railway Commissioners Act* 1883 (47 Vict. No. 767), which came into force on the 1st February, 1884, the railways are vested in three commissioners, who are a body corporate, with perpetual succession and a common seal, and hold office for a term of seven years, at the expiration of which they are eligible for re-appointment, if the Governor in Council should so determine. The annual salaries appropriated to the commissioners are £3,000 for the chairman, and £1,500 each for the other two. None of the commissioners can be removed from office unless an address praying for such removal be presented to the Governor by both Houses of Parliament in the same session of Parliament, or by the Legislative Assembly alone in two consecutive sessions. The commissioners are charged with the duty of constructing such lines of railway as are authorized by Parliament, and of maintaining, working, controlling and managing all the lines of railway, subject, in some respects, to the approval of the Governor in Council. They are required by the Act to furnish reports to the Minister of Railways quarterly; also reports of their proceedings, and of all moneys received and expended by them, to Parliament in September of each year.*

Railway
commis-
sioners.

592. The number of miles of railway open on the 30th June, 1888, was $2,017\frac{3}{4}$, consisting of 1,771 miles of single and $246\frac{3}{4}$ miles of double line; by the 30th June, 1889, the total length had increased to $2,199\frac{1}{2}$ miles. The following table shows the names, lengths, and cost of construction of the different lines, and the distance travelled during the year ended 30th June, 1888:—

Railways:
length,
cost, etc.

* The report on the Victorian Railways for the year 1888-9, which was presented to Parliament at the end of September, 1889, was received too late for the details to be carried into the main body of this work. The leading particulars will, however, be given in footnotes.

RAILWAYS.—LENGTH, COST, AND DISTANCE TRAVELLED.

Names of Lines.	Length open on the 30th June, 1888.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Northern System.</i>	Miles	Miles	Miles	£	£	Miles.
Melbourne to Sandhurst ...	100 $\frac{3}{4}$...	100 $\frac{3}{4}$	4,714,552†	46,795	2,310,873
Sandhurst to Echuca ...	...	55 $\frac{1}{4}$	55 $\frac{1}{4}$	676,943‡	12,252
Lancefield Junction to Lancefield	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	63,064	4,349	
Carlsruhe to Daylesford ...	...	22 $\frac{3}{4}$	22 $\frac{3}{4}$	160,221	7,043
Castlemaine to Dunolly ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	320,696	6,750
Dunolly to St. Arnaud ...	...	33	33	160,103	4,852
St. Arnaud to Donald ...	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	94,194	3,966
Castlemaine to Maldon ...	...	10 $\frac{1}{4}$	10 $\frac{1}{4}$	56,786	5,540
Ballarat to Maryborough ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	269,430	6,340
Ballarat Racecourse (Branch line)	...	2	2	6,973	3,486	
Maryborough to Avoca ...	...	15	15	61,427	4,095
Sandhurst to Inglewood ...	...	30	30	156,393	5,213
Inglewood to Charlton ...	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	166,737	3,900
Charlton to Wycheproof ...	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	83,717	5,074
Toolamba to Tatura ...	...	7	7	27,290	3,899
Tatura to Echuca ...	...	34 $\frac{3}{4}$	34 $\frac{3}{4}$	146,515	4,216
Wedderburn Junction to Wedderburn	..	4 $\frac{3}{4}$	4 $\frac{3}{4}$	17,136	3,608	
Korong Vale to Boort ...	...	18	18	69,929	3,885
Eaglehawk to Kerang ...	...	73 $\frac{3}{4}$	73 $\frac{3}{4}$	280,379	3,802
Creswick to Daylesford ...	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	156,148	6,645
Total ...	100 $\frac{3}{4}$	517 $\frac{1}{2}$	618 $\frac{1}{4}$	7,688,633	12,436	
<i>Western System.</i>						
Footscray Junction to Williamstown (including Piers and Breakwater)	6	...	6	479,073§	79,845	†
Newport to Geelong (including line to Geelong Wharf and Williamstown Racecourse)	1 $\frac{3}{4}$	37 $\frac{3}{4}$	39 $\frac{1}{2}$	1,135,318||	28,742	
North Geelong to Ballarat ...	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,788,516	33,430
Geelong to Queenscliff (Queenscliff Junction to Queenscliff)	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	110,896	5,344	
Geelong to Colac (including Geelong Racecourse Branch line)	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	313,169	5,965	

* Exclusive of rolling stock, cost of Melbourne station, and general construction, etc. See footnote (||) on page 374 post.

† Excluding the Melbourne and North Melbourne stations, which cost £874,393.

‡ Including a bridge over the Murray at Echuca, constructed conjointly by Victoria and New South Wales, the proportion paid by Victoria being £49,282.

§ Including the pier and breakwater, and western pier, which cost £174,424.

|| Including the cost of the Geelong pier.

¶ For distance travelled, see next page.

RAILWAYS.—LENGTH, COST, ETC.—*continued.*

Names of Lines.	Length open on the 30th June, 1888.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Western System—continued.</i>	Miles	Miles	Miles	£	£	Miles.
Colac to Camperdown	28	28	124,575	4,449	2,527,590
Lal Lal Racecourse	2	2	11,220	5,610	
Warrenheip to Gordons	13	13	86,311	6,639	
Ballarat to Ararat	57	57	343,529	6,027	
Ararat to Stawell	18 $\frac{3}{4}$	18 $\frac{3}{4}$	128,540	6,855	
Stawell to Horsham	53 $\frac{1}{2}$	53 $\frac{1}{2}$	265,944	4,971	
Horsham to Dimboola	21 $\frac{1}{4}$	21 $\frac{1}{4}$	76,429	3,597	
Dimboola to South Australian Border	...	62	62	344,156	5,551	
Ballarat Cattle Yards	3	3	12,243	4,081	
Ballarat to Scarsdale	13 $\frac{1}{4}$	13 $\frac{1}{4}$	58,467	4,413	
Ararat to Hamilton	66 $\frac{1}{2}$	66 $\frac{1}{2}$	314,309	4,726	
Hamilton to Portland	54	54	278,404	5,156	
Branxholme to Casterton	32	32	175,445	5,483	
Lubeck to Rupanyup	9 $\frac{1}{2}$	9 $\frac{1}{2}$	39,600	4,062	
Murtoa to Warracknabeal	31 $\frac{1}{4}$	31 $\frac{1}{4}$	129,335	4,139	
Horsham to Noradjuha	20 $\frac{1}{4}$	20 $\frac{1}{4}$	76,162	3,761	
Footscray to Bacchus Marsh	...	24 $\frac{1}{4}$	24 $\frac{1}{4}$	243,027	10,022	
Bacchus Marsh Junction to Newport	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	25,674	5,405	
Camperdown to Terang	13 $\frac{3}{4}$	13 $\frac{3}{4}$	150,417†	...	
Bacchus Marsh to Gordons	7 $\frac{1}{4}$	7 $\frac{1}{4}$	187,946	...	
Total ...	61 $\frac{1}{4}$	646 $\frac{1}{4}$	707 $\frac{1}{2}$	6,898,705	9,535	
<i>North-Eastern System.</i>						
Essendon Junction to Essendon (including Racecourse line)	5	...	5	130,712	26,142	1,803,040
Essendon to Wodonga ...	54	128	182	1,945,424	10,689	
Wodonga to Murray River	2 $\frac{1}{4}$	2 $\frac{1}{4}$	35,847	15,932	
North Melbourne to Coburg...	$\frac{1}{2}$	4 $\frac{1}{2}$	5	159,758	31,952	
Royal Park Junction to Clif- ton Hill	...	2 $\frac{3}{4}$	2 $\frac{3}{4}$	130,031	47,284	
Fitzroy Branch	1	1	74,637	74,637	
Tallarook to Yea	23 $\frac{3}{4}$	23 $\frac{3}{4}$	148,718	6,262	
Mangalore to Shepparton	45	45	243,816	5,418	
Shepparton to Numurkah	20 $\frac{1}{2}$	20 $\frac{1}{2}$	69,905	3,410	
Benalla to St. James	20 $\frac{1}{2}$	20 $\frac{1}{2}$	73,835	3,602	
St. James to Yarrawonga	19 $\frac{3}{4}$	19 $\frac{3}{4}$	87,212	4,416	
Wangaratta to Beechworth...	...	23	23	158,053	6,872	
Everton to Myrtleford	16 $\frac{1}{2}$	16 $\frac{1}{2}$	74,122	4,492	
Springs to Wahgunyah	14	14	67,717	4,837	
Total ...	59 $\frac{1}{2}$	321 $\frac{1}{2}$	381	3,399,787	8,923	

* Exclusive of rolling-stock, cost of Melbourne station, and general construction, etc. See foot-
Note (II) on next page.

† Including expenditure on the section Terang to Warrnambool, in course of construction.

RAILWAYS.—LENGTH, COST, ETC.—continued.

Names of Lines.	Length open on the 30th June, 1888.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Eastern and South Suburban System.</i>	Miles	Miles	Miles	£	£	Miles.
Spencer Street to Flinders Street Junction	...	$\frac{3}{4}$	$\frac{3}{4}$	7,281	5,461	1,522,259
South Yarra to Oakleigh ...	$6\frac{3}{4}$	...	$6\frac{3}{4}$	257,416	38,136
Oakleigh to Sale ...	...	$118\frac{1}{4}$	$118\frac{1}{4}$	829,142	7,012
Caulfield to Frankston ...	...	20	20	134,921	6,796
Moe to Narracan ...	...	$10\frac{3}{4}$	$10\frac{3}{4}$	96,774	9,002
Morwell to Mirboo ...	...	20	20	145,006	7,250
Traralgon to Heyfield ...	...	$23\frac{1}{4}$	$23\frac{1}{4}$	115,173	4,954
Heyfield to Bairnsdale ...	...	$49\frac{3}{4}$	$49\frac{3}{4}$	222,181	4,466
Sale to Stratford ...	...	$9\frac{1}{4}$	$9\frac{1}{4}$	34,194	3,697
Heidelberg Road to Alphington ...	...	3	3	85,208†	...
Alphington to Heidelberg ...	...	$2\frac{1}{4}$	$2\frac{1}{4}$	67,124	29,833
Hawthorn to Lilydale ...	2	$18\frac{1}{4}$	$20\frac{1}{4}$	229,109	11,314	
Hawthorn to Kew ...	...	$1\frac{1}{4}$	$1\frac{1}{4}$	64,689	51,751
Lilydale to Yarra Flats ...	...	7	7	170,746‡	...
Brighton to Picnic Point ...	...	2	2	59,002	29,501
Hobson's Bay lines (including the Port Melbourne Pier)	$16\frac{1}{2}$...	$16\frac{1}{2}$	1,737,568§	105,307	918,550
Total ...	$25\frac{1}{4}$	$285\frac{3}{4}$	311	4,255,534	13,683	
Grand Total ...	$246\frac{3}{4}$	1,771	$2,017\frac{3}{4}$	22,242,659||	11,023	9,082,312

Railways in
progress.

593. Under the *Railway Construction Act* 1884 (48 Vict. No. 821), which came into operation on the 12th December, 1884, 62 new lines, of an aggregate length of about 1,200¶ miles, were authorized, at a total estimated cost of nearly 6 millions sterling. Of these lines, 54, of a total length of about 1,172 miles, were country, and 8, of a total length of 28 miles, were suburban lines. The expenditure authorized for country lines, including stations, but not including permanent-way materials or rolling-stock, was £3,960 per mile; and for suburban lines, including stations and permanent-way material,

* Exclusive of rolling-stock, cost of Melbourne station, and general construction, etc. See footnote (||).
† Including junction station, Alphington, £43,916.
‡ Including also expenditure on further section to Healesville in course of construction.
§ Including expenditure on works, etc., between Prince's-bridge station (Melbourne) and Windsor, not yet apportioned, amounting to £198,678.
¶ The total cost of the railways opened to the 30th June, 1888, was £27,268,258, viz., £22,242,659 as shown above, £3,259,490 on rolling-stock, £874,393 on the Melbourne and North Melbourne stations, £776,552 on general construction (such as sheds, workshops, machinery, etc.), and £115,164 cost of floating loans. To the 30th June, 1889, the total cost was £29,363,560. See paragraphs 603 and 604 post.
¶ The length according to the latest computation is 1,196½ miles.

but not including rolling-stock, £14,294 per mile. The gross additional amount authorized for rolling-stock is £178,000, and for permanent-way material (on country lines only) £415,000. Of the 1,200 miles authorized under the Act, $325\frac{3}{4}$ had been completed and opened for traffic on the 30th June, 1888, whilst 498 miles were in progress, and the remaining lines had not been commenced. The following is a statement of the proposed lengths of the railways in progress at the 30th June, 1888:—

RAILWAYS IN PROGRESS, 30TH JUNE, 1888.

Names of Lines.						Approximate Length.
COUNTRY LINES.						Miles.
Bacchus Marsh and Gordons (section Ballan to Maddingley)	...					$17\frac{1}{2}$
Ballarat East and Buninyong	...	...	...	...	...	$6\frac{3}{4}$
Ballarat Racecourse and Springs	...	...	...	...	...	$13\frac{3}{4}^*$
Birregurra and Cape Otway Forest	...	...	...	...	...	$19\frac{3}{4}$
Coburg and Somerton	...	...	...	...	...	7
Dandenong to Leongatha (section Dandenong to Whitelaw's Track)	...					49
Fitzroy and Whittlesea	...	...	...	...	...	22
Frankston and Crib Point	...	...	...	...	...	19
Hamilton to Coleraine	...	...	...	...	...	23^*
Inglewood and Dunolly	...	...	...	...	...	24^*
Kerang and Swan Hill	...	...	...	...	...	35
Koroit and Belfast	...	...	...	...	...	11
Koroit and Warrnambool	...	...	...	...	...	9
Kyneton and Redesdale	...	...	...	...	...	$16\frac{1}{4}$
Lilydale to Healesville (section Yarra Flats to Healesville)	...					$8\frac{1}{4}^*$
Mornington Railway	...	...	...	...	...	$7\frac{3}{4}$
Mount Moriac and Forest	...	...	...	...	...	11
Murchison and Rushworth	...	...	...	...	...	$12\frac{3}{4}$
Numurkah to Cobram	...	...	...	...	...	$21\frac{1}{4}^*$
Numurkah to Nathalia	...	...	...	...	...	14^*
Ringwood and Ferntree Gully	...	...	...	...	...	$7\frac{1}{2}$
Shepparton to Dookie	...	...	...	...	...	$14\frac{3}{4}^*$
Terang and Mortlake	...	...	...	...	...	12
Camperdown and Warrnambool (section Terang and Warrnambool)	...					30
Wandong, Heathcote and Sandhurst (section Wandong to Kilmore, Sandhurst to Heathcote)	...					38^*
Wodonga to Tallangatta (section Wodonga to Huon Lane	...					$14\frac{1}{4}$
Yea to Mansfield (section Yea to Catkin and Alexandra Branch)	...					$17\frac{3}{4}$
Total	...	...	...	...	...	$482\frac{1}{4}$
SUBURBAN LINES.						
Burnley to Junction with Outer Circle	...	...	...	...	...	$5\frac{1}{4}$
Outer Circle Railway—Oakleigh, <i>via</i> Camberwell, to Richmond and Alphington	...					$10\frac{1}{2}$
Total	...	...	...	...	...	$15\frac{3}{4}$
Grand Total	...	...	...	...	...	498

NOTE.—The expenditure on lines in progress to the end of June, 1888, amounted to £1,058,970. On the 30th June, 1889, the length of lines in progress was about 682 miles.

* Opened for traffic during the year ended 30th June, 1889.

Railways
authorized,
but not
commenced

594. The following is a list of the lines, or sections of lines, authorized but not commenced up to the 30th June, 1888, together with a statement of their proposed lengths:—

RAILWAYS AUTHORIZED BUT NOT COMMENCED, 30TH JUNE, 1888.

Names of Lines.							Approximate Length.†
							Miles.
Avoca and Ararat	...	...	...	...	...	...	38 ³ / ₄
Camperdown and Curdie's River	...	...	...	...	...	...	19 ³ / ₄
Dandenong and Leongatha (section Whitelaw's Track to Leongatha)*	...	...	...	...	...	...	20 ³ / ₄
Frankston Cemetery	...	...	...	...	...	...	³ / ₄
Koroit Railway <i>via</i> Penshurst	...	...	...	...	...	...	47 ³ / ₄
Hamilton and Penshurst	...	...	...	...	...	...	17
Lancefield and Kilmore	...	...	...	...	...	...	13 ³ / ₄
Leongatha and Port Albert	...	...	...	...	...	...	50 ¹ / ₄
Maffra and Briagolong	...	...	...	...	...	...	9 ¹ / ₂
Maldon and Laanecoorie	...	...	...	...	...	...	14 ¹ / ₂
Myrtleford and Bright	...	...	...	...	...	...	18 ¹ / ₂
Ondit and Beeac	...	...	...	...	...	...	8
Scarsdale and Lintons	...	...	...	...	...	...	8 ¹ / ₄
Wandong, Heathcote, and Sandhurst (section Heathcote to Kilmore)*	...	...	...	...	...	...	33 ¹ / ₄
Warragul and Neerim	...	...	...	...	...	...	10
Wodonga and Tallangatta (section Huon Lane to Tallangatta)	...	...	...	...	...	...	11
Yackandandah and Beechworth	...	...	...	...	...	...	13
Yea and Mansfield (section Catkin to Mansfield)*	...	...	...	...	...	...	38
Total	...	...	...	...	...	...	372 ³ / ₄

Rolling-
stock.

595. According to the following table an increase took place in 1888 as compared with the previous year in all descriptions of rolling-stock except sheep and cattle trucks, which numbered the same as in 1887, and goods trucks and waggon's which were fewer than in that year by 13. The increase in the total cost of rolling stock was £240,000:—

ROLLING-STOCK, 1887 AND 1888.

Year ended 30th June.	Number of—						Total Cost of Rolling-stock.
	Loco-motives.	First Class and Composite Carriages.	Second Class Carriages.	Sheep and Cattle Trucks.	Goods Trucks, Waggon's, etc.	Guard Vans and other Vehicles.	
1887 ...	366	447	288	498	5,799	411	£ 3,019,143
1888 ...	397	517	303	498	5,786	434	3,259,490
Increase ...	31	70	15	...	...	23	240,347
Decrease ...	...	...	...	...	13	.	...

Passenger
rates.

596. The passenger rates are somewhat higher on country lines than on the lines connecting Melbourne with its suburbs, which are

* For portion of these lines, in progress or completed, see last two tables.
† Most of these lines were in progress on the 30th June, 1889.

now defined to be those within a radius of 15 miles from the heart of the city. The following are the respective rates per mile:—

PASSENGER RATES (SINGLE) PER MILE.

First class, country lines	d. ... 2	Second class, country lines	d. ... 1½
„ suburban lines	... 1	„ suburban lines	... 0¾

597. By the following statement of the number of miles open and the number of train miles travelled, and of the passengers and goods carried during the financial years 1886-7 and 1887-8, it is shown that a considerable increase took place in all the items, the train mileage and passenger traffic having increased by between 13 and 14 per cent., and the goods traffic by nearly 20 per cent.:—

Miles
open and
travelled.

RAILWAYS.—MILES OPEN AND TRAVELLED, AND PASSENGERS AND GOODS CARRIED, 1886-7 AND 1887-8.*

Year.	Average Extent Opened.	Train Mileage.	Passengers.†	Goods and Live Stock.
	Miles.	Miles.	No.	Tons.
1886-7	1,791	7,991,378	49,219,857	2,972,761
1887-8	1,947	9,082,312	55,911,394	3,564,043
Increase	156	1,090,934	6,691,537	591,282

598. The following were the railway receipts and working expenses during the financial years 1886-7 and 1887-8:—

Receipts and
working
expenses.

RAILWAYS.—RECEIPTS AND WORKING EXPENSES, 1886-7 AND 1887-8.‡

Year ended 30th June.	Receipts.				Working Expenses.	Net Income.	Proportion of Working Expenses to Receipts.
	Passenger Fares.	Freight on Goods and Live Stock.	Sundries.	Total.			
	£	£	£	£	£	£	Per cent.
1887	1,078,693	1,193,582	180,803	2,453,078	1,427,116	1,025,962	58.18
1888	1,200,046	1,358,999	197,004§	2,756,049	1,753,019||	1,003,030	63.61
Increase	121,353	165,417	16,201	302,971	325,903	...	5.43
Decrease	...	...	...	...	...	22,932	...

* During the year 1888-9, the train mileage was 10,680,743; the passengers carried numbered 68,904,427; and the quantity of goods and live stock carried was 4,160,126 tons. The increased traffic was doubtless due to the Melbourne International Exhibition.

† In order to compute the number of passengers, the single tickets sold have been added to 720 for each yearly, 360 for each half-yearly, and 60 for each monthly ticket issued to adults; 120 for each quarterly, and 40 for each monthly ticket issued to youths; 90 for each quarterly, and 30 for each monthly ticket issued to boys; and 2 for each day-return ticket issued; an addition of 138,380 has also been made each year for the estimated number of free journeys made.

‡ During the year 1888-9, the Railway receipts amounted to £3,110,140, and the working expenses to £1,945,837. The net income was thus £1,164,303, or £161,273 more than that received in the previous year. The proportion of working expenses to receipts was 62.56 per cent.

§ This amount is made up of parcels, etc., £75,909; horses, carriages, and dogs, £16,402; mails, £49,496; rents, £37,500; miscellaneous, £17,697.

|| The whole cost of the Windsor accident, which occurred in 1886-7, amounting to £128,988, is here included.

Increase in
railway
income.

599. It will be observed that, although the average extent of railway lines open for traffic was 9 per cent. greater in 1887-8 than in 1886-7, the net income decreased by nearly £23,000; for whilst the gross receipts were larger in the year under notice than in the previous year by £303,000, more than the whole of this amount was absorbed by the additional working expenses, the proportion of which to the receipts increased by more than 5 per cent. It should be explained, however, that the cost of the Windsor accident, amounting to £128,988, is included in the expenditure of 1887-8. Had it not been for this the net income would have amounted to £1,132,000, or £129,000 more, and the proportion of working expenses to receipts would have been only 59 per cent., or 1 per cent. more than in the previous year. The Railway Commissioners also state that there would have been a still further increased revenue if concessions had not been made on passenger fares and merchandise rates, which, since the passing of the *Railway Commissioners Act*, amount in the aggregate to not less than £400,000,* which is equivalent to 1.45 per cent. on the capital cost of the railways.

Earnings
and ex-
penses per
mile.

600. The following table shows the average extent of Government railways open, the gross earnings and expenses, and the net profits per mile open, in each of the last fifteen years:—

EARNINGS AND EXPENSES OF RAILWAYS PER MILE OPEN,
1873-4 TO 1887-8.†

Year.	Average Number of Miles Open.	Gross Earnings per Mile.	Expenses per Mile.	Net Profits per Mile.
		£	£	£
1873-4	414	2,056	905	1,151
1874-5 . . .	541	1,701	890	811
1875-6	608	1,636	821	815
1877	787	1,443	753	690
1878	967	1,258	647	611
1879	1,091	1,120	587	533
1880	1,194	1,250	682	568†
1881	1,215	1,371	752	619‡
1882	1,300	1,370	845	525
1883	1,432	1,326	890	436
1884 (6 months)	1,598	701	425	276
1884-5	1,655	1,318	772	546
1885-6	1,691	1,377	775	602
1886-7	1,791	1,370	797	573
1887-8	1,947	1,415	900§	515

* For remarks of the Victorian Railway Commissioners on this subject, see *Victorian Year-Book*, 1887-8, Vol. II., paragraph 987.
† During the year 1888-9, the average number of miles open was 2,144; the gross earnings averaged £1,451 per mile; the expenses per mile £907; and the net profit per mile £544.
‡ The increases in these years were in consequence of the transactions of the late Melbourne and Hobson's Bay Company's lines—on which the net profits per mile are naturally larger than on the country lines—being included for the first time in those years.
§ Including expenses of the Windsor accident.

601. It will be observed that in 1873-4, when only 400 miles were open, the net profits averaged over £1,100 per mile, but they fell off as the lines were extended to only £436 per mile in 1883, by which time the length open had increased to three and a half times that in 1873-4; since then, whilst the length open has increased by 36 per cent., the net profits per mile have been tolerably uniform, until the latest year named, when, in consequence of the Windsor railway accident already alluded to, they were lower than in any other year except 1883.

602. The total amount borrowed by the Government for railway construction to the end of June, 1888, inclusive of the debentures of the late Melbourne and Hobson's Bay Railway Company, was £26,425,706, of which £1,125,000 was raised during the year 1887-8. As, however, the gross proceeds exceeded the nominal amount by £166,403, whilst on the other hand the expenses of floating the loans amounted to £281,568, the net proceeds available for railway construction was only £26,310,541.

603. In addition to the amount derived from loans, certain other sums, amounting in the aggregate to £3,062,905, have also been available for railway construction, viz., £2,443,943 derived from the alienation of Crown lands* and £618,962 from the consolidated revenue. The total expenditure on the construction of railways had amounted at the end of June, 1888, to £28,327,228, and at the same period the balance at credit was £1,161,383. The following is a statement of the railway capital account to that date:—

CAPITAL ACCOUNT OF VICTORIAN RAILWAYS TO 30TH JUNE, 1888.

RECEIPTS.			
Total amount of loans, exclusive of redemption loans	£26,425,706		
Railway loan liquidation and construction account*	2,200,000		
Railway construction account*	243,943		
From consolidated revenue	618,962		
Total receipts		£29,488,611	
EXPENDITURE.			
Construction of completed lines	£22,242,659†		
Rolling-stock, general construction, etc.	5,025,599‡		
Construction of lines in progress	1,058,970†		
Preliminary surveys			
Total expenditure		£28,327,228	
Balance unexpended		£1,161,383	

604. The first two items of expenditure in the above statement, amounting to £27,268,258, may be considered to represent the capital

* See footnote (†) on page 158 *ante*.

† For the particulars of the expenditure, see tables following paragraphs 592 and 593 *ante*.

‡ Includes net cost of floating the loans, etc., £115,164; and cost Melbourne station, £874,393. See also footnote (||) on page 374 *ante*. For cost of rolling stock only, see paragraph 595 *ante*.

Decrease of
net profits
per mile.

Railway
debt.

Capital
account of
railways.

Net income
and cost of
railways
compared.

cost of the lines open for traffic at the end of the year 1887-8, whilst the mean for the year may be set down at £26,283,000. The net income of the Victorian Railways in 1887-8 has already been stated * to have been £1,003,030. A short calculation based upon these two amounts will show that the railways in that year made a return upon their capital cost of 3·816 per cent, equal to £3 16s. 4d. per £100, as compared with a proportion of 4·17 or £4 3s. 5d. per £100 in 1886-7.† The low return in 1887-8 has already been explained to be due to the heavy charges arising out of the Windsor accident. The nominal rate of interest payable on the borrowed capital now averages 4·21 per cent., or £4 4s. 3d. per £100 ‡ Formerly the average rate was as high as 4 $\frac{3}{4}$ per cent., but owing to the redemption of 6 per cent. debentures and the issue during the years 1883 to 1885 of 4 per cent. debentures in lieu thereof, a reduction of £158,292, upon a total of £482,677, was effected in the annual interest payable.§

Proportion
of income to
capital cost.

605. The following is a statement of the proportion which the net earnings of the railways have borne to their capital cost during each of the last seven full financial years:—

PROPORTION OF EARNINGS TO COST OF RAILWAYS, 1881 TO 1888.

			Per cent.				Per cent.
1881	...	...	4·083	1885-6	...	...	4·356
1882	...	...	3·512	1886-7	...	...	4·170
1883	...	...	2·958	1887-8	...	...	3·816
1884-5	...	...	4·068				

Purchase by
the State of
private
railways.

606. The late Melbourne and Hobson's Bay Company's railways, formerly consisting of 6 $\frac{3}{4}$ miles of single and 9 $\frac{3}{4}$ miles of double line—or 16 $\frac{1}{2}$ miles in all—between Melbourne and the principal suburbs on the south side of the Yarra, were purchased by the Government on the 1st July, 1878. For the first twelve months after their purchase they were worked by the company for the State, but have since been under immediate Government control. The lines now are double throughout. The cost to the 30th June, 1888, including rolling-stock, was £1,992,568.

Rates of
interest on
debentures
of pur-
chased
railways.

607. Six per cent. Hobson's Bay Railway debentures of the value of £281,200, and 3 $\frac{1}{2}$ per cent. debentures of the value of £200, were redeemed prior to the 30th June, 1887. The debentures now outstanding bear 5 per cent. interest, and represent a total value of £183,900.

Hobson's
Bay lines
before and
after
purchase.

608. Dating from the period at which the Hobson's Bay lines were purchased by the State, there had been until the end of 1883 a large falling-off in the net income derivable therefrom, whilst in one

* See table following paragraph 598 *ante*.

† During the year 1888-9, the net income, which amounted to £1,164,303, was equivalent to 4·112 per cent. on the mean capital cost (£28,315,900) of the lines opened for traffic.

‡ See table following paragraph 355 *ante*.

§ See Return to an Order of the Legislative Assembly, dated 1st September, 1887—No. 17, Session 1887.

year (1882) the working expenses actually exceeded the receipts by nearly £72,000. After the railways were placed under the control of Commissioners there was a marked improvement, and in the financial years 1885-6 and 1886-7 the percentage of the net gain to the capital cost was even higher than it was before the railways were purchased from the company. In the year 1887-8, however, in consequence of the large amount (£128,988) paid on account of the Windsor accident there was a net loss on working the lines of £60,000, or 3 per cent. The following table has been designed with the object of giving a comparative view of the profits or losses on working these lines before and since their purchase, and shows for each year their capital cost and the interest payable thereon, the net income and its percentage on the capital cost, also the amount and percentage of gain or loss on the working of the lines:—

HOBSON'S BAY LINES BEFORE AND AFTER PURCHASE BY THE STATE.

Year.	Capital Cost of Lines.*	Interest payable on Capital Cost.		Net Income. (Excess of Receipts over Expenditure.)		Net Gain (+) or Loss (—) on working Lines after payment of Interest.	
		Amount.	Average annual rate per cent.†	Amount.	Percentage of Capital Cost.†	Amount.	Percentage of Capital Cost.†
	£	£		£		£	
1873 to 1876 (annual average)	1,000,000	56,500‡	5·65	82,627	8·26	+ 26,127	+ 2·61
1877-8 ...	1,015,011	57,348‡	5·65	81,152	8·00	+ 23,804	+ 2·35
1878-9 ...	1,337,128	65,093	4·87	43,728	3·27	- 21,365	- 1·60
1879 (6 months) ..	1,337,128	32,546	4·87	34,700	5·18	+ 2,154	+ ·31
1880 ...	1,362,316	65,476	4·81	61,317	4·50	- 4,159	- ·31
1881 ...	1,392,975	65,660	4·71	19,414	1·39	- 46,246	- 3·32
1882 ...	1,460,195	68,085	4·66	- 71,828§	- 4·92§	- 139,913	- 9·58
1883 ...	1,576,520	72,413	4·59	23,579	1·50	- 48,834	- 3·09
1884 (6 months) ...	1,647,150	37,380	4·54	45,995	5·59	+ 8,615.	+ 1·05
1884-5 ...	1,715,460	77,490	4·52	113,731	6·63	+ 36,241	+ 2·11
1885-6 ...	1,808,450	81,015||	4·48||	129,709	7·17	+ 48,694||	+ 2·69||
1886-7 ...	1,886,200	83,736||	4·44||	141,748	7·52	+ 58,012||	+ 3·08||
1887-8 ...	1,957,890	86,410	4·41	26,505¶	1·35	- 59,905	- 3·06

NOTE.—The lines were purchased by the State on the 1st July, 1878. During the year 1888-9, the gross receipts amounted to £429,524, and the working expenses to £216,805. The net proceeds were thus £212,719, or 10·60 per cent. of the mean capital cost (£2,003,000).

* The figures in this column represent the capital cost about the middle of the year or period named. On the 30th June, 1887, the capital cost was £1,923,214; and on the 30th June, 1883, £1,992,568, as stated in paragraph 60C *ante*.

† Rate during periods of six months doubled for purposes of comparison with whole years.

‡ These amounts have been calculated by charging interest upon the whole capital at the same rate as the average of that payable upon the debenture capital.

§ The minus sign (—) indicates that the working expenses exceeded the receipts.

|| Figures amended since last publication.

¶ Small net increase accounted for by the Windsor accident, on account of which £128,988 was paid as compensation during the year.

Loss on
working
Hobson's
Bay lines.

609. It will be observed that prior to their purchase by the State the net income of the lines represented a return of about 8 per cent. upon the capital, which probably included the accumulated reserve funds; and if interest be allowed on the whole at the same rate as was paid upon the debenture capital, the net gain, after payment of interest on capital, will be found to have been from $2\frac{1}{3}$ to $2\frac{2}{3}$ per cent. Since the purchase, taking into account the interest upon the capital cost, there has been an actual loss on the lines during each period shown, except the last six months of 1879 and the three years and a half ended with 1886-7. During the most recent financial year but one—the last year being for reasons explained an exceptional one—the net income was equivalent to nearly $7\frac{1}{2}$ per cent. per annum on the capital cost, which was 3 per cent. higher than the average rate at which the capital was borrowed; whilst the net amount gained during the year was £58,000. This satisfactory result is no doubt largely attributable to the increased settlement which has recently sprung up in the outlying suburbs of Melbourne. It will be borne in mind that the railways were placed under the control of the Commissioners on the 1st February, 1884.

Loss on
working
Hobson's
Bay lines
in 10 years.

610. The figures in the fifth column (net income) show that, during the 10 years between the purchase of the lines and the end of June, 1888, the receipts exceeded the working expenses by £568,598; but the figures in the last column but one show that, notwithstanding this, the total loss upon working the lines in the same period amounted, after paying interest on capital, to £166,706.

Compensa-
tion for
railway
accidents.

611. The falling-off in the net income of the Hobson's Bay lines during the years 1881, 1882, 1883, and 1887-8, was largely due to the heavy compensation it was necessary to pay to sufferers from accidents which occurred thereon during the years 1881, 1882, and 1886-7. The amount of compensation payable on account of accidents on the other lines during the last $9\frac{1}{2}$ years has been only a third of that on the Hobson's Bay lines. The following table shows the amount payable during that period, the Hobson's Bay lines being distinguished from those embraced in the other railway systems:—

COMPENSATION FOR RAILWAY ACCIDENTS, ETC.,* 1879 to 1887-8.

Year.	Amount of Compensation payable.		
	Hobson's Bay lines.	Other lines.	Total.
	£	£	£
1879	936	5,310	6,246
1880	76	3,010	3,086
1881	45,160	19,835	64,995
1882	114,587 †	17,141	131,728
1883	25,802	27,737	53,539
1884 (first 6 months)	1,630	30,098	31,728
1884-5	1,042	4,774	5,816
1885-6	647	4,875	5,522
1886-7	784	5,871	6,655
1887-8	129,305	10,854	140,159
Total	319,969	129,505	449,474

612. The revenue returned in 1887-8 in proportion to the cost of construction (including rolling-stock) was as high as $6\frac{1}{2}$ per cent. on the North-Eastern system—which carries the Sydney traffic—but varied from $2\frac{1}{2}$ per cent. to nearly 4 per cent. on the other lines, except the Hobson's Bay lines, which, in 1887-8—owing to the Windsor accident, already referred to†—returned less than $1\frac{1}{2}$ per cent.§ In proportion to the capital cost, the net returns on the Northern and North-Eastern systems show an improvement in 1887-8 as compared with the previous year; but those for the other lines do not compare so favourably. The following are the results obtained on the working of the various systems during the three financial years ended with 1887-8, as calculated in the office of the Government Statist, Melbourne:—

Return on capital cost of each railway system.

PROPORTION OF NET REVENUE TO CAPITAL COST OF EACH RAILWAY SYSTEM, 1885-6 TO 1887-8.

	1885-6. Per Cent.	1886-7. Per Cent.	1887-8. Per Cent.
Northern system	3.25	2.91	3.32
Western system	4.29	4.08	3.97
North-Eastern system	6.11	6.17	6.58
Eastern system (exclusive of Hobson's Bay lines)	3.24	2.81	2.48
Hobson's Bay lines	7.17	7.52	1.35§
All lines	4.36	4.17	3.82

* Compensation payable on account of goods damaged, lost, etc., is included prior to 1884-5, up to which date no separate account was kept, but in 1884-5, and subsequent years, the amount paid for personal damage only is included.

† This represents the amount set down as estimated to be payable when the accounts of the year were closed. It was subsequently found, however, that the liability had been under-estimated by about £25,000, which amount is therefore included in the accounts for the succeeding year.

‡ This accident occurred on the 11th May, 1887. Six persons were killed and 248 injured. The amount paid as compensation to the sufferers or their relatives (all charged to 1887-8) was £128,988. See *Victorian Year Book*, 1887-8, Vol. II., page 145.

§ In 1888-9 the proportion was as high as 10.6 per cent.

Railways in
Austral-
asian
colonies.

613. The following table shows the number of miles of railway open, and the proportion that the extent of lines bore to area and population, in each of the Australasian colonies at the end of every fifth year from 1870 to 1885, and for the years 1886 and 1887:—

RAILWAYS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Miles of Railway open on 31st December.		
		Number.	Per 10,000 Square Miles of Territory.	Per 100,000 Inhabitants.
Victoria* ...	1870	274	31	38
	1875	617	70	78
	1880	1,199	136	139
	1885	1,676	191	173
	1886	1,743	198	177
	1887	1,880	214	184
New South Wales ...	1870	335	11	67
	1875	437	14	74
	1880	850	28	115
	1885	1,777	57	186
	1886	1,935	63	193
	1887	2,081	67	200
Queensland ...	1870	206	3	178
	1875	265	4	146
	1880	633	9	280
	1885	1,434	21	455
	1886	1,555	23	455
	1887	1,765	26	481
South Australia ...	1870	133	1	72
	1875	274	3	130
	1880	667	7	249
	1885	1,063	12	339
	1886	1,382	15	442
	1887	1,420	16	441
Western Australia ...	1870	..	...	...
	1875	38	...	142
	1880	72	...	248
	1885	184	2	523
	1886	154	2	389
	1887	239	2	562
Tasmania ...	1870	...	...	...
	1875	150	57	145
	1880	172	65	150
	1885	257	97	192
	1886	303	115	221
	1887	318	121	223
New Zealand ...	1870	...	...	...
	1875	542	52	144
	1880	1,258	121	259
	1885	1,654	159	288
	1886	1,809	174	307
	1887	1,841	177	305

NOTE.—For miles of railway open in each colony at the end of 1888, see Summary of Australasian Statistics (third folding sheet) in the second volume, also Appendix A. *post*.

* The figures for Victoria since 1885 relate to the 30th June of each year.

614. At the end of 1887, the lines of Victoria extended over 39 miles more than those of New Zealand, but 201 miles less than those of New South Wales. The following is the order in which the respective colonies stood, in 1887, in regard to the length of their lines of railway :—

Order of colonies in respect to length of railways.

ORDER OF COLONIES IN REFERENCE TO LENGTH OF RAILWAYS.

- | | |
|---------------------|-----------------------|
| 1. New South Wales. | 5. South Australia. |
| 2. Victoria. | 6. Tasmania. |
| 3. New Zealand. | 7. Western Australia. |
| 4. Queensland. | |

615. In regard to the extent of railways open in proportion to area, Victoria was much in advance of the other colonies; but, in proportion to population, she occupied the lowest position on the list. The following is the order of the colonies in 1887 in these respects :—

Order of colonies in respect to length of railway to area and population.

ORDER OF COLONIES IN REFERENCE TO THE PROPORTION OF LENGTH OF RAILWAYS.

- | To Area. | To Population. |
|-----------------------|-----------------------|
| 1. Victoria. | 1. Western Australia. |
| 2. New Zealand. | 2. Queensland. |
| 3. Tasmania. | 3. South Australia. |
| 4. New South Wales. | 4. New Zealand. |
| 5. Queensland. | 5. Tasmania. |
| 6. South Australia. | 6. New South Wales. |
| 7. Western Australia. | 7. Victoria. |

616. The progress of railway extension on the continent of Australia, and on that continent with the addition of Tasmania and New Zealand between 1870 and 1887, is shown in the following table. It will be observed that the length in 1887 in Australia was nearly eight times, and in Australasia over ten times, as great as it was at the commencement of the period :—

Railways in Australia and Australasia.

RAILWAYS IN AUSTRALIA AND AUSTRALASIA

Year.	Miles of Railway Open on the 31st December.*	
	Continent of Australia.	Australia, with Tasmania and New Zealand.
1870	948	948
1875	1,631	2,323
1880	3,421	4,852
1885	6,134	8,045
1886	6,769	8,881
1887	7,385	9,544

* See footnote to table following paragraph 613 *ante*.

Railways in Australasia in proportion to area and population.

617. In 1887, there were on the continent of Australia an average of 2·5 miles of railway to every 1,000 square miles, or 263 miles to every 100,000 inhabitants; and on that continent, with the addition of Tasmania and New Zealand, there were 3·1 miles to every 1,000 square miles, or 269 miles to every 100,000 inhabitants.

Gauges of lines in Australasia.

618. All the Victorian lines are constructed upon a gauge of 5 feet 3 inches, which is also the national gauge in South Australia, but has not been adhered to in that colony, as 715 out of nearly 1,400 miles have been constructed upon a 3 feet 6 inches gauge. In New South Wales, a 4 feet 8½ inches gauge has been adopted, but the private line of railway between Moama and Deniliquin, which is connected with the Victorian line from Sandhurst to Echuca, has been constructed upon a 5 feet 3 inches gauge. In Queensland, Western Australia, New Zealand and Tasmania all the railways have been constructed upon a gauge of 3 feet 6 inches; but in the last named colony 45 miles of the lines have been constructed upon a gauge of 5 feet 3 inches, as well as the usual one of 3 feet 6 inches.

Length, cost, and revenue of railways in each colony.

619. The following is a statement of the length, capital cost, receipts, working expenses, and net revenue of the railways in each Australasian colony during the year 1887:—

LENGTH, CAPITAL COST, RECEIPTS, AND WORKING EXPENSES OF
RAILWAYS IN AUSTRALASIAN COLONIES, 1887.*

Colony.	At end of the Year.		During the Year.†		
	Number of Miles Open.†	Capital Cost.‡	Receipts.	Working Expenses.	Net Revenue.
		£	£	£	£
Victoria ...	1,880	25,297,524	2,453,078	1,427,116	1,025,962
New South Wales ...	2,081	26,554,387	2,208,295	1,457,761	750,534
Queensland ...	1,765	12,189,919§	719,254	534,381	184,873
South Australia ...	1,420	9,161,783	688,207	402,163	286,044
Western Australia ...	239	816,147§	41,104	47,712	—6,608||
Total ...	7,385	74,019,760	6,109,938	3,869,133	2,240,805
Tasmania ...	318	2,165,273	122,994	117,723	5,271
New Zealand ...	1,841	13,352,978	994,843	687,328	307,515
Grand total ...	9,544	89,538,011	7,227,775	4,674,184	2,553,591

* The figures for Victoria are for the year ended 30th June, 1887, for New Zealand for the year ended 31st March, 1888, and those for the other colonies for the year ended 31st December, 1887. For later information respecting the railways in the various colonies, see Appendix A. *post*.

† The following lengths of private railways are included, viz., 45 miles in New South Wales; 68 miles in Western Australia; 48 miles in Tasmania; and 88 miles in New Zealand.

‡ Government lines only.

§ Including expenditure on lines in progress.

|| Excess of working expenses over receipts.

620. The average cost of Government railways per mile, as deduced from the figures in the above table, ranges from £13,456 in Victoria to £4,773 in Western Australia. The following are the figures for each colony:—

CAPITAL COST PER MILE OF GOVERNMENT RAILWAYS IN EACH COLONY.*

(At the end of 1887.)

	£		£
1. Victoria ...	13,456	5. Queensland ...	6,906
2. New South Wales ...	13,042	6. South Australia ...	6,452
3. Tasmania ...	8,020	7. Western Australia ...	4,773
4. New Zealand ...	7,617		

621. According to the following figures, the capital cost of railways per mile has not been so high in Victoria and New South Wales, as in the United Kingdom, Belgium, France, Germany, Austria or Russia. In Tasmania, New Zealand, and Queensland, the capital cost has been less than in any of the following countries except India; whilst in South Australia it has been the same as, and in Western Australia lower than, the capital cost in even that country:—

CAPITAL COST PER MILE OF RAILWAYS IN VARIOUS COUNTRIES.

	Cost per Mile. £		Cost per Mile. £
England and Wales ...	50,818	Russia and Austria ...	19,968
United Kingdom ...	43,210	Ireland ...	13,631
Belgium ...	36,522	United States ...	12,496
Scotland ...	34,739	Canada ...	11,513
France ...	27,698	Australasia ...	9,382
Germany ...	21,192	Cape Colony ...	8,191
British Dominions ...	20,497	India and Burma ...	6,453

622. The net railway revenue bears a higher proportion to the capital cost in Victoria than in any of the other colonies, the proportion in 1887 being nearly 1 per cent. higher than in South Australia, and $1\frac{1}{5}$ per cent. higher than in New South Wales. This will be observed from the following figures, which also show that the railways of Western Australia are worked at a loss; and those of Tasmania pay only $\frac{1}{4}$ per cent., whilst those of Queensland and New Zealand pay respectively $1\frac{2}{3}$ and $2\frac{1}{3}$ per cent. upon their capital cost:—

PROPORTION OF NET REVENUE TO CAPITAL COST OF RAILWAYS
IN EACH COLONY, 1887.*

	Per Cent.		Per Cent.
1. Victoria ...	4.17	5. Queensland ...	1.61†
2. South Australia ...	3.27	6. Tasmania ...	.25
3. New South Wales ...	2.96	7. Western Australia ...	-.87‡
4. New Zealand ...	2.33		

Average
cost and
profits of
railways in
Australia
and Aus-
tralasia.

623. Taking the continent of Australia as a whole, the capital cost of railways averaged £10,179 per mile, and the proportion of net revenue to cost was 3.16 per cent. Combining the Australian continent with Tasmania and New Zealand, the capital cost averaged £9,633 per mile, and the proportion of net revenue to cost was 2.96 per cent.

Proportion
of railway
revenue to
cost in
various
countries.

624. The following figures compared with those relating to the Australasian colonies show the proportion of net revenue to capital cost to have been higher in Victoria than in any of the countries named except France, Germany, the British Dominions as a whole, and India; whilst in all the other colonies, the proportion was lower than in most of the countries named:—

PROPORTION OF NET REVENUE TO CAPITAL COST OF RAILWAYS IN
VARIOUS COUNTRIES.

	Per Cent.		Per Cent.
India and Burma ...	8.25	Austria Hungary ...	3.98
British Dominions ...	4.93	Italy (State lines only) ...	3.70
Germany ...	4.68	Switzerland ...	3.67
France ...	4.65	Scotland ...	3.59
Cape Colony ...	4.16	Ireland ...	3.58
England and Wales ...	4.06	Australasia (1887) ...	2.96
United Kingdom ...	4.06	Canada ...	1.64
Belgium ...	4.03		

Actual and
theoretical
cost of Aus-
tralasian
railways.

625. Some engineers contend that the first cost of a railway should not exceed ten times its annual gross receipts, the latter being termed its "theoretical cost." The following figures show that in all the Australasian colonies the theoretical cost was greatly exceeded by the actual cost. This, however, is to be expected in new and thinly peopled countries, and upon recently constructed lines where the railway traffic is not yet fully developed:—

* For later information see Appendix A. *post*.

† This is below the true proportion, as the capital cost on which the rate is based includes expenditure on lines in progress, and therefore unproductive.

‡ The minus sign indicates a net loss.

**ACTUAL AND THEORETICAL COST OF RAILWAYS IN THE
AUSTRALASIAN COLONIES.**

Colony.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten Times the Annual receipts).	Actual in Excess of Theoretical Cost.
	£	£	£
Victoria	25,297,524	24,530,780	766,744
New South Wales	26,554,387	22,082,950	4,471,437
Queensland	12,189,919	7,192,540	4,997,379
South Australia	9,161,783	6,882,070	2,279,713
Western Australia	816,147	411,040	405,107
Total	74,019,760	61,099,380	12,920,380
Tasmania	2,165,273	1,229,940	935,333
New Zealand	13,352,978	9,948,430	3,404,548
Grand total	89,538,011	72,277,750	17,260,261

626. The actual has been less than the theoretical cost of constructing the railways in British India, Belgium, Russia, and the United States ; but the reverse has been the case in the rest of the following countries :—

Actual and
theoretical
cost of
railways in
various
countries.

**ACTUAL AND THEORETICAL COST OF CONSTRUCTING RAILWAYS
IN VARIOUS COUNTRIES.**

Country.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten times the Annual Receipts).	Actual in Excess of Theoretical Cost.	Actual less than Theoretical Cost.
	£	£	£	£
United Kingdom	845,971,654	709,433,760	136,537,894	...
Scotland	106,959,962	76,106,670	30,853,292	...
Ireland	36,457,289	28,297,840	8,159,449	...
Australasia	89,538,011	72,277,750	17,260,261	..
Cape Colony	1,195,595,895	1,029,962,050	165,633,845	...
India and Burma	87,500,000	143,702,720	...	56,202,720
Canada	142,452,740	80,920,850	61,531,890	...
Germany	471,239,120	451,298,000	19,941,120	...
France	461,509,120	439,011,200	22,497,920	...
Italy	111,480,880	75,011,200	36,469,680	...
Belgium	52,735,120	53,538,000	...	802,880
Russia	241,021,000	335,246,400	...	94,225,400
United States	1,599,250,000	1,605,000,000	...	5,750,000

627. In 1887 the length of lines open in Ireland and Scotland together was 1,600 miles less than the length open on the Australian continent ; whilst the length open in England and Wales was about

Railways in
United
Kingdom.

4,000 miles greater than that upon the Australian continent, combined with Tasmania and New Zealand. Taking the United Kingdom as a whole, the working expenses were in the proportion of over 52 per cent. of the receipts, or a considerably lower proportion than that obtaining in Victoria; whilst the net receipts amounted to barely 4 per cent. of the capital cost.* The following are the railway statistics of the United Kingdom for that year:—

RAILWAYS IN THE UNITED KINGDOM, 1887.

Country.	Miles of Railway open on the 31st December	Paid up Capital (Shares, Loans, etc.)	Number of Passengers (excluding Season Ticket Holders).	Traffic Receipts.	Working Expenses.
		£		£	£
England and Wales ...	13,825	702,554,403	647,774,956	60,502,925	31,764,204
Scotland ...	3,079	106,959,962	66,432,617	7,610,667	3,773,617
Ireland ...	2,674	36,457,289	19,470,958	2,829,784	1,525,445
Total United Kingdom	19,578	845,971,654	733,678,531	70,943,376	37,063,266

Daily receipts per mile on Victorian and British railways.

628. The gross daily receipts of the Victorian railways per mile open averaged £3 15s. 1d. in 1886-7, and £3 17s. 7d. in 1887-8. These amounts are much larger than the average receipts upon any of the British railways, except the Metropolitan, as shown by the following figures:—

GROSS DAILY RECEIPTS OF BRITISH RAILWAYS PER MILE
CONSTRUCTED.†

				Average Receipts per Mile per Day.		
				£	s.	d.
Metropolitan	...	...	...	11	9	1
London and Yorkshire	...	...	...	2	19	7
London, Chatham, and Dover	...	...	...	2	13	9
London and North-Western	...	...	...	2	4	6
London, Brighton, and Southern Countries	...	...	...	2	1	6
Midland	...	...	...	2	1	5
Great Northern	...	...	...	1	15	5
London and South-Western	...	...	...	1	12	11
North-Eastern	...	...	...	1	12	4
Great Eastern	...	...	...	1	7	1
Great Western	...	...	...	1	6	7
Caledonian	...	...	...	1	6	7
North British	...	...	...	1	0	1
Average	...	...	...	1	14	6

* See table following paragraph 598, and paragraph 605 ante.
† See J. S. Jeans' paper, page 122.

629. Except as regards the United Kingdom and Australasia, the figures in the following table, showing the statistics of railways in the various British possessions during 1887, have been extracted and re-arranged from a return given in the *Colonial Office List*, 1889:—

RAILWAYS IN BRITISH POSSESSIONS, 1887.

Country or Colony.	Number of Miles Open.	Capital Cost.	Receipts.	Working Expenses.	Net Revenue.
EUROPE.					
United Kingdom*	19,578	£ 845,971,654	£ 70,943,376	£ 37,063,266	£ 33,880,110
Malta ...	8½	...	...	...	...
ASIA.					
India and Burma ...	13,559	87,500,000	14,370,272	7,055,768	7,314,504
Indian Feudatory States	824	5,000,000†	250,330	151,350	98,980
Ceylon ...	180	2,890,067	235,336	118,717	116,619
Protected Malay States	43	176,378	31,068	18,858	12,210
AFRICA.					
Cape Colony ...	1,732	14,186,452	1,271,124	681,137	589,987
Natal ...	217	2,723,241	257,877	173,931	83,946
Mauritius ...	92	800,000	113,592	82,906	30,686
AMERICA.					
Canada ...	12,332	142,452,740	8,092,085	5,755,143	2,336,942
Newfoundland ...	84	2,500,000	46,772‡	46,974‡	— 202
British Guiana ...	21	280,000	35,768	21,175	14,593
West Indies—					
Barbados ...	23	200,000	8,345	13,771	— 5,426
Jamaica ...	47	775,000	44,270	30,602	13,668
Trinidad ...	54	602,352	38,215	32,448	5,767
Australasia §	9,544	89,538,011	7,227,775	4,674,184	2,553,591
Total ...	58,338½	1,195,595,895	102,966,205	55,920,230	47,045,975||

630. On the Indian railways, the number of passengers carried in the year ended 31st March, 1888, was 95,411,779, and the weight of goods carried was 20,195,677 tons, in addition to about 1,000,000 head of live stock. The net earnings of the year are stated to have been at the rate of £5 2s. 5d per £100 invested.¶

631. From the latest official statistics, the following information respecting the railways of the various Foreign countries throughout

* For railway statistics of England, Scotland, and Ireland, see table following paragraph 627 ante.

† Estimated.

‡ Figures for 1886.

§ For railway statistics of the different Australasian colonies, see table following paragraph 619 et seq., ante.

|| Net figures.

¶ See *Burdett's Official Intelligence*, 1889, page 19.

the world has been extracted. France, Germany, and the United States are the only countries in the list which have a greater length open than the United Kingdom :—

RAILWAYS IN FOREIGN COUNTRIES.

Country.	Year.	Miles of Railway Open.	Cost of Construction. (000's omitted.)	Annual Number of Passengers Carried. (000's omitted.)	Annual Receipts. (000's omitted.)	Annual Expenses. (000's omitted.)
			£	£	£	£
EUROPE.						
Algeria ...	1887	1,290	...	...	...	...
Austria-Hungary ...	1885	13,820	282,090,	62,909,	20,334,	12,881,
Belgium ...	1886	2,745	70,432,	65,876,	6,067,	3,418,
Denmark...	1884-5	1,048	...	8,336,	737,	518,
France ...	1884	19,911*	492,787,	211,893,	43,849,	24,357
German Empire ...	1887-8	25,127	492,185,	275,441,†	51,318,‡	28,746‡
Greece ...	1887	320	...	...	...	...
Holland ...	1885	1,496	26,952,	19,500,	2,109,	1,205,
Italy ...	1884	6,158	115,002,	36,358,	8,429,	6,345,
Portugal ...	1884	947	...	2,581,	865,	355,
Russia ...	1885	18,800*	...	36,962,	23,017,	14,744
Spain ...	1885	5,654	...	...	...	...
Sweden and Norway	1885-6	5,249	33,288,	12,957,	2,585,	1,563
Switzerland ...	1886	1,818	35,935,	24,787,	3,016,	1,643
Tunis ...	1887	260	...	...	...	...
Turkey in Europe ...	1887	904	...	...	...	...
ASIA.						
China ...	1887	1,181	...	...	...	...
Japan ...	1887	400	...	...	...	...
Persia ...	1888	6	...	...	...	...
Turkey in Asia ...	1887	357	...	...	...	...
AMERICA.						
Argentine Confederation	1887	4,216	20,000,§	...	...	...
Bolivia ...	1886	1,753	...	...	...	...
Brazil ..	"	4,955	14,226,	...	...	...
Chile ...	1886-7	1,592	...	...	21,445,	13,424,
Colombia ...	1887	144	...	...	...	...
Costa Rica ...	1886	176	...	...	...	...
Cuba ...	1888	120	...	...	...	...
Guatemala ...	1887	72	...	...	...	...
Hawaii ...	"	32	...	...	...	...
Honduras ...	1888	70	...	...	...	...
Mexico ...	1886	3,962	...	...	...	...
Nicaragua ...	"	99	...	...	...	...
Paraguay ...	1887	45	...	...	...	...
Peru ...	1886	1,625	...	...	...	...
San Domingo ...	1888	70	...	...	...	...
San Salvador ...	"	54	...	...	...	...
United States ..	"	150,710	1,675,335,	351,427,§	188,030,	104,780,§
Uruguay ...	1887	338	...	...	...	...
Venezuela ...	1884	102	...	...	...	...

* Figures for 1888.

† Figures for 1885-6.

‡ Figures for 1886-7.

§ Figures for 1885.

632. In proportion to population, all the Australasian colonies would appear to be better provided with railway accomodation than any one of the European countries named below; but, in proportion to area, worse provided than any except Russia; Victoria, New Zealand, and Tasmania, being in this respect, however, better provided than that country :—

Australasian and European railways in proportion to population and area.

RAILWAYS IN PROPORTION TO POPULATION IN AUSTRALASIAN AND EUROPEAN COUNTRIES.

Countries.	Year.	Number of Inhabitants per Mile of Railway.	Countries.	Year.	Number of Inhabitants per Mile of Railway.
Western Australia	1887	178	Germany ...	1882	2,061
Queensland ...	"	208	France ...	"	2,121
South Australia ...	"	224	Belgium ...	"	2,378
New Zealand ...	"	328	Austria-Hungary	"	3,101
Tasmania ...	"	448	Spain ...	"	3,134
New South Wales...	"	500	Portugal ...	"	4,427
Victoria ...	1886-7	542	Italy ...	"	5,010
Switzerland ...	1882	1,620	Russia in Europe...	"	6,077
United Kingdom ...	"	1,910			

RAILWAYS IN PROPORTION TO AREA IN AUSTRALASIAN AND EUROPEAN COUNTRIES.

Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.	Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.
Belgium ...	1882	4.9	Victoria ...	1886-7	46.7
United Kingdom...	"	8.5	New Zealand ...	1887	56.6
Switzerland ...	"	9.1	Tasmania ...	"	82.9
Germany ...	"	9.5	Russia in Europe	1882	136.7
France ...	"	11.5	New South Wales	1887	148.6
Italy ...	"	19.4	Queensland ...	"	378.6
Austria-Hungary	"	19.7	South Australia ...	"	636.2
Portugal ...	"	36.5	Western Australia	"	4,083.3
Spain ...	"	36.8			

633. In proportion to the mileage open, the following figures show the gross railway receipts to be higher in Victoria than in Italy, India or Ireland, and in New South Wales than in the two last-named countries, whilst all the other Australasian colonies, as well as Canada and the Cape, are below Ireland :—

Receipts per mile open in various countries.

GROSS RAILWAY RECEIPTS PER MILE IN AUSTRALASIAN COLONIES
AND VARIOUS EUROPEAN COUNTRIES.

	Annual Receipts per mile open.		Annual Receipts per mile open.
England ...	£4,376	India and Burma ...	£1,060
United Kingdom ...	3,624	Ireland ...	1,025
Belgium ...	2,500	Australia ...	840
Scotland ...	2,472	Australasia ...	778
France ...	2,459	Cape Colony ...	734
Russia ...	2,327	Canada ...	656
Germany ...	2,056	New Zealand ...	568
Austria-Hungary ...	1,890	South Australia ...	485
British Dominions ...	1,765	Tasmania ...	456
Victoria ...	1,416	Queensland ...	407
Italy ...	1,320	Western Australia ...	240
New South Wales ...	1,085		

Receipts per
train mile
in various
countries.

634. By the following figures it would appear that the gross receipts of the Victorian Railways per train mile are higher than those of the railways of any of the European countries named:—

GROSS RECEIPTS OF RAILWAYS OF VARIOUS COUNTRIES PER
TRAIN MILE.*

	Receipts per Train Mile.
	s. d.
Victoria—State lines (1887-8) ...	6 1
Austria-Hungary—Companies' lines ...	5 1
Russia—Companies' lines ...	4 7
France—Companies' lines ...	4 3
Austria-Hungary—Private lines worked by the State ...	4 3
Italy—State lines ...	4 2
Russia—State lines ...	3 9
Austria-Hungary—State lines ...	3 6
Germany—Private lines worked by the State ...	3 6
„ Companies' lines ...	3 0
Belgium—Companies' lines ...	2 9
„ State lines ...	2 3
France—State lines ...	2 2

Receipts per
ton on Vic-
torian and
European
railways.

635. The Victorian railways received on the average about 8s. in 1886-7, and about 7s. 8d. in 1887-8, per ton of goods and live stock carried. According to the following figures, these tonnage rates are higher than those prevailing in any of the undermentioned countries except Russia and Roumania:—

* The figures relating to European countries have been taken from a paper entitled "The Economics of European Railways," by J. S. Jeans, *Bulletin de l'Institut International de Statistique*, tome I., 3ème et 4ème livraisons, page 117, there given in francs per kilomètre.

AVERAGE RECEIPTS OF RAILWAYS OF VARIOUS COUNTRIES
PER TON OF GOODS CARRIED.*

			Receipts per Ton Carried.				Receipts per Ton Carried.
			s. d.				s. d.
Russia ...	...	...	11 11	Switzerland	...	...	4 7
Roumania	...	...	8 2	Norway	...	...	3 6
Victoria (1887)	...	...	7 8	Germany	...	...	3 3
Italy	...	...	7 6	Holland	...	...	3 1
France	...	...	6 3	Belgium	...	...	2 8
Austria-Hungary	...	...	6 1	Luxemburg	...	...	0 11
Denmark	...	...	4 7				

636. According to *l'Almanach de Gotha*, 1887,† the following was the number of miles of railway open throughout the world at the end of decennial or quinquennial periods, from 1830 to 1885 ; also the average annual increase between each period named and the preceding one :—

Railways of
the world,
1830 to
1885.

RAILWAYS OF THE WORLD, 1830 TO 1885.‡

Year.	Total Length at end of years named.	Average Annual Increase between periods named.
	Miles.	Miles.
1830 ...	206	...
1840 ...	5,335	513
1850 ...	23,612	1,828
1855 ...	42,320	3,742
1860 ...	66,376	4,812
1865 ...	90,116	4,748
1870 ...	137,850	9,547
1875 ...	183,681	9,166
1880 ...	221,718	7,607
1885 ...	302,778	16,212

637. By the *Melbourne Tramway and Omnibus Company's Act* Tramways. 1883 (47 Vict. No. 765), passed on the 12th October, 1883, the company were authorized to construct tramways in the streets of Melbourne and suburbs. It was provided by the fourth schedule of that Act that the option of constructing the tramways should first be given to the twelve municipalities interested,§ any two of which were required to notify to the company their intention of doing so before the expiration of three months from the passing of the Act ; but in case the municipalities should not elect to construct the tramways, the sole right

* See J. S. Jeans' paper, page 127, receipts there given in francs.

† Page 1060, where the length is given in kilometres. A kilometre has been assumed to be equal to 621 of an English mile.

‡ According to Mr. L. P. McCarty (*Annual Statistician*, 1887, p. 409), the length of the railways of the world in 1886 was 312,015 miles ; and according to the same work for 1889, page 376, the length of the railways of the world on the 1st January, 1889, was 354,706 miles.

§ Their names are as follow :—The cities of Melbourne, Prahran, Richmond, Fitzroy, Collingwood, and South Melbourne ; the towns of North Melbourne, Brunswick, and Hawthorn ; and the boroughs of St. Kilda, Port Melbourne, and Kew.

was then to be vested in the company. All the municipalities, however, decided to exercise the power conferred upon them, and, the necessary notice to the company having been given, a Tramways Trust was formed, as provided by the Act. This body consists of seven delegates from the Melbourne City Council, and one from each of the other eleven municipalities, and has full power to construct tramways, and to borrow money for that purpose, secured on the municipal property and revenues and on the tramways themselves. The Trust is required by the above-mentioned Act, as modified by the Amending Act (51 Vic. No. 952), to complete the tramways by the 31st December, 1890, and to grant a 32 years' lease of the tramways to the company, dating from the 1st July, 1884 (when the liability for interest commences), and expiring on the 1st July, 1916. The company, on their part, are required to find all the rolling-stock, to keep the tramways and adjoining road, a total width of 17 feet, in complete repair; to hand back the lines in thorough order to the Trust at the expiration of the lease, and to pay the Trust the annual interest on the moneys borrowed, not exceeding 5 per cent.; also to contribute annually a certain varying percentage on the sums borrowed, so as to form a sinking fund towards the ultimate extinction of the loans. The expenses of the Trust to the 31st December, 1892, are to be defrayed out of the loan; after that period by the company to an amount not exceeding £1,000 per annum, and the remainder by the municipalities; and the liability on account of loans is to be shared rateably amongst the different municipalities, according to the cost of the tramway within their municipal limits.* The total amount the Trust is empowered to borrow is 1½ million, the whole of which has been raised in London by means of debentures bearing interest at 4½ per cent.† The expenditure of the Trust up to the 30th September, 1889, amounted to £1,454,000. The following account of the tramways, and mode of working them, has been kindly furnished and brought on to the latest date by Mr. T. Hamilton, secretary to the Tramways Trust:—

The total length of tramways to be constructed amounts to 47 miles 3 furlongs, of which 41 miles 5 furlongs are to be worked by cables and stationary steam engines, and the remaining 5 miles 6 furlongs by horses.

The cable lines will form one of the largest systems of this description of tramway in the world, and the method of construction adopted will combine all the best features and latest improvements of existing lines both in America and Europe.

The following short description will explain the principle of the construction and working:—

* Owing to the machinery provided in the original Act for floating the loan being defective, the *Tramways Trust Act 1884* (48 Vict. No. 788) was subsequently passed, making the Trust's debentures a joint and several charge on the revenues of the various municipalities represented on the Trust.

† For further information respecting the Tramways Trust loans, see paragraphs 401 and 402 *ante*.

A double tunnel of Portland cement concrete extends from end to end of each line under the roadway; in these tunnels are placed, at intervals of about 4 feet apart, strong bent irons, called "yokes," which have an opening at the top of about 4 inches. On each side of this opening, longitudinal angle-irons, $\frac{7}{8}$ inch apart, are bolted to the yokes, thus forming a continuous open groove or slot, leading into the tunnel and extending from end to end of the tramway. The rails on which the cars run are connected with these angle-irons by means of tie-rods, and are laid on a bed of concrete. In the tunnel are fixed, at intervals of 30 feet, iron pulleys, over which run the steel wire cables which are to work the cars. At the end of each line large horizontal pulleys are fixed between the two tunnels, over which the cable is placed, which thus runs up one tunnel and down the other. The motive power is supplied by stationary engines, placed in the most convenient spot available on the line.

Each passenger car is accompanied by a "dummy" car, on which the arrangements for working the car are fixed. A mechanical hand, called a "gripper," fixed on the dummy, passes through the continuous groove above-mentioned, and on working a lever the gripper tightens on the rope, and the car proceeds on its course. To stop, the gripper is released and brakes are applied, by means of which, on level ground, the car can be brought to rest, without shock, in a few feet. The rate of travel of the cable will be about 7 miles an hour, which will give a mean rate for the cars, including stoppages, of about $6\frac{1}{2}$ miles. It will be understood that the speed will be perfectly uniform, whether on the level or ascending or descending hills. The methods of running round curves, of enabling one cable line to cross another, keeping the tension of the rope uniform, and of taking up automatically the slack caused by stretching, and by the diurnal variation of temperature, necessitate the application of various complicated and ingenious contrivances.

The cable lines are to be paved with red gum blocks; the horse lines will be laid on wooden sleepers and be macadamized.

Great care has to be exercised in seeing that none but cement of the very highest quality is used in the tunnels. The tests prescribed are that not less than 90 per cent. shall pass through a sieve with 2,500 meshes to the square inch, and that small bricks of one inch square of pure cement shall, after having been immersed in water for 7 days, bear, without breaking, a strain of 350 lbs., applied by means of a testing machine.

A uniform fare of 3d. is authorized to be charged on the tramway lines, except on the section between the Spencer-street and Prince's-bridge Railway Stations, *via* Flinders-street, on which the fare is 1d. But the company is required to run, upon all lines open for traffic, every morning between the hours of 6 and 7, and every evening between the hours of 5.30 and 6.30 (Sundays and public holidays excepted), two or more carriages for workmen at a fare of three halfpence per journey. All fares will be, by Act No. 765, section 26, subject to revision by Parliament after the lapse of 10 years from the date of 20 miles of tramway being open for traffic, *viz.*, on the 31st December, 1897.

The extent of lines open for traffic to the end of 1888 was $32\frac{1}{2}$ miles, consisting of 31 miles of cable lines and $1\frac{1}{2}$ mile of horse lines.

DATES OF OPENING LINES.

The following are dates of the opening to traffic of the several lines:—

Tram Lines. (<i>(c)</i> cable; (<i>(h)</i>) horse).	Length.				Date of Opening.
	M.	F.	CHS.	FT.	
1. Richmond (<i>(c)</i>)	3	4	9	10	11th November, 1885
2. Collins-street and Fitzroy (<i>(c)</i>) ...	3	5	4	58	2nd October, 1886
3. Victoria-street East (<i>(c)</i>)	2	0	5	59	22nd November, 1886
4. Collingwood and Clifton Hill (<i>(c)</i>) ...	2	1	9	33	10th August, 1887
5. Bourke-street and Nicholson-street (<i>(c)</i>)...	3	2	4	53	26th August, 1887
6. Brunswick (<i>(c)</i>)	4	3	3	19	1st October, 1887
7. Carlton (<i>(c)</i>)	3	0	0	13	21st December, 1887
8. Kew (incomplete) (<i>(h)</i>)	1	5	0	0	28th December, 1887
9. St. Kilda (<i>(c)</i>)	5	0	1	20	11th October, 1888
10. Prahran (<i>(c)</i>)	3	4	7	23	26th October, 1888
11. North Carlton (<i>(c)</i>)	1	2	0	0	9th February, 1889

The following lines are in progress, and will probably be open during 1889 :—

			M.	F.
North and West Melbourne (c)	...	...	3	5
Port and South Melbourne (c)	...	...	4	3
Hawthorn (h)	...	...	2	1

Tramway
passengers
and
receipts.

638. From information furnished by the secretary of the Melbourne Tramway and Omnibus Co., it appears that the number of passengers carried on tramways during the year 1888 was 34,087,552, and the total receipts amounted to £393,819. These figures are twice as large as those in the previous year, when the passengers numbered 17,769,979, and the receipts amounted to £196,318; but the average extent open in 1888 was also about twice as great as in the previous year.

Tramway
accidents.

639. During the first eighteen months the Melbourne street tramways were open, viz., from December, 1885, to June, 1887, 30 tramway accidents were recorded, resulting in the death of 7 persons, and the more or less serious injury of 23 others. In 1888, the number of fatal accidents was also 7, viz., run over 3, struck by car 2, crushed by car 1, struck on tram 1; but no information has been furnished respecting non-fatal cases. The company have caused a protector, made of iron, extending round the front and sides, to be fastened to the dummy cars, and this, it is expected, will, to a great extent, obviate the danger of serious accidents in future.

Wages.

640. The following table contains a statement of the average rates of wages paid in respect to engagements made in Melbourne, in 1888, and in the first year of each of the two previous quinquennia. It has been compiled from statements obtained from the best authorities, and is believed to be fairly representative of a state of affairs which must always be subject to some fluctuations. Throughout Victoria, the recognised working day for artisans and general labourers is eight hours :—

WAGES IN MELBOURNE, 1878, 1883, AND 1888.

Description of Labour.		1878.	1883.	1888.
1.—DOMESTIC SERVANTS.				
Males.				
Coachmen, foot- men, grooms, gardeners	} per week, with board and lodging }	20s. to 30s.	20s. to 30s.	20s. to 30s.
Butlers		20s. to 40s.	30s. to 40s.	20s. to 40s.

WAGES IN MELBOURNE, 1878, 1883, AND 1888—*continued.*

Description of Labour.		1878.	1883.	1888.
1.—DOMESTIC SERVANTS— <i>continued.</i>				
<i>Females.</i>				
Cooks	... per annum, with board and lodging	£35 to £60	£40 to £75	£40 to £75
Laundresses	... „ „	£30 to £45	£35 to £52	£40 to £52
Housemaids	... „ „	£35 to £40	£25 to £40	£30 to £40
Nursemaids	... „ „	£25 to £35	£20 to £40	£30 to £40
General servants	... „ „	£25 to £35	£30 to £38	£30 to £40
Girls	... per week, „	7s. to 10s.	7s. to 10s.	8s. to 10s.
2.—HOTEL SERVANTS.				
<i>Males.</i>				
Barmen	... per week, with board and lodging	20s. to 40s.	30s. to 45s.	30s. to 45s.
Waiters	... „ „	25s. to 35s.	20s. to 40s.	25s. to 40s.
Boots	... „ „	15s. to 20s.	15s. to 20s.	15s. to 25s.
Ostlers	... „ „	17s. 6d. to 20s.	17s. 6d. to 20s.	20s. to 25s.
Cooks	... „ „	25s. to 40s.	20s. to 65s.	20s. to 65s.
<i>Females.</i>				
Barmaids	... per week, with board and lodging	15s. to 25s.	15s. to 25s.	20s. to 30s.
Waitresses	... „ „	12s. 6d. to 15s.	15s. to 20s.	15s. to 20s.
Housemaids	... per annum, „	£35 to £40	£30 to £40	£30 to £40
Cooks	... „ „	£50 to £100	£50 to £100	£50 to £100
3.—FARM SERVANTS.				
<i>Males.</i>				
Ploughmen	... per week, and found	20s. to 21s.	20s.	20s. to 25s.
Farm labourers	... „ „	15s. to 20s.	15s. to 20s.	15s. to 20s.
Milkmen for dairies	... „ „	15s. to 18s.	15s. to 20s.	15s. to 20s.
Cheesemakers	... „ „	...	25s. to 40s.	25s. to 40s.
Reapers*	... per acre, „	7s. 6d. to 15s.	10s. to 15s.	10s. to 15s.
Mowers*	... „ „	6s.	4s. to 6s.	4s. to 6s.
Threshers*	... per bushel, „	6d.	5d. to 7d.	5d. to 7d.
Cooks	... per annum, „	£40 to £50	£50 to £45	£50 to £60
<i>Females.</i>				
Dairymaids	... per annum, with board and lodging	£30 to £35	£30 to £35	£30 to £35
Cooks	... „ „	£30 to £35	£30 to £35	£30 to £35
General servants	... „ „	£30 to £35	£30 to £35	£30 to £35
Married couples (generally useful)	... „ „	£60 to £80	£60 to £90	£70 to £90
Hop-pickers	... per bushel ...	...	3½d. to 4½d.	3½d. to 4½d.
Maize-pickers	... per bag ...	...	6d.	6d.
4.—STATION SERVANTS.				
<i>Males.</i>				
Boundary Riders	... per annum, with rations	£40 to £50	£40 to £60	£40 to £60
Shepherds	... „ „	£40 to £50	£36 to £52	£36 to £52
Stockmen...	... „ „	£40 to £50	£60 to £75	£50 to £75
Hutkeepers	... „ „	£26	£26 to £40	£30 to £40

* Of late years the greater portion of the reaping, mowing and threshing has been done by machinery

WAGES IN MELBOURNE, 1878, 1883, AND 1888—*continued.*

Description of Labour.				1878.	1883.	1888.
4.—STATION SERVANTS— <i>continued.</i>						
<i>Males.</i>						
Cooks	...	per annum, with rations		£40 to £50	£50 to £60	£50 to £60
Labourers	...	per week,	„	15s. to 20s.	15s. to 20s.	15s. to 20s.
Drovers	...	„	„	25s. to 40s.	25s. to 40s.	25s. to 40s.
Sheepwashers	...	„	„	15s. to 22s.	15s. to 25s.	15s. to 25s.
Shearers	...	per 100 sheep shorn, with rations		15s. to 20s.	12s. to 15s.	15s. to 16s.
<i>Females.</i>						
Cooks	...	per annum, with board and lodging		£45 to £55	£30 to £50	£30 to £50
General servants	...	„	„	£18 to £40	£20 to £40	£30 to £45
Married couples	...	per annum, with rations		£50 to £80	£60 to £90	£70 to £90
5.—WORKERS IN BOOKS, ETC.						
Printers	...	per 1,000	...	1s.	1s.	1s. 1d.
„	...	per hour	...	...	...	1s.
Lithographers	...	per week	...	£2 10s. to £3 15s.	£2 10s. to £3 15s.	£2 10s. to £3 15s.
Binders	...	„	...	£2 to £3	£2 to £3	£2 10s. to £3
Paper rulers	...	„	...	£3 to £3 10s.	£3 to £3 10s.	£2 10s. to £3 10s.
Sewers and folders	...	„	...	15s. to 25s.	15s. to 25s.	15s. to 25s.
(females)						
6.—IN WATCHES, JEWELLERY, AND PRECIOUS METALS.						
Watchmakers	...	per week	...	£2 10s. to £5	£3 10s. to £6	£3 to £4
Manufacturing jewellers	...	„	...	£2 15s. to £3 15s.	£2 15s. to £3 15s.	£2 15s. to £4
Enamellers	...	„	...	£6 to £8	£6 to £8	£3 to £4
7.—IN METALS OTHER THAN GOLD AND SILVER.						
Blacksmiths	...	per day	...	10s. to 13s.	10s. to 14s.	10s. to 14s.
Farriers—Firemen	...	per week	...	£2 15s.	£2 15s.	£2 10s.
„ Floormen	...	„	...	30s. to 40s.	30s. to 40s.	35s. to 40s.
Hammermen	...	per day	...	7s. to 8s.	7s. to 8s.	7s. to 8s.
Fitters	...	„	...	9s. to 12s.	9s. to 12s.	9s. to 13s.
Turners	...	„	...	10s. to 13s.	10s. to 12s.	10s. to 13s.
Boilermakers and platers	...	„	...	12s. to 13s.	10s. to 14s.	10s. to 14s.
Riveters	...	„	...	9s. to 11s.	9s. to 11s.	10s. to 11s.
Moulders	...	„	...	10s. to 13s.	10s. to 12s.	8s. to 12s.
Brassfinishers, copersmiths	...	„	...	9s. to 12s.	8s. to 12s.	8s. to 11s.
Tinsmiths	...	per week	...	£2 to £3	£2 to £3	£2 to £3
Ironworkers	...	„	...	£2 10s. to £3	£2 10s. to £3	£2 2s. to £3
Galvanizers	...	„	...	£3	£3	£2 10s. to £3
Plumbers, gasfitters	...	„	...	£3	£3 to £3 10s.	£3
8.—IN CARRIAGES AND HARNESS.						
Smiths	...	per week	...	£2 10s. to £3 15s.	£2 5s. to £4	£2 10s. to £4
Bodymakers	...	„	...	£2 10s. to £3 10s.	£2 10s. to £4 10s.	£2 10s. to £4
Wheelers	...	„	...	£2 10s. to £3 10s.	£2 10s. to £3 10s.	£2 10s. to £3
Painters	...	per day	...	9s. to 12s.	8s. to 12s. 6d.	8s. to 11s.

WAGES IN MELBOURNE, 1878, 1883, AND 1888—*continued.*

Description of Labour.	1878.	1883.	1888.
8.—IN CARRIAGES AND HARNESS— <i>continued.</i>			
Trimmers per week	£2 10s. to £3	£2 10s. to £3 10s.	£2 to £3 10s.
Vycemen "	30s. to 50s.	25s. to 30s.	30s. to 50s.
Saddlers "	£2 15s.	£2 to £3	£2 to £3
9.—WORKERS IN SHIPS AND BOATS.			
Sailors—			
Sailing vessels ... per month, and found ...	£5	£4 10s. to £5	£3 10s. to £5
Steamships "	£6	£4 10s. to £6	£7
Ship carpenter, ship- per day	13s.	12s. to 13s.	13s.
wrights			
Stevedores' men, per hour	1s.	1s.	1s.
lumpers			
10.—IN HOUSES AND BUILDINGS.			
Masons per day	10s. to 11s.	10s. to 12s.	10s. to 11s.
Plasterers "	10s.	10s. to 12s.	10s. to 11s.
Bricklayers "	10s.	10s. to 12s.	10s. to 11s.
Slaters "	10s.	12s.	10s. to 11s.
Carpenters "	10s.	10s. to 12s.	10s.
Labourers "	6s. 6d. to 7s.	7s. to 8s.	7s. 6d. to 8s. 6d.
Painters and glaziers	9s.	9s. to 10s.	8s. to 10s.
11.—IN FURNITURE, ETC.			
Cabinetmakers ... per week	£2 10s. to £3 10s.	£2 5s. to £4	£2 to £3
Upholsterers "	£2 10s. to £4	£2 10s. to £4	£2 5s. to £3
Polishers "	£2 to £3	£2 to £3	£2 to £3
Coopers per day	10s.	10s.	9s. to 10s.
12.—IN DRESS.			
Tailors per hour	10d. to 1s.	10d.	10d.
" per week	£2 10s. to £3 10s.	£2 10s. to £3	£2 10s. to £3
" in factories	£2	£2 to £2 10s.	£2 to £2 10s.
Mantlemakers "	15s. to 20s.	15s. to 25s.	12s. to 25s.
Milliners—			
First class "	£3 10s.	£3 10s.	£3 to £4
Second class "	35s.	35s.	£1 to £2
Dressmakers "	15s. to 20s.	15s. to 25s.	12s. to 25s.
Needlewomen "	15s. to 20s.	15s. to 25s.	10s. to 20s.
Bootmakers ... riveting children's boots, per pair	6d.	6d.	6d.
" ... riveting boys' boots, per pair	10d.	10d.	10d.
" ... riveting women's boots, per pair	1s.	1s. to 1s. 6d.	1s. to 1s. 6d.
" ... riveting men's boots, per pair	1s. 3d.	1s. 3d.	1s. 3d.
" ... making wellingtons to order	10s.	10s.	10s.
" ... making elastics to order...	7s. 6d.	7s. 6d.	7s. 6d.
" Machinists per week	15s. to 35s.	15s. to 30s.	15s. to 30s.
Hatters—			
Bodymakers ... per dozen	12s. to 20s.	12s. to 20s.	12s. to 22s.
Finishers "	12s. to 24s.	12s. to 24s.	12s. to 24s.

WAGES IN MELBOURNE, 1878, 1883, AND 1888—continued.

Description of Labour.					1878.	1883.	1888.
12.—IN DRESS—continued.							
Hatters—							
Shapers	... per dozen	...	...	...	4s. to 12s.	4s. to 12s.	4s. to 12s.
Crown sewers	...	„	...	...	3s. 6d. to 5s.	3s. 6d. to 5s.	3s. 6d. to 5s.
Trimmers	...	„	...	...	6s.	6s.	6s. to 9s.
Clothing Factories—							
Tailoresses	... per week	...	...	...	20s. to 35s.	12s. 6d. to 35s.	20s. to 35s.
Pressers	...	„	...	...	£2 to £2 15s.	£2 to £2 15s.	£2 to £2 15s.
Shirtmakers	...	„	...	...	12s. to 20s.	12s. to 25s.	12s. to 25s.
Machinists	...	„	...	...	15s. to 30s.	20s. to 35s.	20s. to 35s.
Drapers' assistants, carpet salesmen	„	...	...	...	£2 10s. to £4	£2 5s. to £4 10s.	£3 to £5
13.—IN FOOD AND DRINK.							
Bakers—							
Foremen	... per week	...	...	...	£3	£2 5s. to £3	£3
Second hands	...	„	...	...	£2 to £2 2s.	25s. to 35s.	£2 10s.
Butchers—							
Shopmen	... per week	...	...	...	35s. to 40s.	30s. to 40s.	30s. to 40s.
Slaughtermen	...	„	...	...	£2 to £2 10s.	£2 to £2 10s.	£2 to £2 10s.
Boys	...	„	with board	...	10s. to 20s.	10s. to 20s.	15s. to 20s.
Small-goods men	...	„	„	...	£1 10s. to £2	£1 10s. to £2	£1 10s. to £2
Maltsters	...	„	...	...	...	£2 5s. to £3	£2 5s.
14.—IN ANIMAL SUBSTANCES.							
Curriers	... per week	...	...	...	£2 10s. to £3 10s.	£2 10s. to £3	£2 10s. to £3 10s.
Tanners	...	„	...	...	38s. to 45s.	38s. to 45s.	38s. to 40s.
Beamsmen	...	„	...	...	£2 to £2 10s.	£2 to £2 10s.	38s. to 45s.
Shedsmen	...	„	...	...	£2 2s. to £2 5s.	£2 2s. to £2 5s.	38s. to 50s.
Fellmongers	...	„	...	...	36s. to 60s.	36s. to 60s.	36s. to 60s.
15.—IN STONE, CLAY, ETC.							
Brickmakers	... per 1,000	...	...	...	18s. to 20s.	18s. to 20s.	18s. to 20s.
Navvies	... per day	...	...	...	6s. 6d.	6s. to 7s.	6s. 6d. to 7s. 6d.
Quarrymen	...	„	...	...	8s. to 12s.	8s. to 12s.	8s. to 12s.
Labourers	...	„	...	...	6s. to 7s.	7s. to 8s.	6s. 6d. to 7s. 6d.
Stonebreakers	... per cubic yard	...	...	...	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.
16.—IN MINES.							
General managers	... per week	...	...	...	£2 10s. to £12	£2 10s. to £12	£2 10s. to £12
Legal	...	„	...	...	5s. to £6	10s. to £5	10s. to £5
Mining	...	„	...	...	£2 5s. to £7	£2 5s. to £7	£2 10s. to £7
Engineers	...	„	...	...	£2 5s. to £6	£2 to £5	£2 to £5
Engine-drivers	...	„	...	...	£2 to £3 10s.	£2 to £3 10s.	£2 to £3 10s.
Pitmen	...	„	...	...	£1 18s. to £4	£2 to £4	£2 to £4
Blacksmiths	...	„	...	...	£2 to £4	£1 15s. to £3	£1 15s. to £3
Carpenters	...	„	...	...	£1 10s. to £4	£2 to £3 10s.	£2 to £3 10s.
Foremen of shift	...	„	...	...	£2 2s. to £4	£2 to £3	£2 to £3
Miners	...	„	...	...	£2 5s. to £2 10s.	£2 to £2 15s.	£2 to £2 10s.
Surfacemen (labourers)	...	„	...	...	£2	£1 10s. to £2 10s.	£1 10s. to £2 10s.
Boys	...	„	...	...	10s. to £2	15s. to £1 16s.	15s. to £1 16s.
Chinese	...	„	...	...	12s. to 37s.	12s. to 36s.	12s. to 40s.

641. Prices in Melbourne were quoted as follows at the same Prices. three periods. In country districts, the cost of groceries, tobacco, imported wines, coal, etc., is naturally somewhat higher, and that of agricultural and grazing produce, firewood, etc., naturally somewhat lower, than in Melbourne:—

PRICES IN MELBOURNE, 1878, 1883, AND 1888.

Articles.	1878.	1883.	1888.
AGRICULTURAL PRODUCE.			
Wheat per bushel	5s. to 5s. 10d.	4s. 2d. to 5s. 4d.	3s. to 3s. 8d.
Barley „	4s. to 7s. 3d.	4s. 3d. to 5s. 9d.	2s. 9d. to 5s. 4d.
Oats „	4s. 3d. to 5s. 6d.	2s. 9d. to 3s. 8d.	1s. 9d. to 3s. 2d.
Maize „	4s. 6d. to 6s. 6d.	3s. 10d. to 5s. 10d.	3s. 6d. to 3s. 9d.
Bran „	1s. 1d. to 1s. 4d.	11d. to 1s. 1d.	7d. to 11½d.
Hay per ton	£2 15s. to £5	£3 to £6 10s.	£3 to £5 10s.
Flour, first quality „	£10 7s. 6d. to £13	£9 to £11 10s.	£7 to £10 10s.
Bread per 4lb. loaf	6d. to 7d.	5½d. to 7d.	4½d. to 6d.
GRAZING PRODUCE.			
Horses—			
Draught each	£16 to £50	£25 to £50	£15 to £48
Saddle and Harness „	£5 to £60	£8 to £25	£8 to £30
Cattle—			
Fat each	£3 to £11 10s.	£4 to £14	£5 to £14
Milch cows „	£5 to £13	£5 to £10	£5 to £16
Sheep, fat „	3s. to 19s.	7s. 6d. to 18s.	7s. to 19s.
Lambs, fat „	2s. 6d. to 14s.	5s. to 12s.	5s. 6d. to 13s.
Butchers' Meat—			
Beef, retail per lb.	2½d. to 8d.	3d. to 8d.	2½d. to 7½d.
Mutton, „ „	1½d. to 4½d.	2d. to 5d.	1½d. to 3d.
Veal, „ „	4d. to 8d.	5d. to 8d.	5d. to 8d.
Pork, „ „	6d. to 9d.	6d. to 10d.	6d. to 8d.
Lamb, „ per quarter	2s. 6d. to 3s. 6d.	2s. to 3s. 6d.	2s. to 3s. 6d.
DAIRY PRODUCE.			
Butter per lb.	6d. to 1s. 8d.	8d. to 1s. 10d.	8d. to 2s.
Cheese „	6d. to 1s.	8d. to 1s.	6d. to 1s. 2d.
Milk per quart	4d. to 6d.	4d. to 6d.	5d. to 6d.
FARM-YARD PRODUCE.			
Geese per couple	5s. to 8s.	6s. to 10s.	5s. to 17s.
Ducks „	3s. 6d. to 7s.	4s. to 6s.	3s. 6d. to 8s.
Fowls „	3s. to 5s.	3s. to 6s.	3s. to 8s.
Rabbits „	9d. to 1s. 6d.	9d. to 1s. 3d.	6d. to 1s. 6d.
Pigeons „	1s. 6d. to 2s. 6d.	1s. 6d. to 3s.	2s. to 3s. 6d.
Turkeys each	3s. 6d. to 12s. 6d.	4s. to 15s.	7s. 6d. to 17s. 6d.
Sucking pigs „	8s. to 12s.	10s. to 14s.	10s. to 14s.
Bacon per lb.	10d. to 1s.	7d. to 10d.	8d. to 1s.
Ham „	1s. 1d. to 1s. 3d.	8d. to 1s.	10d. to 1s. 1d.
Eggs per doz.	10d. to 2s.	1s. to 2s. 3d.	1s. to 2s. 3d.

PRICES IN MELBOURNE, 1878, 1883, AND 1888—*continued.*

Articles.	1878.	1883.	1888.
GARDEN PRODUCE.			
Potatoes—			
Wholesale ... per ton	£3 10s. to £8	£2 to £6	£2 5s. to £14 10s.
Retail ... per cwt.	4s. 6d. to 9s.	3s. to 7s. 6d.	2s. 6d. to 15s. 6d.
Onions, dried ... „	6s. to 18s.	4s. to 20s.	3s. 4d. to 15s.
Carrots ... per dozen bunches	6d. to 1s.	6d. to 9d.	6d. to 8d.
Turnips ... „	4d. to 1s. 6d.	4d. to 1s. 3d.	4d. to 1s.
Radishes ... „	4d. to 6d.	4d. to 6d.	4d. to 6d.
Cabbages ... per doz.	6d. to 4s.	6d. to 4s.	6d. to 4s.
Cauliflowers ... „	1s. to 5s.	9d. to 6s.	1s. to 6s.
Lettuces ... „	4d. to 1s. 3d.	6d. to 1s. 3d.	3d. to 1s.
Green peas ... per lb.	1d. to 3d.	1d. to 4d.	1d. to 4d.
MISCELLANEOUS ARTICLES.			
Tea ... per lb.	7½d. to 2s. 6d.	7d. to 2s. 1d.	6d. to 1s. 11d.
Coffee ... „	11½d. to 1s. 4½d.	6½d. to 10½d.	8d. to 1s. 2d.
Sugar ... „	3d. to 5d.	3d. to 4d.	2½d. to 4d.
Rice ... „	3d. to 4d.	2½d. to 4d.	3d. to 4d.
Tobacco ... „	3s. to 6s.	3s. to 6s.	3s. to 6s.
Soap—Colonial ... „	2d. to 3¼d.	3d. to 4d.	3d. to 4d.
Candles—			
Sperm ... „	8½d. to 1s. 3d.	8¼d. to 11d.	6d. to 9d.
Salt ... „	1d.	1d.	...
Coals ... per ton	29s. to 60s.	25s. to 36s.	24s. to 30s.
Firewood ... „	11s. to 13s.	9s. 6d. to 12s.	10s. to 14s.
WINES, SPIRITS, ETC.			
Ale ... per doz.	6s. 6d. to 11s.	5s. 6d. to 12s.	8s. to 11s.
Porter ... „	7s. to 10s. 9d.	5s. 6d. to 12s.	8s. to 10s. 6d.
Brandy ... per gall.	21s. to 33s.	22s. 6d. to 35s.	22s. 6d. to 35s.
Rum ... „	15s. to 18s.	15s. to 18s.	15s. to 18s.
Whisky ... „	17s. 6d. to 27s. 6d.	18s. to 28s.	18s. to 28s.
Geneva ... per case 15 bottles	60s. to 62s. 6d.	60s. to 62s. 6d.	60s. to 62s. 6d.
Port Wine ... per doz.	35s. to 70s.	33s. to 72s.	...
Sherry ... „	35s. to 70s.	35s. to 75s.	...
Claret ... „	30s. to 65s.	32s. 6d. to 70s.	15s. to 87s.
Champagne ... „	75s. to 100s.	70s. to 105s.	33s. to 95s.
Colonial Wine ... „	12s. to 28s.	12s. to 30s.	12s. to 30s.

Price of
gold.

642. The price of gold in 1888 ranged from £2 13s. to £4 3s. 9d. per oz. Its purity, and consequently its value, varies in different districts. In the last quarter of 1888 the lowest price quoted (£2 13s. per oz.) was in the Beechworth district, but the great bulk of the gold was stated to have realized from £3 15s. to as much as £4 2s. 6d. per oz. The highest average was in the Ballarat district, in which the prices ranged from £3 18s. to £4 3s. 9d.

Imports of
live stock
overland.

643. The returns of live stock imported overland, made by the inspectors of stock, always differ more or less from those of the officers of the Customs. In 1888, the former showed larger numbers

in all cases than the latter. The following are the imports of these descriptions of stock, according to the returns of both authorities:—

IMPORTS OF LIVE STOCK OVERLAND, 1888.

	Horses.	Cattle.	Sheep.	Pigs.
According to returns of the ... stock inspectors	7,835	157,078	2,487,084	7,065
According to returns of the ... Customs	5,419	134,666	2,426,720	5,296

644. According to the Customs returns, the value of live stock (inclusive of pigs) imported overland in 1888 was £1,958,060. The import duty payable on such stock in 1888 was £95,829, equivalent to about 5 per cent. of the value; the rate of duty is 5s. each for horses and cattle (calves being free), 6d. for sheep, and 2s. for pigs.

644A. In the three years, 1885 to 1887, a gradual increase took place in the amounts passed through the Melbourne Clearing House, but the large increase of general business during the year of speculation and inflation (1888) is strikingly shown by the sudden rise in the amount of Clearing House transactions in that year. Particulars respecting the clearances during the four years referred to are given in the following table:—

MELBOURNE CLEARING HOUSE.—TRANSACTIONS, 1885 TO 1888.
(000's omitted).

Year.	Clearances.				Amount cleared.	
	By exchange of Instruments.			By Payments in Coin.	Total.	Weekly Average.
	Notes.	Cheques, Bills, etc.	Total.			
	£	£	£	£	£	£
1885	16,776,	129,213,	145,989,	21,097,	167,086,	3,213,
1886	17,431,	134,566,	151,997,	20,842,	172,839,	3,324,
1887	19,086,	157,614,	176,700,	25,508,	202,208,	3,889,
1888	28,293,	261,698,	289,991,	37,128,	327,119,	6,291,

NOTE.—In this table the two sides of the clearance are considered as one transaction. If the receipt and the payment should each be considered as a separate transaction, the amounts would obviously have to be doubled.