

VICTORIAN YEAR-BOOK, 1887-8.

PART IV.—INTERCHANGE.

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

789. In converting the weights and measures of foreign countries Foreign
weights and
measures. 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, WITH THEIR ENGLISH EQUIVALENTS.

Countries.	Foreign Weights and Measures.	English Equivalents.
Austria, Belgium, France, Germany, Holland, Italy, Norway, Por- tugal, 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 yards
	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, &c.)	2·75 Imperial bushels
China and Japan	Zoll. Centner	110 lbs. avoirdupois
	T ^{se} . un	1·41 inch
	Ch ^e . ih	1·175 foot
	Chang... ..	11·75 feet
	Li	2,115 feet
	Tael	12 ounces
	Catty	1·33 lbs. avoirdupois
Denmark	Picul	133½ lbs. avoirdupois
	Dansk mil	4·68 miles
	Geo. mil	4·61 miles
	Geo. sq. mil	21·195 square miles
	Tøndeland	1·36 acres
	Tönde (corn)	3·8 Imperial bushels
Greece	" (coal)	4·6775 bushels
	Pund	1·102 lb. avoirdupois
	Ocque... ..	2·84 lbs. avoirdupois
	Quintal	123·2 lbs. avoirdupois
	Livre	1·1 lb. avoirdupois
	Drachme	½ ounce

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
		Tunna	4·5 Imperial bushels

Imports and
exports
classified.

790. 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 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 tenth 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 im-
ports and
exports.

791. 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 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

* 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.

† 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.

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.

792. 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.

793. 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.

<p>CLASS I.—ART AND MECHANIC PRODUCTIONS.</p> <p>Order 1. Books, &c. „ 2. Musical instruments „ 3. Prints, pictures, &c. „ 4. Carving, figures, &c. „ 5. Tackle for sports and games „ 6. Watches, philosophical instruments, &c. „ 7. Surgical instruments „ 8. Arms, ammunition, &c. „ 9. Machines, tools, and implements „ 10. Carriages, harness, &c. „ 11. Ships and boats, and matters connected therewith „ 12. Building materials „ 13. Furniture „ 14. Chemicals</p> <p>CLASS II.—TEXTILE FABRICS AND DRESS.</p> <p>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</p>	<p>CLASS III.—FOOD, DRINKS, ETC.</p> <p>Order 21. Animal food „ 22. Vegetable food „ 23. Drinks and stimulants</p> <p>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.</p> <p>Order 24. Animal substances „ 25. Vegetable „ „ 26. Oils *</p> <p>CLASS V.—MINERALS AND METALS.</p> <p>Order 27. Articles connected with mining „ 28. Coal, &c. „ 29. Stone, clay, earthenware, and glass „ 30. Water „ 31. Gold, silver, specie, and precious stones „ 32. Metals other than gold and silver</p> <p>CLASS VI.—LIVE ANIMALS AND PLANTS.</p> <p>Order 33. Animals and birds „ 34. Plants</p> <p>CLASS VII.—MISCELLANEOUS MATTERS.</p> <p>Order 35. Miscellaneous articles of trade, &c. „ 36. Indefinite articles.</p>
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* It being undesirable to separate the different kinds of oil, mineral as well as animal and vegetable oils are included under this head.

INDEX.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Acid—acetic, other ...	14	Bonnets ...	19	Chinese oil ...	26
Aërated waters ...	23	Books, printed ...	1	Chocolate ...	23
Agricultural — imple- ments, machinery ...	9	Boots ...	19	Cider ...	23
Air-bricks ...	12	Boot-webbing ...	20	Cigars, cigarettes ...	23
Ale and porter ...	23	Borax ...	14	Clay tobacco pipes ...	4
Alkali ...	14	Bottled fruit ...	22	Clocks ...	6
Almond oil ...	26	Bottles ...	29	Clover seed ...	25
Almonds ...	22	Bran ...	25	Coal ...	28
Alum ...	14	„ bags ...	20	Cocoa beans ...	23
Anchors ...	11	Brandy ...	23	Cocoanut fibre ...	25
Animal food ...	21	Brassware ...	32	„ oil ...	26
„ substances ...	24	Bricks—air, clay, fire ...	12	Cocoanuts ...	22
Animals and birds ...	33	„ bath ...	29	Cod, cod-liver oil ...	26
Antimony—crude, ore, regulus ...	32	Bristles ...	24	Coffee ...	23
Apparel ...	19	Broadcloths, &c. ...	15	Coir and other matting ...	20
Arms and ammunition ...	8	Broom corn ...	25	Coke ...	28
Arrowroot ...	22	Brooms—hair, brush- ware ...	35	Colours ...	14
Arsenic ...	14	Brownware ...	29	Colza oil ...	26
Artificial flowers ...	19	Brushware, brooms ...	35	Combs ...	24
Asphalte ...	14	Buckets and tubs, iron ...	32	Confectionery ...	22
Axle—arms, boxes ...	10	Building materials ...	12	Copper—ore, regulus, sheet, ware, wire ...	32
Axles ...	10	Butter, butterine ...	21	„ specie ...	31
		Canary seed ...	25	Copra ...	25
Bacon ...	21	Candles ...	24	Cordage ...	20
Bagging ...	20	Canes ...	25	„ iron, steel ...	32
Bags, sacks ...	20	Cannons ...	8	Cordials ...	23
„ paper ...	25	Canvas ...	20	Cork and corks cut ...	25
Bark ...	25	Caps and hats—felt, silk, straw, &c. ...	19	Cornsacks ...	20
Barley ...	22	Caps, percussion ...	8	Cotton and flax manu- factures ...	17
Basket and wicker ware ...	25	Carbolic acid ...	14	Cotton seed oil ...	26
Bass ...	25	Cards, playing ...	1	Cotton—piece goods, waste, wick ...	17
Bath bricks ...	29	Carpeting ...	15	„ raw ...	25
Beans ...	22	Carriages, carriage ma- terials ...	10	Curiosities ...	36
Bêche de mer ...	21	Cartridges, cartridge cases ...	8	Currants ...	22
Beef—salted ...	21	Carts, waggons, &c. ...	10	Cutlery ...	9
Beer ...	23	Carving, figures, &c. ...	4	Dogs ...	33
Beeswax ...	24	Casks ...	25	Doors ...	12
Benzine ...	26	Castor oil ...	26	Drake ...	25
Birds ...	33	Cattle ...	33	Drapery ...	18
Biscuits ...	22	Cement ...	12	Dress ...	19
Bitters ...	23	Chaff ...	25	Dried fruit ...	22
Black oil ...	26	Chain cables ...	11	Drinks and stimulants ...	23
„ sand ...	32	Chandeliers & gasaliers ...	13	Druggeting ...	15
Blankets ...	15	Cheese ...	21	Drugs ...	14
Blasting powder ...	8	Chemicals ...	14	Dyes ...	14
Blue ...	25	Chicory ...	23	Dynamite ...	8
Boats ...	11	China matting ...	20	Earthenware ...	29
Boilers, steam ...	9	„ ware ...	29		
Bolts and nuts ...	32				
Bone-dust ...	24				
Bones ...	24				

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Entries.	Order.	Entries.	Order.	Entries.	Order.
Eggs ...	21	Glass—bottles, plate,		Indiarubber goods ...	25
Electro-plated ware ...	32	window, ware ...	29	Ink—printing, coloured,	
Emus ...	33	Gloves ...	19	and writing ...	14
Engine-packing ...	20	Glucose ...	22	Instruments, musical... 2	
Engines, steam ...	9	Glue, glue pieces ...	24	" optical ...	6
Engravings ...	3	Glycerine ...	14	" scientific ...	6
Essences and essential		Goat skins ...	24	" surgical ...	7
oils ...	14	Goats ...	33	Iron—bar, castings, gal-	
Explosives ...	8	Gold—leaf, plate, spe-		vanized, hoop, ores,	
		cie ...	31	pig, pipes, plate, rod,	
Fancy goods ...	35	Goods manufactured,		scrap, sheet, ware,	
Feathers ...	24	unenumerated ...	36	wire, &c. ...	32
" ornamental ...	19	Grain ...	22	Ironmongery ...	35
Felt—sheathing, &c. ...	20	Gram ...	22	" saddlers' ...	10
" hoods... ...	19	Grass seeds... ...	25	Isinglass ...	21
Fencing wire ...	32	Grates and stoves ...	32	Ivory ...	24
Fibre ...	25	Grease ...	24		
Firearms ...	8	Greasy wool ...	24	Jaconet frilling and	
Firebricks ...	12	Grindery ..	35	ruffing, &c. ...	19
Fireworks ...	5	Grindstones... ..	29	Jams and preserves ...	22
Firewood ...	25	Guano ...	14	Jewellery ...	31
Fish—fresh, preserved,		Gum ...	25	Jute ...	25
salted, shell ...	21	Gun caps ...	8	" piece goods ...	20
" ova ...	33	Gun cotton ...	8		
Flannels—piece ...	15	Gunny bags ...	20	Kangaroo skins ...	24
Flax ...	25	Gunpowder... ..	8	Kerosene oil ...	26
" manufactures ...	17	Gutta-percha goods ...	25	" shale ...	28
Flock ...	24				
Floorcloth ...	20	Haberdashery ...	18	Lamps and lampware 13	
Flour ...	22	Hair—curled, seating	24	Lard ...	21
" sacks ...	20	Hams ...	21	" oil ...	26
Flowers, artificial ...	19	Hardware ...	35	Lead—ore, pig, pipe,	
Food, animal ...	21	Hares ...	33	sheet ...	32
" vegetable ...	22	Harmoniums ...	2	Leather, leatherware... 24	
Fresh fish, meat ...	21	Harness ...	10	Leeches ...	33
Fruit—bottled, dried,		Hats and caps—felt,		Lime ...	12
green, currants, rai-		silk, straw, &c. ...	19	Limejuice ...	23
sins ...	22	Hatters' materials ...	19	Linen piece goods ...	17
Fuel ...	28	Hay ...	25	Linseed meal ...	25
Furniture, furniture		Hemp ...	25	" oil ...	26
springs ...	13	Hides ...	24	Liquorice ...	22
Furs ...	19	Holloware ...	35	Lithofracteur ...	8
Fuse ...	8	Honey ...	21	Live animals ...	33
		Hoofs ...	24	Lubricating oil ...	26
Galvanized iron—cord-		Hops ...	23		
age, buckets, tubs,		Horned cattle ...	33	Macaroni ...	22
guttering, sheet,		Horns ...	24	Machinery—agricultu-	
ware ...	32	Horses ...	33	ral, weaving	
Gasaliers & chandeliers	13	Hosiery ...	19	and spinning ...	9
Gasoline oil... ..	26			Machines, tools, and	
Gelatine, blasting ...	8	Implements, agricul-		implements ...	9
Gin ...	23	tural ...	9	Maize ...	22
Ginger, ground ...	23	Indefinite articles ...	36	Maizena and corn flour	22

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

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Entries.	Order.	Entries.	Order.	Entries.	Order.
Sacks, bags 20	Spinning and weaving machinery 9	Turtles 33
Saddlery ...	... 10	Spirits, methylated ...	... 14	Tweeds ...	... 15
Saddlers' ironmongery	10	" other ...	... 23	Twine ...	... 20
Saddle-trees...	... 10	Split pease ...	... 22	Umbrellas ...	... 19
Sago ...	... 22	Sponges ...	... 24	Unserviceable cordage	20
Salad oil ...	... 26	Starch ...	... 25	Upholstery ...	... 13
Salt ...	... 23	Stationery ...	... 1	Utensils ...	... 9
Salted beef, pork, fish	21	Steam boilers, engines	9	Varnish ...	... 25
Saltpetre ...	... 23	Stearine ...	... 24	Vegetable food ...	... 22
Sashes ...	... 12	Steel, cordage ...	... 32	" oil ...	... 26
Sauces ...	... 23	Stimulants ...	... 23	" substances	25
Sausage skins ...	... 24	Stone, clay, earthen-ware, and glass	29	Vegetables—fresh, pre-served ...	... 22
Scientific instruments	6	" grind, mill, ware, &c. ...	... 29	Vermicelli ...	... 22
Scoured wool ...	... 24	Stoves ...	... 32	Vestas ...	... 14
Screws ...	... 32	Straw ...	... 25	Vinegar ...	... 23
Seal oil ...	... 26	" hats ...	... 19	Waggons ...	... 10
" skins ...	... 24	Sugar—candy, raw, refined ...	... 22	Walnuts ...	... 22
Seeds—canary, clover, grass ...	... 25	Sulphur ...	... 14	Washed wool ...	... 24
Seed oil ...	... 26	Surgical instruments...	7	Watches ...	... 6
Sewing machines ...	... 9	Tackle for sports and games ...	... 5	Watchmakers' materials	6
Shale ...	... 28	Tallow ...	... 24	Weaving and spinning machinery ...	... 9
Sheep ...	... 33	" oil ...	... 26	Whalebone ...	... 24
" skins ...	... 24	Tanks, iron ...	... 32	Wheat ...	... 22
Shell—pearl, tortoise	24	Tapioca ...	... 22	Whiskey ...	... 23
Shellfish ...	... 21	Tar ...	... 25	Whiting ...	... 29
Ships, boats, &c. ...	... 11	Tares ...	... 25	Wicker and basketware	25
Shoes ...	... 19	Tarpaulins, linen ...	... 17	Wine ...	... 23
Shot ...	... 8	Tea ...	... 23	" spirits of ...	... 23
Silk—manufactures, mixtures; silks ...	... 16	Telegraphic materials	35	Wire netting ...	... 32
Silver—plate, specie...	31	" wire ...	... 32	Wooden tobacco pipes	4
Skins ...	... 24	Tents, linen ...	... 17	Woodenware ...	... 25
Slate slabs ...	... 29	Timber, all kinds ...	... 25	Wool ...	... 24
Slates, roofing ...	... 12	Tin—block, foil, ore, plates, ware ...	... 32	" and worsted manufactures ...	... 15
Slops ...	... 19	Tobacco ...	... 23	Woollen piece goods ...	... 15
Snuff ...	... 23	" pipes ...	... 4	Woolpacks ...	... 20
Soap ...	... 24	Tools ...	... 9	Works of art ...	... 3
Soda—ash, bicarbonate, caustic, crystals, nitrate, silicate ...	... 14	Tortoise shell ...	... 24	Writing paper ...	... 25
Specie ...	... 31	Toys ...	... 5	Yarn ...	... 15
Specimens of natural history ...	... 36	Travellers' samples ...	... 35	Zinc — ingots, sheet, perforated ...	... 32
Spelter ...	... 32	Turnery ...	... 4		
Sperm oil ...	... 26	Turpentine ...	... 14		
Spices ...	... 23				

IMPORTS, 1887.

*** 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, &c.</i>				
Free	...	Books, printed	...	...	...	204,055
3s. per doz. packs	1,448	Cards, playing	...	doz. packs	9,749	2,041
20 per cent. and free	9,912	Stationery*	...	...	...	85,706
		<i>Order 2.—Musical Instruments.</i>				
25 per cent.	119	Harmoniums...	...	No.	50	377
"	2,145	Organs	...	"	744	8,677
"	17,204	Pianofortes	...	"	2,835	63,848
Free	...	Others, undescribed	...	...	...	14,501
		<i>Order 3.—Prints, Pictures, &c.</i>				
Free	...	Paintings and engravings	...	...	...	11,461
"	...	Works of art	...	...	...	24,772
		<i>Order 4.—Carving, Figures, &c.</i>				
25 per cent.	49	Mouldings, gilt	...	...	...	196
Free	...	" picture frame	...	...	...	8,089
25 per cent.	143	Pipes, tobacco—clay	...	gross	9,186	589
"	393	" " meerschaum	...	...	...	1,611
12s. ♂ gross	3,070	" " wooden	...	gross	5,201	18,613
25 per cent.	127	Turnery	...	...	...	508
		<i>Order 5.—Tackle for Sports and Games.</i>				
20 per cent.	512	Fireworks	...	...	...	3,003
Free	...	Toys	...	...	...	8,758
		<i>Order 6.—Watches, Philosophical Instruments, &c.</i>				
20 per cent.	2,269	Clocks	...	...	...	11,071
Free	...	Instruments, optical	...	...	...	6,998
"	...	" scientific	...	...	...	18,340
20 per cent.	10,416	Watches	...	...	...	70,500
Free	...	Watchmakers' materials	...	...	...	3,359
		<i>Order 7.—Surgical Instruments.</i>				
Free	...	Instruments, surgical	...	...	...	10,421

* See also "Paper," Order 25.

EXPORTS, 1887.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS I.—ART AND MECHANIC PRODUCTIONS.				
<i>Order 1.—Books, &c.</i>				
...	65,236	Books, printed ... ..	...	+ 138,819
2,360	832	Cards, playing ... doz. packs	+ 7,389	+ 1,209
...	34,855	Stationery * ... ..	...	+ 50,851
<i>Order 2.—Musical Instruments.</i>				
5	62	Harmoniums No.	+ 45	+ 315
87	2,159	Organs "	+ 657	+ 6,518
626	17,085	Pianofortes "	+ 2,209	+ 46,763
...	2,022	Others, undescribed ... ..	...	+ 12,479
<i>Order 3.—Prints, Pictures, &c.</i>				
...	5,233	Paintings and engravings ... ..	...	+ 6,228
...	231	Works of art ... ..	...	+ 24,541
<i>Order 4.—Carving, Figures, &c.</i>				
...	294	Mouldings, gilt ... ..	...	- 98
...	...	" picture frame ... ..	...	+ 8,089
1,800	318	Pipes, tobacco—clay ... gross	+ 7,386	+ 271
...	1,374	" " meerschaum ... ..	...	+ 237
1,375	6,060	" " wooden ... gross	+ 3,826	+ 12,553
...	989	Turnery ... ..	...	- 481
<i>Order 5.—Tackle for Sports and Games.</i>				
...	1,401	Fireworks ... ..	...	+ 1,602
...	506	Toys ... ..	...	+ 8,252
<i>Order 6.—Watches, Philosophical Instruments, &c.</i>				
...	1,577	Clocks ... ..	...	+ 9,494
...	572	Instruments, optical ... ..	...	+ 6,426
...	4,399	" scientific ... ..	...	+ 13,941
...	38,892	Watches ... ..	...	+ 31,608
...	156	Watchmakers' materials ... ..	...	+ 3,203
<i>Order 7.—Surgical Instruments.</i>				
...	132	Instruments, surgical ... ..	...	+ 10,289

* See also "Paper" Order 25.

IMPORTS, 1887—*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 8.—Arms, Ammunition, &c.</i>					
Free	...	Arms, military	...	No.	...	...	...
"	...	" pistols, &c.	...	"	627	532	
"	...	" sporting	...	"	3,346	11,108	
"	...	Ammunition, &c., caps	...	...	...	703	
"	...	" cartridges	...	...	...	5,364	
"	...	" cartridge cases	...	...	...	2,197	
4d. per lb.	4,044	" dynamite	...	lbs.	270,500	21,905	
1½d. per coil	897	" fuse	...	coils	170,893	4,677	
5d. per lb.	904	" gelatine, blasting	...	lbs.	12,400	1,250	
"	...	" dynamite	...	"	...	...
"	...	" gun cotton	...	"	...	...
1d. per lb.	...	" lithofracteur	...	"	...	...
"	4,896	" powder, blasting	...	"	1,622,931	35,844	
3d. per lb.	839	" sporting	...	"	59,279	5,667	
Free	...	" fine	...	"	69,923	2,037	
1d. per lb.	301	" shot	...	"	66,756	632	
5d. per lb.	2	" towite	...	"	100	5	
		<i>Order 9.—Machines, Tools, and Implements.</i>					
25 per cent.	148	Boilers, steam	...	No.	10	637	
Free	...	Cutlery	...	...	...	20,739	
25 per cent.	4,033	Engines, steam	...	No.	132	24,077	
20 per cent.	3,322	Implements, agricultural, undescribed	...	...	...	17,364	
Free	...	Machinery, agricultural	...	...	...	46,781	
"	...	" spinning and weaving	...	...	...	12,687	
"	...	" undescribed	...	...	...	31,945	
25 per cent.	27,813	" "	...	...	...	126,216	
Free	...	Sewing machines	...	No.	14,618	36,651	
"	...	Tools and utensils	...	...	...	30,564	
"	...	Cream separators	...	...	...	701	
		<i>Order 10.—Carriages, Harness, &c.</i>					
10s. per arm	713	Axles and arms	...	No.	1,369	966	
7s. per arm	557	" "	...	"	1,713	1,000	
4s. 6d. p. arm	485	" mail patent	...	"	2,731	1,119	
4s. 6d. p. arm	31	" common nut	...	"	259	67	
3s. per arm	1,418	" "	...	"	6,403	1,150	
25 per cent.	775	" common dray	...	"	5,010	3,103	
"	80	Axle-boxes	...	"	3,830	318	
		Carriages and carts—					
£50 each	650	Barouches, broughams, mail phaetons, drags, &c.	...	"	11	1,978	
£40 each	80	Omnibuses and coaches	...	"	2	415	
£20 to £10 each, and 20 per cent.	867	All other kinds	...	"	124	3,261	

EXPORTS, 1887—*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, &c.*

...	1,300	Arms, military ...	No.	...	- 1,300
33	50	„ pistols, &c. ...	...	+ 594	+ 482
531	877	„ sporting ...	...	+ 2,815	+ 10,231
...	1,462	Ammunition, &c., caps ...	...	...	- 759
...	485	„ cartridges ...	...	...	+ 4,879
...	1	„ cartridge cases ...	...	...	+ 2,196
189,725	14,805	„ dynamite lbs.	...	+ 80,775	+ 7,100
69,228	2,042	„ fuse ... coils	...	+ 101,665	+ 2,635
28,450	3,164	„ gelatine, blasting lbs.	...	- 16,050	- 1,914
...	...	„ „ dynamite „	...	...	...
...	...	„ gun cotton	...	...	...
3,050	211	„ lithofracteur	...	- 3,050	- 211
41,647	1,023	„ powder, blasting	...	+ 1,581,284	+ 34,821
7,726	731	„ „ sporting	...	+ 51,553	+ 4,936
...	...	„ „ fine	...	+ 69,923	+ 2,037
37,632	468	„ shot ...	...	+ 29,124	+ 164
...	...	„ towite ...	...	+ 100	+ 5

Order 9.—Machines, Tools, & Implements.

10	1,307	Boilers, steam ...	No.	...	- 670
...	1,851	Cutlery ...	...	...	+ 18,888
42	7,967	Engines, steam ...	No.	+ 90	+ 16,110
...	20,102	Implements, agricultural, undescribed	...	...	- 2,738
...	36,680	Machinery, agricultural ...	...	...	+ 10,101
...	...	„ spinning and weaving ...	...	...	+ 12,687
...	92,897	„ undescribed ...	...	...	+ 65,264
4,885	19,249	Sewing machines ...	No.	+ 9,733	+ 17,402
...	3,071	Tools and utensils ...	...	...	+ 27,493
...	...	Cream separators ...	...	...	+ 701

Order 10.—Carriages, Harness, &c.

1,982	1,057	Axles and arms ...	No.	+ 15,503	+ 6,348
		„ „ patent ...	„		
		„ common nut ...	„		
		„ common dray ...	„		
26	3	Axle-boxes ...	„	+ 3,804	+ 315
144	5,707	Carriages and carts—	„	- 7	- 53
		Barouches, broughams, mail phaetons, drags, &c.	„		
		Omnibuses and coaches ...	„		
		All other kinds ...	„		

IMPORTS, 1887—*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—<i>continued.</i>				
<i>Order 10.—Carriages, Harness, &c.— continued.</i>				
25 per cent.	350	Carriage materials ... ..	...	1,458
Various ...	1,107	„ wheels, poles, shafts, and bars, undergear	...	1,936
25 per cent.	704	Saddlery and harness ... ..	...	2,845
Free ...	...	Saddlers' ironmongery ... ..	...	9,120
10s. per doz.	19	Saddle-trees (harness) ... doz.	49	100
20s. per doz.	97	„ (riding)	92	331
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
Free ...	...	Anchors No.	43	160
„ ...	...	Boats „	8	376
„ ...	...	Chain cables... .. tons	41	855
„ ...	...	Oars, ash No.	1,483	484
25 per cent.	10s.	„ other „	4	2
<i>Order 12.—Building Materials. (See also Order 29 post.)</i>				
25 per cent.	34	Bricks, air No.	8,344	135
Free ...	...	„ clay „	174,170	356
20s. @ 1,00 0	205	„ fire „	194,713	1,381
Free ...	...	Cement cwt.	617,300	91,316
5s. each ...	1,193	Doors (prior to 27th July) ... No.	3,519	2,254
5s. & 10s. each	971	„ (after 27th July) ... No.	3,552	1,978
Free ...	...	Lime tons	162	357
2s. per pair	4	Sashes, window pairs	85	49
Free ...	...	Slates, roofing No.	3,361,803	29,660
<i>Order 13.—Furniture.</i>				
25 per cent.	14,430	Furniture and upholstery ... ..	...	57,053
10 per cent.	85	Furniture springs ... ..	...	934
25 per cent.	186	Gasaliers and chandeliers ... ..	...	721
„ ...	270	Lamps and lampware ... ..	...	1,109
<i>Order 14.—Chemicals.</i>				
3d. per lb...	893	Acid, acetic lbs.	66,561	1,915
6d. per gal.	64	„ carbolic galls.	2,543	580
6d. per lb...	66	„ „ pure lbs.	3,110	316
2d. per lb...	104	„ oxalic „	12,500	263
3d. per lb...	6	„ picric „	469	47
5s. per cwt.	35	„ undescribed cwt.	141	166
Free ...	...	„ „ ... .. lbs.	251,950	19,577

EXPORTS, 1887—*continued.**** For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i>				
<i>Order 10.—Carriages, Harness, &c.</i>				
<i>—continued.</i>				
...	1,682	Carriage materials... ..	...	+1,712
...	8,770	„ wheels, poles, shafts, and bars	...	-5,925
...	455	Saddlery and harness	...	+8,665
2	6	Saddlers' ironmongery	...	+94
30	156	Saddle-trees (harness)	doz. +47	+175
		„ (riding)	„ +62	
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
41	120	Anchors	No. +2	+40
11	271	Boats	„ -3	+105
14	290	Chain cables	tons +27	+565
132	37	Oars, ash	No. } +1,355	+449
		„ other	„ }	
<i>Order 12.—Building Materials. (See also Order 29, post.)</i>				
...	...	Bricks, air	No. +8,344	+135
150,335	358	„ clay	„ +23,835	-2
1,700	14	„ fire	„ +193,013	+1,367
16,324	3,084	Cement	cwt. +600,976	+88,232
628	654	Doors	No. +6,443	+3,578
218	517	Lime	tons -56	-160
563	398	Sashes, window	pairs -478	-349
4,933	60	Slates, roofing	No. +3,356,870	+29,600
<i>Order 13.—Furniture.</i>				
...	30,002	Furniture and upholstery ... ..	...	+27,051
...	...	Furniture springs ... ..	...	+934
...	...	Gasaliers and chandeliers ... ..	...	+721
...	675	Lamps and lampware ... ..	...	+434
<i>Order 14.—Chemicals.</i>				
20,155	491	Acid, acetic	lbs. +46,406	+1,424
		„ carbolic	„ }	
		„ „ pure	„ }	
281,336	4,773	„ oxalic	„ +25,372	+16,176
		„ picric	„ }	
		„ undescribed	„ }	
		„ „	„ }	

IMPORTS, 1887—*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 14.—Chemicals—continued.</i>			
Free	...	Alkali, potash	...	cwt.	...
"	...	" soda ash	...	"	16,580
"	...	" " bicarbonate	...	"	7,704
"	...	" " caustic	...	"	19,993
40s. per ton	12	" " crystals	...	"	140
Free	...	Alum	...	"	2,806
"	...	Arsenic	...	"	40
"	...	Asphalte	...	"	7,260
"	...	Borax	...	"	451
Various & free	973	Drugs and chemicals—miscellaneous	...	...	80,139
Free	...	Nitrate of soda	...	cwt.	4,735
"	...	Silicate of soda	...	"	7,949
"	...	Dyes	...	...	...
"	...	Essences and essential oils	...	...	...
3d. per lb.	184	Glycerine, pure	...	lbs.	57,377
1d. per lb.	4	" crude	...	"	852
Free	...	Guano	...	tons	1,109
"	...	Ink, printing	...	lbs.	281,430
6d. per lb.	168	" " coloured	...	"	6,819
Free	...	" writing	...	...	...
"	...	Manures, undescribed	...	tons	339
1s. & 1s. 3d. per gross	16,311	Matches and vestas (wax)	...	gross	347,460
6d. per gross	1,952	" wooden	...	"	77,458
25 per cent.	8,185	Medicines, patent	...	...	...
Free	...	Medicinal roots	...	...	...
"	...	Naphtha	...	galls.	5,664
20s. per lb.	15,217	Opium, prepared	...	lbs.	17,416
Free	...	Paints and colours	...	cwt.	10,252
80s. per ton	321	" " mixed for use	...	"	1,685
40s. per ton	4,308	" " ground in oil	...	"	43,101
1s. per gal.	956	Spirits, methylated	...	galls.	13,349
Free	...	Sulphur	...	cwt.	19,590
"	...	Turpentine	...	galls.	68,664

CLASS II.—TEXTILE FABRICS AND DRESS.

		<i>Order 15.—Wool and Worsted Manufactures.</i>			
20 per cent.	9,337	Blankets	...	pairs	116,822
"	16,548	Carpeting and druggeting	...	...	...
"	7,430	Flannels, piece	...	...	...
"	1,989	Rugs, woollen	...	...	...

EXPORTS, 1887—*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.*

<i>Order 14.—Chemicals—continued.</i>					
...	...	Alkali, potash ...	...	cwt.	...
1,521	648	„ soda ash ...	...	„	+15,059
632	339	„ „ bicarbonate ...	...	„	+7,072
1,309	813	„ „ caustic ...	...	„	+18,684
1,545	540	„ „ crystals ...	...	„	-1,405
18	17	Alum ...	...	„	+2,788
99	137	Arsenic ...	...	„	-59
...	...	Asphalte ...	...	„	+7,260
35	46	Borax ...	...	„	+416
...	24,845	Drugs and chemicals—miscel- laneous	...	...	...
27	20	Nitrate of soda ...	...	cwt.	+4,708
662	304	Silicate of soda ...	...	„	+7,287
...	2,191	Dyes ...	...	...	...
...	4,069	Essences and essential oils ...	...	...	...
65,408	1,456	Glycerine, pure ...	...	lbs.	-7,179
364	1,885	„ crude ...	...	„	+560
59,250	2,339	Guano ...	...	tons	+745
...	...	Ink, printing ...	...	lbs.	+222,180
...	...	„ „ coloured ...	...	„	...
...	25	„ writing ...	...	...	...
1,667	25,431	Manures, undescribed ...	...	tons	-1,328
30,006	4,614	Matches and vestas (wax) ...	...	gross	+394,912
...	11,886	„ wooden ...	...	„	+50,678
...	41	Medicines, patent ...	...	...	...
145	27	Medicinal roots ...	...	...	+21,703
3,684	7,325	Naphtha ...	...	galls.	+1,804
4,126	6,638	Opium, prepared ...	...	lbs.	+5,519
491	130	Paints and colours ...	...	cwt.	+13,732
1,297	723	„ „ mixed for use ...	...	„	+50,912
5,279	795	„ „ ground in oil ...	...	„	+64,798
...	...	Spirits, methylated ...	...	galls.	+12,858
...	...	Sulphur ...	...	cwt.	+18,293
...	...	Turpentine ...	...	galls.	+63,385
...	...	...	...	...	+1,696
...	...	...	...	...	+5,612
...	...	...	...	...	+7,100

CLASS II.—TEXTILE FABRICS AND DRESS.

<i>Order 15.—Wool and Worsted Manufactures.</i>					
13,246	7,140	Blankets ...	...	pairs	+103,576
...	5,035	Carpeting and druggeting ...	...	...	+50,381
...	3,145	Flannels, piece ...	...	...	+74,788
...	2,011	Rugs, woollen ...	...	...	+34,205
...	...	...	...	...	+8,246

IMPORTS, 1887—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>				
		Woollen piece goods—		
20 per cent.	68,270	Broad and narrow cloths, tweeds, &c.	...	341,117
7½ per cent.	20,119	Dress goods, containing wool	...	258,139
...	...	" women's, all wool	...	...
20 per cent.	697	Shirtings ...	...	2,746
Free	...	Undescribed ...	...	6,249
"	...	Woollen manufactures unenumerated	...	11,057
"	...	Yarn ... lbs.	641,138	8,826
<i>Order 16.—Silk Manufactures.</i>				
20 per cent.	50,994	Silks and satins, dress	...	249,955
"	603	" dress goods, mixed with other material	...	2,689
10 per cent.	183	" pongees	...	909
20 per cent.	3,100	" ribbons	...	15,101
"	413	" velvets and crapes	...	2,226
Free	...	" other manufactures of	...	5,653
20 per cent.	1,690	" " "	...	11,640
<i>Order 17.—Cotton and Flax Manufactures.</i>				
Free	...	Cotton piece goods (all cotton)	...	760,863
"	...	" manufactures, such as counterpanes, &c.	...	65,020
"	...	" waste ... lbs.	440,777	6,713
"	...	" wick ... "	57,847	3,546
"	...	Linen piece goods	...	49,374
"	...	" manufactures, such as table linen, towels, &c.	...	4,314
20 per cent.	37	" tents and tarpaulins	...	186
<i>Order 18.—Drapery and Haberdashery.</i>				
Free	...	Haberdashery	...	358,748
<i>Order 19.—Dress.</i>				
25 per cent.	64,040	Apparel and slops	...	255,280
30 per cent.	14,832	" "	...	48,161
Free	...	" "	...	20,407
25 per cent.	965	Bonnets, fancy and trimmed	...	3,982
4s. to 33s. p. doz. pairs and free	20,044	Boots and shoes	434,239	95,307
Free	...	Feathers, ornamental	...	9,047
"	...	Flowers, artificial	...	4,892
25 per cent.	2,528	Frillings and ruffings	...	9,876
"	8	Furs, dressed	...	31

EXPORTS, 1887—continued.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS II.—TEXTILE FABRICS AND DRESS—continued.				
<i>Order 15.—Wool and Worsted Manufactures—continued.</i>				
		Woollen piece goods—		
...	31,544	Broad and narrow cloths, tweeds, &c.	...	+ 309,573
...	...	Dress goods, containing wool	...	+ 258,139
...	45,069	" women's, all wool	...	- 45,069
...	...	Shirtings	...	+ 2,746
...	...	Undescribed	...	+ 6,249
...	381	Woollen manufactures unenumerated	...	+ 10,676
5,852	70	Yarn	+ 635,286	+ 8,756
<i>Order 16.—Silk Manufactures.</i>				
...	38,165	Silks and satins, dress	...	+ 211,790
...	...	" dress goods, mixed with other material	...	+ 2,689
...	206	" pongees	...	+ 703
...	...	" ribbons	...	+ 15,101
...	...	" velvets and crapes	...	+ 2,226
...	715	" other manufactures of	...	+ 4,938
...	...	" " "	...	+ 11,640
<i>Order 17.—Cotton and Flax Manufactures.</i>				
...	78,021	Cotton piece goods (all cotton)	...	+ 682,842
...	9,029	" manufactures, such as counterpanes, &c.	...	+ 55,991
42,963	749	" waste	+ 397,814	+ 5,964
10,531	742	" wick	+ 47,316	+ 2,804
...	3,260	Linen piece goods	...	+ 46,114
...	433	" manufactures, such as table linen, towels, &c.	...	+ 3,881
...	...	" tents and tarpaulins	...	+ 186
<i>Order 18.—Drapery and Haberdashery.</i>				
...	63,931	Haberdashery	...	+ 294,817
<i>Order 19.—Dress.</i>				
...	199,450	Apparel and slops	...	+ 124,398
...	880	" " "	...	+ 3,102
147,141	42,261	Bonnets, fancy and trimmed	+ 287,098	+ 53,046
...	1,136	Boots and shoes	...	...
...	275	Feathers, ornamental	...	+ 7,911
...	2,897	Flowers, artificial	...	+ 4,617
...	2,403	Frillings and ruffings	...	+ 6,979
...	...	Furs, dressed	...	- 2,372

IMPORTS, 1887—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 19.—Dress—continued.</i>				
Free ...	...	Furs, undressed ...	...	1,977
20 per cent.	19,731	Gloves ...	...	98,762
...	714	Hats and caps—		
48s. per doz.	30	Dress ...	No. 3,399	1,944
30s. per doz.	11,524	Boys' and youths', &c. ...	" 240	99
15s. per doz.	853	Men's felt, &c. ...	" 181,369	31,416
8s. per doz.	673	Boys' and youths', &c. ...	" 23,914	2,507
5s. per doz.	...	Felt hoods ...	" 37,380	2,481
Free ...	...	Straw, untrimmed ...	" 1,471,574	57,785
25 per cent.	3,996	Others unenumerated ...	" 169,861	16,199
	17,790	Total hats and caps ...	No. 1,887,737	112,431
Free ...	...	Hatters' materials ...	...	24,541
" ...	...	Hosiery ...	...	79,068
20 per cent.	10,246	" ...	...	51,126
...	...	Millinery ...	...	...
6d. to 1s. each	118	Umbrellas and parasols, cotton... No.	2,323	493
2s. 6d. each	1,261	" " silk ...	" 9,957	5,253
1s. each ...	283	" " fancy ...	" 6,276	1,129
<i>Order 20.—Manufactures of Fibrous Materials.</i>				
Free ...	...	Bagging ... yards	...	...
" ...	...	Bags and sacks, bran bags ... No.	1,069,920	17,821
" ...	...	" " corn and flour sacks "	4,823,483	135,546
" ...	...	" " gunny bags ... "	1,211,080	22,713
3s. per doz.	2,917	" " woolpacks ... "	704,206	80,434
6d. per doz.	28	" " undescribed ... "	19,600	294
Free ...	...	" " "	289,982	4,098
" ...	...	Boot webbing ... yards	...	2,959
" ...	...	Canvas ...	...	13,938
5s. per cwt.	30	Cordage, coir ... cwt.	101	137
11s. 3d. per cwt.	514	" hempen ...	888	2,668
28s. per cwt.	618	" white lines ...	427	3,423
Free ...	...	" unserviceable ... tons	241	1,452
11s. 3d. per cwt.	26	Engine packing ... cwt.	46	150
Free ...	...	Felt, sheathing ...	...	1,942
¼d. to ½d. per yard	3,852	Jute piece goods ... yards	2,524,211	28,708
25 per cent.	696	Mats ...	...	2,818
20 per cent.	624	{ Matting, China ...	...	3,056
Free ...	...	" " coir and other ...	...	...
20 per cent.	9,258	Nets and netting ... cwt.	281	4,071
2½d. per lb.	1,389	Oil and other floor cloths ...	...	44,649
Free ...	...	Twine and lines ... lbs.	149,775	5,229
		" sewing or seaming ... "	511,482	15,261

EXPORTS, 1887—*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—<i>continued.</i>				
<i>Order 19.—Dress—continued.</i>				
...	...	Furs, undressed ...	...	+1,977
...	13,056	Gloves ...	...	+85,706
		Hats and caps—		
161,216	19,857	Dress ...	No.	+1,726,521
		Boys' and youths', &c. ...	"	
		Men's felt, &c. ...	"	
		Boys' and youths', &c. ...	"	
		Felt hoods ...	"	
		Straw, untrimmed ...	"	
		Others unenumerated ...	"	+92,574
...	1,957	Hatters' materials ...	...	+22,584
...	8,907	Hosiery ...	...	+121,287
...	294	Millinery ...	...	-294
8,419	3,183	Umbrellas and parasols, cotton	No.	+10,137
		" " silk	"	
		" " fancy	"	
<i>Order 20.—Manufactures of Fibrous Materials.</i>				
22,250	380	Bagging ...	yards	-22,250
164,296	2,732	Bags and sacks, bran bags ...	No.	+905,624
948,394	22,458	" " corn and flour sacks	"	+3,875,089
67,431	1,391	" " gunny bags	"	+1,143,649
155,151	18,437	" " woolpacks ...	"	+549,055
247,889	2,432	" " undescribed	"	+61,693
...	483	Boot webbing ...	...	+2,476
...	1,460	Canvas ...	...	+12,478
3,062	7,955	Cordage, coir ...	cwt.	-1,646
		" hempen ...	"	
		" white lines ...	"	
36	80	" unserviceable ...	tons	+205
38	217	Engine packing ...	cwt.	+8
...	65	Felt, sheathing ...	...	+1,877
...	6,650	Jute piece goods ...	yards	+22,058
...	767	Mats ...	...	+2,051
...	344	Matting, China ...	...	+2,712
		" coir and other ...	...
...	118	Nets and netting ...	cwt.	+3,953
...	2,471	Oil and other floor cloths ...	...	+42,178
209,064	7,469	Twine and lines ...	lbs.	+452,193
		" sewing or seaming ...	"	

IMPORTS, 1887—continued.

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

Duty.		Articles.	Total Imports.		
Rate.	Amount Collected.		Quantity.	Value.	
	£			£	
CLASS III.—FOOD, DRINKS, ETC.					
<i>Order 21.—Animal Food.</i>					
Free ...	...	Bêche de mer ...	cwt.	25	6
2d. per lb.	376	Butter ...	lbs.	52,283	2,122
...	...	Butterine ...	"	...	...
2d. per lb.	1,169	Cheese ...	"	179,584	5,319
Free ...	...	Eggs ...	No.	8,007,276	31,474
" ...	...	Fish, fresh ...	"	...	830
2d. per lb.	25,759	" preserved ...	lbs.	3,167,823	100,524
Free ...	...	" salted ...	cwt.	23,276	40,788
" ...	...	" shell ...	"	...	23,219
2d. per lb.	11	Honey ...	lbs.	2,395	52
10 per cent.	48	Isinglass ...	"	1,629	455
Free ...	...	" ...	"	19,039	1,889
" ...	...	Lard ...	"	6,557	178
" ...	...	Meats, fresh ...	cwt.	3,167	4,231
" ...	...	" frozen ...	"	...	...
2d. per lb.	1,514	" preserved ...	lbs.	201,398	10,025
" ...	97	" bacon... ..	"	14,343	594
5s. per cwt.	47	" beef, salted ...	cwt.	387	557
2d. per lb.	1,087	" hams ...	lbs.	150,225	6,952
5s. per cwt.	147	" pork, salted ...	cwt.	625	1,595
<i>Order 22.—Vegetable Food.</i>					
2d. per lb.	741	Arrowroot ...	lbs.	76,189	1,662
" ...	124	Biscuit, fancy ...	"	18,248	897
Free ...	...	Cocoanuts ...	No.	503,213	2,089
2d. per lb.	2,895	Confectionery ...	lbs.	357,251	19,696
" ...	15	" sugar candy ...	"	1,802	37
2s. p. cental	39	Flour ...	centals	28,086	12,741
2d. per lb.	1,044	Fruit, bottled ...	lbs.	146,798	3,756
" ...	5,928	" dried ...	"	739,468	13,597
" ...	45,865	" " currants ...	"	5,707,577	79,483
" ...	17,760	" " raisins ...	"	2,123,344	36,457
9d. per bush.	15,226	" fresh ...	bushels	406,038	146,146
2d. per lb.	717	" pulp ...	lbs.	86,012	896
2s. p. cental	10,353	Grain and pulse, barley ...	centals	104,454	47,022
5s. p. cental	8s. 7d.	" " " pearl ...	"	3	4
2s. p. cental	126	" " beans and pease ...	"	1,246	841
" ...	8	" " gram ...	"	120	108
1s. p. cental	1,070	" " maize ...	"	21,396	7,338
3s. p. bushel	3,359	" " malt ...	bushels	33,564	12,716
2s. p. cental	31,514	" " oats ...	centals	393,378	141,764
" ...	247	" " pease, split ...	"	2,897	1,707
" ...	211	" " peanuts ...	"	2,166	2,129
6s. p. cental	13,485	" " rice ...	"	128,525	80,997
4s. p. cental	9,191				

* When dressed in bond, the smaller rate of 4s. is charged.

EXPORTS, 1887—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.—Animal Food.				
...	...	Bêche de mer ...	cwt.	+25 +6
809,115	29,214	Butter ...	lbs.	-756,832 -27,092
139,838	3,293	Butterine...	"	-139,838 -3,293
472,934	14,093	Cheese ...	"	-293,350 -8,774
232,392	976	Eggs ...	No.	+7,774,884 +30,498
...	79	Fish, fresh ...	...	... +751
345,384	13,639	" preserved ...	lbs.	+2,822,439 +86,885
623	1,126	" salted ...	cwt.	+22,653 +39,662
...	102	" shell ...	...	... +23,117
9,364	231	Honey ...	lbs.	-6,969 -179
7,685	1,181	Isinglass ...	"	+12,983 +1,163
24,122	716	" ...	"	-17,565 -538
636	673	Lard ...	"	+2,531 +3,558
15,425	27,270	Meats, fresh ...	cwt.	-15,425 -27,270
633,195	14,684	" frozen ...	"	-431,797 -4,659
178,915	7,299	" preserved ...	lbs.	-164,572 -6,705
1,099	1,426	" bacon ...	"	-712 -869
25,064	1,086	" beef, salted ...	cwt.	+125,161 +5,866
671	2,651	" hams ...	lbs.	-46 -1,056
		" pork, salted ...	cwt.	
Order 22.—Vegetable Food.				
16,795	557	Arrowroot ...	lbs.	+59,394 +1,105
1,164,997	26,870	Biscuit, fancy ...	"	-1,146,749 -25,973
2,680	23	Cocoanuts ...	No.	+500,533 +2,066
133,905	4,889	Confectionery ...	lbs.	+223,346 +14,807
...	...	" sugar candy...	"	+1,802 +37
865,234	424,673	Flour ...	centals	-837,148 -411,932
23,734	856	Fruit, bottled ...	lbs.	+123,064 +2,900
289,642	6,424	" dried ...	"	+449,826 +7,173
1,004,150	18,505	" " currants ...	"	+4,703,427 +60,978
779,981	16,876	" " raisins ...	"	+1,343,363 +19,581
21,224	9,890	" fresh ...	bushels	+384,814 +136,256
...	...	" pulp ...	lbs.	+86,012 +896
5,631	2,087	Grain and pulse, barley ...	centals	+98,823 +44,935
406	375	" " " pearl ...	"	-403 -371
1,009	629	" " beans and pease ...	"	+237 +212
...	...	" " gram ...	"	+120 +108
21,582	5,838	" " maize ...	"	+186 +1,500
29,081	10,660	" " malt ...	bushels	+4,483 +2,056
29,690	14,774	" " oats ...	centals	+363,688 +126,990
83	76	" " pease, split ...	"	+2,814 +1,631
...	...	" " peanuts ...	"	+2,166 +2,129
31,903	22,304	" " rice ...	"	+96,622 +58,693

IMPORTS, 1887—*continued.**** For the position of any article, see Index *ante.*

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
CLASS III.—FOOD, DRINKS, ETC.—<i>continued.</i>				
<i>Order 22.—Vegetable Food—continued.</i>				
2s. p. cental	...	Grain and pulse, rice, paddy ... centals	...	...
1s. p. cental	56	„ „ rye ... „	556	176
2s. p. cental	257	„ „ wheat ... „	57,897	17,716
2d. per lb.	3,157	Jams and preserves ... „ lbs.	422,265	11,337
Free	...	„ „ peel drained ... „	110,783	2,019
2d. per lb.	396	Liquorice ... „	85,056	2,716
„	479	Macaroni and vermicelli ... „	46,267	1,005
„	3,764	Maizena and corn flour ... „	434,575	9,681
Free	...	Molasses ... cwt.	20,656	4,549
3s. per cwt.	1,246	„ refined ... „	6,333	5,579
„	...	„ saccharum ... „	...	...
2d. per lb....	503	Nuts ... lbs.	60,785	1,116
„	1,205	„ almonds ... „	140,591	5,942
„	139	„ walnuts ... „	16,681	288
6s. p. cental	25	Oatmeal ... centals	225	176
20s. per ton	2	Onions ... tons	2	12
10s. per ton	1,348	Potatoes ... tons	2,698	8,477
Free	...	Sago ... lbs.	159,623	997
Sugar—				
3s. per cwt.	54,978	Raw (including beet and Victorian refined to 26 July) ... cwt.	505,022	515,251
2s. per cwt.*	27,612	Raw, cane, refined in Victoria (after 26 July) ... „	237,663	142,792
3s. per cwt.	63,923	Refined (including beet, up to 26 July)... „	390,230	446,249
6s. per cwt.†	1,445	Beet (after 26 July) ... „	9,804	9,995
3s. per cwt.	735	Glucose ... „	3,937	3,141
	148,693	Total Sugar ...	1,146,656	1,117,428
Free	...	Tapioca ... lbs.	2,356,652	24,995
„	...	Vegetables, fresh ... cwt.	1,834	1,276
2d. per lb.	175	„ preserved ... lbs.	17,678	654
5s. per cwt.	59	„ salted ... cwt.	235	245
<i>Order 23.—Drinks and Stimulants.</i>				
10 per cent.	131	Aërated and mineral waters ... doz.	6,908	1,356
9d. per gal.	42,171	Beer (ale and porter) ... galls.	1,294,295	265,813
3d. per lb.	...	Chicory ... lbs.	77,816	666
„	4,435	Chocolate and cocoa ... „	326,785	23,540
9d. per gal.	91	Cider and perry ... galls.	2,703	696
Free	...	Cocoa beans ... cwt.	816	3,893
3d. per lb.	13,504	Coffee ... lbs.	1,206,726	52,683
Free	1	Ginger, ground ... „	205	8
„	...	„ other ... „	119,719	3,055

* Duty reduced from 3s. on 27 July.

† Duty increased from 3s. on 27 July.

EXPORTS, 1887—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 22.—Vegetable Food—continued.</i>				
...	...	Grain and pulse, rice, paddy	centals	...
3	2	" " rye	"	+ 553
1,265,202	416,487	" " wheat	"	- 1,207,305
386,660	8,269	Jams and preserves	lbs.	+ 146,388
23,774	651	Liquorice	"	+ 61,282
11,884	319	Macaroni and vermicelli	"	+ 34,383
81,105	2,183	Maizena and corn flour	"	+ 353,470
1,723	1,665	Molasses and treacle	cwt.	+ 25,266
...	...	" saccharum	"	...
14,422	369	Nuts	lbs.	+ 46,363
20,673	901	" almonds	"	+ 119,918
...	...	" walnuts	"	+ 16,681
23,638	17,978	Oatmeal	centals	- 23,413
6,036	33,482	Onions	tons	- 6,034
10,592	37,861	Potatoes	tons	- 7,894
55,200	612	Sago	lbs.	+ 104,423
...	...	Sugar, raw	cwt.	+ 742,685
138,559	138,498	" refined	"	+ 261,475
2,698	2,153	" beet	"	+ 1,239
141,257	140,651	" glucose	"	+ 1,005,399
376,641	3,970	Total Sugar		+ 976,777
44,495	12,423	Tapioca	lbs.	+ 1,980,011
44,858	1,038	Vegetables, fresh	cwt.	- 42,661
...	...	" preserved	lbs.	- 27,180
...	...	" salted	cwt.	+ 235
<i>Order 23.—Drinks and Stimulants.</i>				
14,588	2,527	Aërated and mineral waters	doz.	- 7,680
120,336	20,540	Beer (ale and porter)	galls.	+ 1,173,959
83,849	1,371	Chicory	lbs.	- 6,033
15	75	" root	tons	- 15
46,051	3,219	Chocolate and cocoa	lbs.	+ 280,734
66	17	Cider and perry	galls.	+ 2,637
4	22	Cocoa beans	cwt.	+ 812
386,813	18,593	Coffee	lbs.	+ 819,913
22,339	777	Ginger	"	+ 97,585

IMPORTS, 1887—*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.*

		<i>Order 23.—Drinks and Stimulants— continued.</i>				
6d. per lb.	10,957	Hops	...	lbs.	788,968	42,422
20 per cent.	16	Limejuice	...	galls.	526	110
Free	...	"	...	"	28,902	2,347
"	...	Milk, preserved	...	lbs.	1,621,035	41,117
2d. per lb.	2,169	Mustard	...	"	251,701	15,869
Free	...	Pepper	...	"	687,891	27,209
2d. per lb.	13	" ground	...	"	2,207	77
10 per cent.	598	Perfumery*	...	...	...	5,661
2s. 9d. p. doz.	12	Pickles (quarts)	...	doz.	89	51
1s. 9d. p. doz.	2,248	" (pints)	...	"	26,877	10,092
1s. per doz.	2	" (half-pints)	...	"	32	6
20s. per ton	9,359	Salt	...	tons	10,136	40,361
Free	...	" rock	...	"	813	1,919
"	...	Saltpetre	...	cwt.	3,291	3,290
20 per cent.	1,311	Sauces	...	doz. qts.	6,966	7,866
Free	...	Spices, unenumerated	...	lbs.	237,966	8,898
2d. per lb.	52	" ground	...	"	9,521	541
12s. per gal.	140,323	Spirits, brandy	...	galls.	248,876	121,249
"	1,640	" cordials and bitters	...	"	5,626	4,337
"	65,293	" gin	...	"	111,855	20,479
"	382	" of wine	...	"	9,676	984
24s. per gal.	1,933	" perfumed	...	"	1,394	6,465
12s. per gal.	67,145	" rum	...	"	106,125	16,390
"	277,627	" whisky	...	"	611,610	198,951
"	23,372	" other, undescribed	...	"	61,154	30,402
3d. per lb.	126,867	Tea	...	lbs.	14,120,051	694,898
3s. per lb.	155,837	Tobacco (manufactured)	...	"	1,919,483	148,939
1s. per lb.	15,019	" (unmanufactured)	...	"	384,224	21,949
6s. per lb.	35,327	" cigars	...	"	151,155	68,736
"	6,317	" cigarettes	...	"	28,445	11,722
3s. per lb.	650	" snuff	...	"	5,103	1,080
6d. per gal.	2,738	Vinegar	...	galls.	121,911	12,202
6s. per gal.	30,580	Wine, in wood and bottled	...	"	199,381	76,324
8s. per gal.	10,727	" sparkling	...	"	29,249	52,165

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

		<i>Order 24.—Animal Substances.</i>				
Free	...	Beeswax	...	cwt.	12	47
"	...	Bones	...	tons	133	453
"	...	Bonedust	...	"	...	...
"	...	Bristles	...	lbs.	17,480	2,596
2d. per lb.	8,582	Candles	...	"	1,380,537	48,031
10 per cent.	735	Combs	...	...	...	7,262

* See also Spirits, perfumed.

EXPORTS, 1887—*continued.**** For the position of any article, see Index *ante.*

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

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

		<i>Order 23.—Drinks and Stimulants—</i>				
		<i>continued.</i>				
326,151	13,843	Hops	lbs.	+462,817	+28,579	
9,791	1,838	Limejuice	galls.	+19,637	+619	
88,778	2,018	Milk, preserved	lbs.	+1,532,257	+39,099	
44,852	1,997	Mustard	"	+206,849	+13,872	
83,641	4,242	Pepper	"	+606,457	+23,044	
...	571	Perfumery* ... ..	...	...	+5,090
3,070	2,529	Pickles (quarts)	doz.	-2,981	-2,478	
...	...	" (pints)	"	+26,877	+10,092	
...	...	" (half-pints)	"	+32	+6	
516	2,003	Salt	tons	+9,620	+38,358	
197	830	" rock	"	+616	+1,089	
255	251	Saltpetre	cwt.	+3,036	+3,039	
4,214	3,573	Sauces	doz. qts.	+2,752	+4,293	
71,099	3,646	Spices, unenumerated	lbs.	+166,867	+5,252	
...	...	" ground	"	+9,521	+541	
62,198	27,171	Spirits, brandy	galls.	+186,678	+94,078	
31,676	21,614	" cordials and bitters... ..	"	-26,050	-17,277	
18,411	5,400	" gin	"	+93,444	+15,079	
1,943	341	" of wine	"	+7,733	+643	
436	1,124	" perfumed	"	+958	+5,341	
17,421	4,357	" rum	"	+88,704	+12,033	
94,470	36,235	" whisky	"	+517,140	+162,716	
5,251	4,965	" other, undescribed	"	+55,903	+25,437	
7,263,567	420,859	Tea	lbs.	+6,856,484	+274,039	
1,041,232	84,832	Tobacco (manufactured)	"	+878,251	+64,107	
27,878	1,683	" (unmanufactured)... ..	"	+356,346	+20,266	
90,757	32,988	" cigars	"	+60,398	+35,748	
9,925	4,219	" cigarettes	"	+18,520	+7,503	
789	91	" snuff	"	+4,314	+989	
15,805	1,709	Vinegar	galls.	+106,106	+10,493	
199,670	51,830	Wine, in wood and bottled	"	-289	+24,494	
3,980	6,574	" sparkling	"	+25,269	+45,591	

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

		<i>Order 24.—Animal Substances.</i>				
165	797	Beeswax	cwt.	-153	-750	
111	541	Bones	tons	+22	-88	
972	5,270	Bonedust... ..	"	-972	-5,270	
1,164	326	Bristles	lbs.	+16,316	+2,270	
407,399	13,069	Candles	"	+973,138	+34,962	
...	749	Combs ... ..	...	...	+6,513

* See also Spirits, perfumed.

IMPORTS, 1887—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.

		<i>Order 24.—Animal Substances—continued.</i>					
Free	...	Feathers (not ornamental)	...	...	...	...	...
"	...	Flock	...	cwt.	26	457	
2d. per lb.	749	Glue	...	lbs.	115,377	4,567	
Free	...	" pieces	...	tons	...	...
10 per cent.	156	Grease	...	"	140	1,655	
Free	...	Hair	...	lbs.	26,254	1,210	
2d. per lb.	760	" curled	...	"	69,716	2,572	
Free	...	" seating	...	...	...	1,789	
"	...	Hides	...	No.	90,546	86,989	
"	...	Horns and hoofs	...	cwt.	122	42	
"	...	Leather	...	...	...	1,125	
20 per cent.	3,203	"	...	cwt.	964	13,656	
7½ per cent.	5,675	" calf and kid	...	"	2,798	74,068	
20 per cent.	402	" cut into shapes	...	...	...	2,030	
10 per cent.	2,288	" fancy, patent, &c.	...	...	...	21,974	
Free	...	" imitation	...	...	...	4,677	
25 per cent.	7,740	Leatherware	...	...	...	31,154	
Free	...	Sausage skins	...	lbs.	160,234	8,983	
"	...	Skins, kangaroo	...	No.	77,819	13,565	
"	...	" opossum	...	"	59,646	957	
"	...	" rabbit	...	"	920,098	4,100	
"	...	" sheep, with wool	...	"	119,658	12,190	
"	...	" " without wool	...	"	53,495	2,238	
"	...	" undescribed	...	"	185,819	24,426	
2d. per lb.	90	Soap, common	...	lbs.	14,955	275	
4d. per lb.	2,260	" fancy, perfumed	...	"	165,123	12,642	
Free	...	Sponges	...	"	7,907	2,551	
"	...	Stearine	...	cwt.	...	...
Free	...	Tallow	...	tons	586	9,844	
"	...	Whalebone	...	lbs.	112	13	
"	...	Wool,* greasy	...	"	59,295,554	2,186,424	
"	...	" scoured	...	"	9,125,804	580,781	
"	...	" washed	...	"	209,395	11,722	
"	...	" Angora	...	"	...	...
		<i>Order 25.—Vegetable Substances.</i>					
Free	...	Bark	...	tons	2,410	19,107	
"	...	Bass	...	cwt.	860	1,025	
2d. per lb.	471	Blue	...	lbs.	56,121	1,876	
2s. p. cental	13	Bran	...	centals	8,106	1,653	
Free	...	Canes and rattans	...	bundles	7,039	3,404	
25 per cent.	343	Casks	...	No.	2,550	1,394	
Free	...	" empty	...	"	12,270	4,570	

* The quantity of wool imported amounted to 68,630,753 lbs., valued at £2,778,927, of which all but 16,207,635 lbs., valued at £580,704, was brought overland from New South Wales.

EXPORTS, 1887—*continued.**** For the position of any article, see Index *ante.*

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

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—*continued.*

		<i>Order 24.—Animal Substances—contd.</i>			
...	...	Feathers (not ornamental) ...	...	...	...
608	614	Flock ...	cwt.	- 582	- 157
19,239	633	Glue ...	lbs.	+ 96,138	+ 3,934
167	1,780	„ pieces ...	tons	- 167	- 1,780
5	152	Grease ...	„	+ 135	+ 1,503
122,745	1,656	Hair ...	lbs.	- 96,491	- 446
3,122	150	„ curled ...	„	+ 66,594	+ 2,422
...	58	„ seating ...	...	...	+ 1,731
17,134	15,250	Hides ...	No.	+ 73,412	+ 71,739
1,500	633	Horns and hoofs ...	cwt.	- 1,378	- 591
46,186	223,643	Leather ...	„	- 45,222	- 208,862
...	...	„ calf and kid ...	„	+ 2,798	+ 74,068
...	3,511	„ cut into shapes ...	...	...	- 1,481
...	2,908	„ fancy, patent, &c. ...	...	...	+ 19,066
...	345	„ imitation ...	...	...	+ 4,332
...	8,196	Leatherware ...	...	...	+ 22,958
44,508	2,219	Sausage skins ...	lbs.	+ 115,726	+ 6,764
124,316	19,218	Skins, kangaroo ...	No.	- 46,497	- 5,653
155,743	3,762	„ opossum ...	„	- 96,097	- 2,805
2,663,314	16,294	„ rabbit ...	„	- 1,743,216	- 12,194
502,900	62,455	„ sheep, with wool ...	„	- 383,242	- 50,265
110,210	2,996	„ „ without wool ...	„	- 56,715	- 758
1,551	149	„ undescribed ...	„	+ 184,268	+ 24,277
1,246,448	9,294	Soap, common ...	lbs.	- 1,231,493	- 9,019
82,793	4,639	„ fancy, perfumed ...	„	+ 82,330	+ 8,003
385	133	Sponges ...	„	+ 7,522	+ 2,418
36	96	Stearine ...	cwt.	- 36	- 96
4,440	85,640	Tallow ...	tons	- 3,854	- 75,796
...	...	Whalebone ...	lbs.	+ 112	+ 13
91,635,136	3,538,195	Wool,* greasy ...	„	- 32,339,582	- 1,351,771
19,083,035	1,178,445	„ scoured ...	„	- 9,957,231	- 597,664
4,742,510	356,774	„ washed ...	„	- 4,533,115	- 345,052
925	77	„ Angora ...	„	- 925	- 77
		<i>Order 25.—Vegetable Substances.</i>			
1,733	16,152	Bark ...	tons	+ 677	+ 2,955
46	97	Bass ...	cwt.	+ 814	+ 928
62,936	2,069	Blue ...	lbs.	- 6,815	- 193
19,512	4,883	Bran ...	centals	- 11,406	- 3,230
280	1,161	Canes and rattans ...	bundles	+ 6,759	+ 2,243
...	...	Casks ...	No.	+ 2,550	+ 1,394
11,824	4,812	„ empty ...	„	+ 446	- 242

* The quantity of wool exported amounted to 115,461,606 lbs., valued at £5,073,491, of which 13,103,915 lbs., valued at £565,463, was entered as the produce of places outside Victoria.

IMPORTS, 1887—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.				
<i>Order 25.—Vegetable Substances—</i>				
<i>continued.</i>				
Free ...	...	Copra ...	tons	2 27
" ...	...	Cork ...	cwt.	740 1,432
4d. per lb.	3,881	" cut ...	lbs.	242,647 23,313
Free ...	...	Cotton, raw ...	"	72,068 1,282
2s. p. cental	...	Dholl ...	"	112 35
Free ...	...	Fibre, cocoanut ...	tons	... ..
" ...	...	" undescribed ...	"	380 7,852
" ...	...	Firewood ...	"	417 320
" ...	...	Flax, "Phormium," N. Z. ...	"	265 4,879
" ...	...	Gum ...	"	104 5,561
" ...	...	Hay and chaff ...	tons	1,417 4,538
" ...	...	Hemp ...	"	1,002 34,106
" ...	...	Indiarubber goods ...	...	... 50,263
" ...	...	Jute ...	tons	78 940
½d. and ½d.	...	" manufactures ...	...	... ..
Free ...	...	Meal, linseed ...	lbs.	73,609 534
" ...	...	Millet, broom corn, &c. ...	tons	187 5,168
" ...	...	Oakum ...	cwt.	25 41
" ...	...	Oilcake ...	tons	... ..
10s. per cwt.	230	Paper bags ...	"	725 2,020
Free ...	...	" printing ...	"	99,496 159,899
4s. per cwt.	1,552	" wrapping ...	"	7,080 7,768
2d. per lb. ...	151	" writing ...	lbs.	18,110 812
Free ...	...	" " uncut ...	"	1,897,932 39,755
2d. per lb. ...	88	" undescribed, cut ...	"	10,573 663
4s. per cwt.	1,056	" " uncut ...	cwt.	5,341 13,989
25 per cent.	98	" and cardboard boxes ...	...	... 1,118
Free ...	...	Paperhangings ...	...	... 29,445
2d. per lb.	...	Paper patterns ...	...	... ..
Free ...	...	Pitch and tar ...	cwt.	4,721 2,260
2s. p. cental	2	Pollard ...	centals	1,366 304
Free ...	...	Rags ...	tons	752 2,568
" ...	...	Resin ...	cwt.	13,201 3,528
10 per cent.	158	Seeds, canary ...	centals	2,981 1,738
Free ...	...	" clover ...	"	105 486
" ...	...	" grass ...	"	12,582 13,200
" ...	...	" undescribed ...	...	... 20,480
2d. per lb.	5,222	Starch ...	lbs.	474,303 7,000
2s. p. cental	9	Tares ...	centals	90 81
Free ...	...	Timber, deals ...	feet	8,143,131 63,267
1/6 p. 100 s. f.	14,386	" dressed ...	"	19,181,233 155,925
2/6 p. 100 s. f.	4,755	" undressed ...	"	3,812,100 36,179
1s. per 100 s. f. and free	4,178	" " hardwood ...	"	53,680,549 328,202
1/6 p. 100 s. f.	8,251	" flooring boards ...	"	11,000,600 88,723

EXPORTS, 1887—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.					
<i>Order 25.—Vegetable Substances— continued.</i>					
...	...	Copra	tons	+2	+27
14	29	Cork	cwt.	+726	+1,403
35,661	8,610	„ cut	lbs.	+206,986	+19,703
448	6	Cotton, raw	„	+71,620	+1,276
...	66	Dholl	„	+112	-31
6	93	Fibre, cocoanut	tons	-6	-93
59	3,249	„ undescribed	„	+321	+4,603
...	...	Firewood... ..	„	+417	+320
62	1,284	Flax, "Phormium," N. Z.	„	+203	+3,595
7	297	Gum	„	+97	+5,264
11,947	63,660	Hay and chaff	tons	-10,530	-59,122
26	1,008	Hemp	„	+976	+33,098
...	1,924	Indiarubber goods ... ..	...	...	+48,339
...	...	Jute	tons	+78	+940
...	67	„ manufactures ... ..	...	...	-67
8,705	75	Meal, linseed	lbs.	+64,904	+459
16	536	Millet, broom corn, &c.	tons	+171	+4,632
8	8	Oakum	cwt.	+17	+33
25	25	Oilcake	tons	-25	-25
1,749	3,647	Paper bags	„	-1,024	-1,627
2,971	5,848	„ printing	„	+96,525	+154,051
3,332	6,167	„ wrapping	„	+3,748	+1,601
32,032	1,144	„ writing	lbs.	+1,884,010	+39,423
...	...	„ undescribed, cut	„	+10,573	+663
...	...	„ „ uncut	cwt.	+5,341	+13,989
...	...	„ and cardboard boxes ... ..	...	...	+1,118
...	1,915	Paperhangings ... ..	...	...	+27,530
...	4,096	Paper patterns ... ..	...	...	-4,096
610	347	Pitch and tar	cwt.	+4,111	+1,913
4,795	1,530	Pollard	centals	-3,429	-1,226
150	2,481	Rags	tons	+602	+87
271	107	Resin	cwt.	+12,930	+3,421
230	167	Seeds, canary	centals	+2,751	+1,571
10	35	„ clover	„	+95	+451
136	261	„ grass	„	+12,446	+12,939
...	5,078	„ undescribed... ..	...	...	+15,402
185,958	3,431	Starch	lbs.	+288,345	+3,569
...	...	Tares	centals	+90	+81
185,537	3,726	Timber, deals	feet	+7,957,594	+59,541
996,561	9,465	„ dressed	„	+18,184,672	+146,460
1,089,015	8,410	„ undressed	„	+56,403,634	+355,971
2,830	24	„ flooring boards	„	+10,997,770	+88,699

IMPORTS, 1887—*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—<i>continued.</i>				
<i>Order 25.—Vegetable Substances— continued.</i>				
1/6 per s. ft.	344	Lining boards feet	458,600	4,811
" ...	646	Weatherboards "	862,000	7,350
4s. & 7s. p. l. f.	3	Mouldings "	1,451	53
5s. per 1,000	1,270	" laths No.	13,376,670	16,434
Free ...	...	" logs feet	4,926,886	40,110
9d. per 100	265	" palings No.	706,080	4,209
6/6 per 100	75	" pickets, dressed "	22,988	165
6d. per 100	265	" " undressed "	1,060,800	6,063
Free ...	...	" posts and rails "	1,900	60
9d. per 1,000	6s. 11d.	" shingles "	9,250	35
Free ...	...	" shooks and staves "	63,480	1,369
" ...	...	" spars and piles feet	454,366	3,894
6d. per 100	15	" spokes and felloes No.	60,752	956
" ...	...	" other "	...	2,748
	29,698	Total timber ... ..	...	1,011,950
2s. per gal.	4,557	Varnish galls.	44,411	22,542
25 per cent.	1,186	Wicker and basket ware ... ..	...	5,295
" ...	11,757	Woodenware ... ..	...	47,341
<i>Order 26.—Oils.*</i>				
6d. per gal.	16s. 6d.	Almond galls.	33	11
Free ...	...	Black "	34,519	3,531
6d. per gal.	6,147	Castor "	281,054	33,883
1s. doz. pts.	454	" doz. pints	9,290	3,710
6d. per gal.	661	Chinese galls.	30,338	3,818
Free ...	...	Cocoanut "	18,858	1,870
" ...	...	Cod... .. "	42,895	5,099
6d. per gal.	29	Codliver "	1,308	340
1s. doz. pts.	42	" doz. pints	832	1,322
6d. per gal.	876	Colza galls.	35,009	4,572
1s. doz. pints	10s.	Dugong doz. pints	10	18
6d. per gal.	36,144	Kerosene galls.	1,349,939	64,597
" ...	2	Lanoline "	85	106
" ...	346	Lard "	57,191	4,741
" ...	7,228	Linseed galls.	290,647	34,397
1s. doz. pts.	3s.	" doz. pts.	3	1
6d. per gal.	602	Lubricating "	29,192	3,793
Free ..	...	" ... .. "	3,678	548
1s. doz. pts.	66	" doz. pints	1,321	283
" ...	19s. 8d.	Medicinal "	19	77
6d. per gal.	894	Mineral galls.	60,975	4,617
Free ...	...	" unrefined "	134,698	10,472
6d. per gal.	1	Mutton Bird... .. "	40	4

* 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, 1887—continued.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.				
<i>Order 25.—Vegetable Substances—continued.</i>				
...	...	Lining boards feet	+ 458,600	+ 4,811
...	...	Weatherboards "	+ 862,000	+ 7,350
20,978	606	Mouldings "	- 19,347	- 553
134,346	200	„ laths No.	+ 13,242,324	+ 16,234
23,853	236	„ logs feet	+ 4,903,033	+ 39,874
68,772	573	„ palings No.	+ 637,308	+ 3,636
...	...	„ pickets "	+ 1,082,788	+ 6,228
2,488	89	„ posts and rails "	- 588	- 29
1,400	3	„ shingles "	+ 7,850	+ 32
2,504	40	„ shooks and staves... .. "	+ 60,976	+ 1,329
...	...	„ spars and piles feet	+ 454,366	+ 3,894
4,603	215	„ spokes and felloes No.	+ 56,149	+ 741
...	1,103	„ other "	...	+ 1,645
...	24,690	Total timber ... ..	...	987,260
4,167	2,599	Varnish galls.	+ 40,244	+ 19,943
...	2,227	Wicker and basket ware ... ..	...	+ 3,068
...	11,793	Woodenware ... ..	...	+ 35,548
<i>Order 26.—Oils.*</i>				
...	...	Almond galls.	+ 33	+ 11
1,968	232	Black "	+ 32,551	+ 3,299
23,150	3,108	Castor "	+ 257,904	+ 30,775
...	...	„ doz. pints	+ 9,290	+ 3,710
9,826	1,354	Chinese galls.	+ 20,512	+ 2,464
3,002	488	Cocanut "	+ 15,856	+ 1,382
3,616	536	Cod "	+ 39,279	+ 4,563
92	41	Codliver "	+ 1,216	+ 299
...	...	„ doz. pints	+ 832	+ 1,322
2,535	437	Colza galls.	+ 32,474	+ 4,135
...	...	Dugong doz. pints	+ 10	+ 18
256,803	16,685	Kerosene galls.	+ 1,093,136	+ 47,912
...	...	Lanoline "	+ 85	+ 106
706	160	Lard "	+ 56,485	+ 4,581
21,544	3,254	Linseed galls.	+ 269,103	31,143
...	...	„ doz. pints	3	1
4,040	678	Lubricating galls.	+ 28,830	3,663
...	...	„ doz. pints	+ 1,321	283
...	...	Medicinal "	+ 19	77
13,963	1,399	Mineral galls.	+ 47,012	3,218
...	...	„ unrefined... .. "	+ 134,698	10,472
...	...	Mutton Bird "	+ 40	4

* 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, 1887—*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*— <i>continued.</i>			
6d. per gal.	4	Neatsfoot	... galls.	215	35
6d. per gal.	415	Olive	... "	17,281	3,179
Free	...	Palm	... "	7,578	1,162
"	...	Paraffin	... "	...	295
6d. per gal.	3	Pine	... "	130	16
Free	41	Rape	... "	1,246	141
6d. per gal.	16	Resin	... "	625	33
1s. doz. pts. & 6d. p. gal.	994	Salad	... doz. pints	16,151	7,740
6d. per gal.	39	Seed	... galls.	1,740	302
"	11	Sperm	... "	463	146
6d. per gal.	...	Tallow	... "	...	...
"	118	Vegetable	... "	4,724	867
Free	...	Oils undescribed	... "	22,206	1,802
6d. per gal.	56	"	... "	4,696	546
	55,191	Total Oils	... ..	2,458,989	198,074

CLASS V.—MINERALS AND METALS.

Order 27.—Articles connected with Mining.†

		Order 28.—Coal, &c.			
Free	...	Coal	... tons	554,300	533,577
"	...	Coke, charcoal	... "	2,318	5,605
"	...	Kerosene shale	... "	3,843	8,112
		Order 29.—Stone, Clay, Earthenware, and Glass.			
		(See also Order 12 <i>ante</i> .)			
Free	...	Bricks, bath	... No.	51,600	344
20 per cent.	1,504	Brownware	... ..	...	7,096
2s. 6d. per cub. foot	2,562	Chinaware and porcelain	... cub. feet	20,474	27,735
1s. 4d. per cub. foot	5,538	Earthenware	... ..	81,957	60,609
6d. per c. ft.	1,584	Glass bottles	... ..	64,230	19,240
6d. per doz.	19,832	"	... doz.	358,007	17,221
3d. per doz.	312	"	... "	15,477	379
Free	...	Glass, plate	... Sup. feet	210,555	13,994
"	...	" window	... ..	2,815,499	44,560
2s. 6d. & 1s. p. cub. ft.	4,372	Glassware	... ..	71,670	52,298

* 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, &c., 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, 1887—*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>				
1,411	239	Neatsfoot galls.	- 1,196	- 204
2,069	464	Olive "	+15,212	+2,715
6,566	683	Palm "	+1,012	+479
...	315	Paraffin "	...	- 20
...	...	Pine "	+130	+16
85	16	Rape "	+1,161	+125
18	3	Resin "	+607	+30
2,185	1,502	Salad doz. pints	+13,966	+6,238
...	...	Seed galls.	+1,740	+302
103	25	Sperm "	+360	+121
47,899	3,433	Tallow "	-47,899	-3,433
1,006	220	Vegetable "	+3,718	+647
...	...	Oils undescribed "	+22,206	+1,802
...	...	" " "	+4,696	+546
402,587	35,272	Total Oils	2,056,402	162,802

CLASS V.—MINERALS AND METALS.

Order 27.—Articles connected with Mining.†

Order 28.—Coal, &c.				
325	417	Coal tons	+553,975	+533,160
337	446	Coke, charcoal "	+1,981	+5,159
...	...	Kerosene shale "	+3,843	+8,112
Order 29.—Stone, Clay, Earthenware, and Glass.				
(See also Order 12 <i>ante.</i>)				
4,002	38	Bricks, bath No.	+47,598	306
...	566	Brownware "	...	+6,530
...	3,920	Chinaware and porcelain "	...	+23,815
...	9,043	Earthenware "	...	+51,566
26,835	3,333	Glass bottles doz.	...	+33,507
9,005	1,144	Glass, plate feet	+201,550	+12,850
191,785	3,306	" window "	+2,623,714	+41,254
...	8,909	Glassware "	...	+43,389

* 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, &c., 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, 1887—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.)				
20 per cent.	1,083	Marble, wrought ... ..	...	5,455
Free	...	" unwrought	tons 962	7,119
"	...	Plaster of paris	cwt. 3,227	573
"	...	" American	" 19,780	5,167
"	...	Putty	" 4,442	2,323
"	...	Slate slabs	No. 2,563	2,671
"	...	Stones, grind	" 2,966	1,129
"	...	" mill ... ..	" ...	...
"	...	" unwrought	tons 3,004	5,967
20 per cent.	851	" wrought	" 191	3,960
"	...	Stoneware ... ..	...	...
Free	...	Whiting	tons 3,043	6,823
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
Free	...	Gold, bullion... ..	ozs. 148,030	588,527
"	...	" specie ... ..	...	51,927
"	...	Silver, bullion	ozs. 7,369	1,447
"	...	" specie ... ..	.. ...	30,176
"	...	" ore	tons 1	26
...	...	" amalgam and gold	ozs. ...	...
"	...	Copper, specie ... ..	...	1,000
10 per cent.	505	Gold-leaf	No. 2,383,500	5,035
8s. per oz.	10	Gold, plate of	ozs. 24	100
20 per cent.	8,597	Jewellery ... ..	...	49,585 }
4s. per dwt.	10	" rings of gold	dwts. 410	115 }
10 per cent.	7s. 2d.	Silver leaf	No. 6,000	4
2s. per oz.	1,220	Silver, plate of	ozs. 13,015	6,501
Free	...	Precious stones, cameos, &c., unset ... ..	...	854
"	...	Quartz	tons 90	1,203
<i>Order 32.—Metals other than Gold and Silver.</i>				
Free	...	Antimony, ore	tons 1	48
25 per cent.	1,451	Brassware ... ..	...	5,806 }
Free	...	" ... ..	...	18,353 }
"	...	Copper	tons 163	8,569
"	...	" ore	cwt. ...	...
...	...	" regulus	tons. ...	...
"	...	" sheet... ..	cwt. 1,812	5,741
"	...	" wire	" 345	1,133
"	...	Copperware ... ..	...	3,809 }
25 per cent.	202	" ... ..	...	937 }
25 per cent.	680	Grates and stoves	No. 4,227	2,901

EXPORTS 1887—*continued.*** For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS V.—MINERALS AND METALS—<i>continued.</i>				
<i>Order 29.—Stone, Clay, Earthenware, and Glass—continued.</i>				
(See also Order 12 <i>ante.</i>)				
...	1,681	Marble, wrought ...	...	+3,774
9	87	„ unwrought ...	tons	+7,032
395	107	Plaster of paris ...	cwt.	+2,832
79	27	„ American ...	„	+19,701
68	55	Putty ...	„	+4,374
8	3	Slate slabs ...	tons	+2,555
196	137	Stones, grind ...	No.	+2,770
...	...	„ mill ...	„	...
436	438	„ unwrought ...	tons	+2,568
3,248	12,726	„ wrought ...	„	-3,057
...	86	Stoneware ...	...	-86
75	359	Whiting ...	tons	+2,968
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
60,693	243,425	Gold, bullion ...	ozs.	+87,337
...	1,011,121	„ specie ...	...	-959,194
26,034	5,369	Silver, bullion ...	ozs.	-18,665
...	1,415	„ specie ...	...	+28,761
...	...	„ ore ...	tons	+1
6,238	3,250	„ amalgam and gold ...	ozs.	-6,238
...	130	Copper, specie ...	...	+870
54,300	174	Gold-leaf ...	No.	+2,329,200
6	25	Gold, plate of ...	ozs.	+18
...	13,116	Jewellery ...	...	+36,584
...	...	Silver leaf ...	No.	+6,000
1,048	654	Silver, plate of ...	ozs.	+11,967
...	115	Precious stones, cameos, &c., unset	...	+739
...	...	Quartz ...	tons	+90
<i>Order 32.—Metals other than Gold and Silver.</i>				
7	80	Antimony, ore ...	tons	-6
...	949	Brassware ...	...	+23,210
35	829	Copper ...	tons	+128
14	280	„ ore ...	cwt.	-14
67	2,400	„ regulus ...	tons	-67
43	153	„ sheet ...	cwt.	+1,769
20	85	„ wire ...	„	+325
...	416	Copperware ...	...	+4,330
100	425	Grates and stoves ...	No.	+4,127

IMPORTS, 1887—*continued.*** For the position of any article, see Index *ante.*

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
CLASS V.—MINERALS AND METALS—<i>continued.</i>				
<i>Order 32.—Metals other than Gold and Silver—continued.</i>				
Free ...	...	Iron, bar and rod ...	tons	18,647 117,884
25 per cent.	4,058	„ bolts and nuts ...	„	1,079 16,123
„ ...	3,396	„ castings ...	„	1,386 13,623
„ ...	74	„ galvanized buckets and tubs	No.	6,912 295
Free ...	...	„ „ cordage ...	tons	59 1,635
25 per cent.	...	„ „ guttering ...	...	... ..
Free ...	...	„ „ sheet ...	tons	17,102 253,775
„ ...	...	„ hoop ...	„	1,533 11,443
„ ...	...	„ pig ...	„	15,094 51,917
40s. per ton	11,432	„ pipes, cast ...	„	5,311 25,627
Free ...	...	„ „ wrought ...	„	3,653 45,571
„ ...	...	„ plate ...	„	6,771 42,220
„ ...	...	„ railway rails, &c.	„	58,617 322,576
„ ...	...	„ scrap ...	„	1,231 4,173
„ ...	...	„ sheet ...	„	2,490 26,192
„ ...	...	„ tanks ...	No.	2,312 7,755
„ ...	...	„ wire, fencing and undescribed	tons	8,352 69,255
„ ...	...	„ „ telegraphic	„	... ..
„ ...	...	Lead, ore ...	„	... 2
„ ...	...	„ pig ...	„	1,400 18,543
2s. 6d. $\text{\textcircled{P}}$ cwt.	9	„ pipe ...	cwt.	77 58
„	1,401	„ sheet ...	„	11,172 8,211
25 per cent.	36,279	Metal, manufactures of	...	... 147,483
Free ...	...	„ yellow ...	cwt.	58 174
„ ...	...	Metals, undescribed ...	„	1,240 1,564
20 per cent.	2,744	Metalware, mixed ...	...	... 13,492
3s. per cwt.	6,794	Nails ...	cwt.	43,892 27,167
12s. per cwt.	775	„ horseshoe ...	„	1,365 3,253
Free ...	...	Ores, mineral earths, clays, &c.	tons	858 3,481
20 per cent.	12,244	Platedware ...	...	... 62,901
Free ...	...	Plumbago ...	cwt.	476 398
„ ...	...	Quicksilver ...	lbs.	73,236 7,736
„ ...	...	Screws ...	cwt.	2,768 5,138
„ ...	...	Spelter ...	„	1 32
„ ...	...	Steel ...	tons	5,025 48,833
„ ...	...	„ cordage ...	„	323 13,617
„ ...	...	Tin, block ...	cwt.	3,820 14,719
„ ...	...	„ foil ...	lbs.	35,582 800
„ ...	...	„ ore ...	tons	40 874
„ ...	...	„ „ black sand ...	cwt.	... ..
„ ...	...	„ plate ...	boxes	32,789 28,889
25 per cent.	1,371	Tinware ...	...	... 5,357
Free ...	...	Wire netting ...	...	... 12,805
„ ...	...	Zinc, ingots ...	cwt.	1,198 971
25 per cent.	220	„ perforated ...	...	... 812
Free ...	...	„ sheet ...	cwt.	1,988 2,019

EXPORTS, 1887—*continued.**** For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS V.—MINERALS AND METALS—<i>continued.</i>				
Order 32.—Metals other than Gold and Silver—<i>continued.</i>				
759	6,592	Iron, bar and rod tons	+17,888	+111,292
2	37	„ bolts and nuts „	+1,077	+16,086
43	1,080	„ castings „	+1,343	+12,543
2,347	317	„ galvanized buckets and tubs No.	+4,565	- 22
5	261	„ „ cordage tons	+ 54	+1,374
...	1,699	„ „ guttering „	...	-1,699
947	15,706	„ „ sheet tons	+16,155	+238,069
95	1,177	„ hoop „	+1,438	+10,266
95	468	„ pig „	+14,999	+51,449
117	1,131	„ pipes, cast „	+5,194	+24,496
195	3,964	„ „ wrought „	+3,458	+41,607
78	852	„ plate „	+6,693	+41,368
565	1,673	„ railway rails, &c. „	+58,052	+320,903
6	30	„ scrap „	+1,225	+4,143
37	417	„ sheet „	+2,453	+25,775
224	715	„ tanks No.	+2,088	+7,040
1,193	12,863	„ wire, fencing and undescribed tons	+7,159	+56,392
2	38	„ „ telegraphic „	- 3	- 38
3	35	Lead, ore tons	- 2	- 33
26	428	„ pig „	+1,374	+18,115
980	992	„ pipe cwt.	- 903	- 934
37	775	„ sheet „	+11,135	+7,436
...	33,854	Metal, manufactures of „	...	+113,629
18	56	„ yellow cwt.	+40	+118
18	954	Metals, undescribed „	+1,222	+610
...	1,681	Metalware, mixed „	...	+11,811
5,209	5,980	Nails cwt.	+38,683	+21,187
...	...	„ horseshoe „	+1,365	3,253
287	4,292	Ores, mineral earths, clays, &c. tons	+571	-11,811
...	11,076	Platedware „	...	+51,825
29	22	Plumbago cwt.	+447	376
14,310	1,682	Quicksilver lbs.	+58,926	+6,054
84	183	Screws cwt.	+2,684	+4,955
186	2,738	Spelter „	-185	-2,706
74	1,876	Steel tons	+4,951	+46,957
2	95	„ cordage „	+321	+13,522
7	807	Tin, block cwt.	+3,813	+13,912
1,781	62	„ foil lbs.	+33,801	+738
12	580	„ ore tons	+28	+294
160	154	„ „ black sand cwt.	-160	-154
1,654	2,197	„ plate boxes	31,135	26,692
...	3,530	Tinware „	...	1,827
...	1,143	Wire netting „	...	11,662
...	...	Zinc, ingots cwt.	+1,198	+971
...	...	„ perforated „	...	+812
297	378	„ sheet cwt.	+1,691	+1,641

IMPORTS, 1887—*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.				
<i>Order 33.—Animals and Birds.</i>				
Free	...	Birds	No. 7,593	1,005
"	...	Camels	" 3	114
"	...	Dogs	" 39	204
"	...	Leeches	No. ...	...
5s. each	1,190	Horses, overland	" 4,471	138,611
"	...	" seaward	" 905	48,940
"	22,663	Horned cattle, overland	" 94,455	638,141
"	...	" seaward	" 5,153	48,119
Free	...	Calves	" 522	1,716
6d. each	25,464	Sheep, overland	" 1,067,720	468,473
"	...	" seaward	" 11,671	14,933
2s. each	182	Pigs	" 2,098	3,340
Free	...	Poultry	" 711	380
"	...	Other	" 38	145
<i>Order 34.—Plants.</i>				
Free	...	Plants	...	4,041
CLASS VII.—MISCELLANEOUS MATTERS.				
<i>Order 35.—Miscellaneous Articles of Trade, &c.</i>				
25 per cent.	3,213	Brushware and brooms, hair	...	12,429
"	80	" undescribed	...	424
Free	...	Fancy goods	...	85,866
"	...	Grindery	...	29,987
"	...	Hardware and ironmongery, undescribed	...	192,553
"	...	Holloware	...	9,994
20 and 10 per cent.	3,985	Oilmen's stores, unenumerated...	...	22,775
Free	...	Ordnance stores	...	80,527
"	...	Photographic goods	...	5,227
"	...	Printing materials	...	18,176
"	...	Telegraphic materials (except wire)	...	10,752
"	...	Travellers' samples	...	39,322
<i>Order 36.—Indefinite Articles.</i>				
Free	...	Curiosities	...	174
"	...	Exhibits undescribed	...	...
"	...	Goods, manufactured	...	52,203
10 per cent.	18	"	...	179
Free	...	Personal effects	...	55,319
"	...	Specimens of natural history	...	1,293
...	2,264,773	Total	...	19,022,151

NOTE.—The value of the overland imports included in this table was £2,873,902, consisting chiefly of wool and live stock.

EXPORTS, 1887—*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.				
<i>Order 33.—Animals and Birds.</i>				
162	22	Birds No.	+7,431	+983
...	...	Camels "	+3	+114
19	29	Dogs "	+20	+175
6,500	17	Leeches No.	-6,500	-17
2,439	76,473	Horses, overland "	+2,632	+62,138
4,030	104,501	" seaward "	-3,125	-55,561
16,689	86,860	Horned cattle, overland "	+77,766	+551,281
904	12,577	" seaward "	+4,249	+35,542
...	...	Calves "	+522	+1,716
530,844	229,313	Sheep, overland "	+536,876	+239,160
28,641	19,398	" seaward "	-16,970	-4,465
574	631	Pigs "	+1,524	+2,709
1,247	259	Poultry "	-536	+121
160	193	Other "	-122	-48
<i>Order 34.—Plants.</i>				
...	5,920	Plants ... ..	...	-1,879
CLASS VII.—MISCELLANEOUS MATTERS.				
<i>Order 35.—Miscellaneous Articles of Trade, &c.</i>				
...	2,162	Brushware and brooms, hair ... ..	...	+10,267
...	1,461	" " undescrbed... ..	...	-1,037
...	14,179	Fancy goods ... ..	...	+71,687
...	6,019	Grindery ... ..	...	+23,968
...	36,731	Hardware & ironmongery, undescrbed ... ..	...	+155,822
...	174	Holloware ... ..	...	+9,820
...	28,006	Oilmen's stores, unenumerated ... ..	...	-5,231
...	160	Ordnance stores ... ..	...	+80,367
...	4,221	Photographic goods ... ..	...	+1,006
...	11,986	Printing materials... ..	...	+6,190
...	2,486	Telegraphic materials (except wire)... ..	...	+8,266
...	40,558	Travellers' samples ... ..	...	-1,236
<i>Order 36.—Indefinite Articles.</i>				
...	660	Curiosities ... ..	...	-486
...	23,032	Exhibits undescrbed ... ..	...	-23,032
...	5,494	Goods, manufactured ... ..	...	+46,888
...	34,513	Personal effects ... ..	...	+20,806
...	185	Specimens of natural history ... ..	...	+1,108
...	11,351,145	Total ... ..	...	+7,671,006

NOTE.—The value of the overland exports included in this table was £893,770. Exports for drawback, valued at £748,135, are also included.

Imports,
exports,
and trade.

794. In 1887, the total declared value of the imports having been £19,022,151, and that of the exports £11,351,145, the excess of imports over exports was £7,671,006, and the whole value of external trade was £30,373,296.

Imports and
exports last
two years.

795. The value of imports was higher in 1887 than in 1886 by £491,576, or by not quite 3 per cent.; but notwithstanding the serious falling-off in the previous year, as compared with 1885, amounting to 3¼ millions sterling, or 24 per cent., the value of exports further decreased by £444,176, or by nearly 4 per cent. The value of the total trade was thus greater than in the previous year by only £47,400.

Imports and
exports,
latest and
former
years.

796. The imports in 1887, as indicated by their values, were higher than in any other year of the colony's history except 1884; the exports, however, according to the same standard, were lower than in any year since 1854.*

Imports and
exports per
head, 1851-
1887.

797. In the year under review, the value per head of imports was lower by 2s. 4d., and the value per head of exports was lower by 16s. 4d., than in 1886. The following table shows the value of imports and exports per head in each of the thirty-seven years ended with 1887:—

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1887.

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 last volume.

† For the estimated mean population used in making these calculations, see table of "Breadstuffs available for Consumption" in Part Production *post*.

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1887—*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

798. It will be observed that in 1887 the value of imports per head was lower than in any of the last 15 years, except 1879 and 1880, and was also considerably lower than in most of the previous years; also that the value of exports per head in 1887 was absolutely lower than in any other year since the separation of Victoria from New South Wales. Imports and exports per head.

799. 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 1886:— 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	1876	15,705,354	19 14 4	14,196,487	17 16 5
	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	11,795,311	11 19 0
Mean of 11 years	...	16,982,657	19 6 9	14,993,700	17 3 1

* For the estimated mean population used in making these calculations, see table of "Breadstuffs available for Consumption" in Part Production *post*.

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	1876	13,672,776	22	12	7	13,003,941	21	10	5
	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
Mean of 11 years	...	18,001,228	23	4	2	15,519,049	20	5	1
Queensland	1876	3,126,559	16	19	6	3,875,581	21	0	10
	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
Mean of 11 years	...	4,756,603	19	5	1	4,137,467	17	3	0
South Australia *	1876	4,576,183	20	19	8	4,816,170	22	1	9
	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
Mean of 11 years	...	5,448,124	19	19	6	5,139,548	18	18	1
Western Australia	1876	386,037	14	5	9	397,293	14	14	1
	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
	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
Mean of 11 years	...	477,161	15	9	3	473,529	15	11	6

* 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.
Tasmania	1876	1,133,003	10 16 8	1,130,983	10 16 4
	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
Mean of 11 years	...	1,500,728	12 12 3	1,424,758	12 1 7
New Zealand	1876	6,905,171	17 16 5	5,673,465	14 12 10
	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
Mean of 11 years	...	7,555,820	15 14 11	6,410,142	13 5 1

NOTE.—For the imports and exports of the different colonies during 1887, see General Summary of Australasian Statistics (third folding sheet) ; also Appendix A in the last volume.

800. In 1886 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, South Australia, and Tasmania, In only one colony—Western Australia—were either the imports or exports larger than in any previous year. In Tasmania, the imports, in Victoria and New South Wales the exports, and in South Australia and New Zealand, both imports and exports, show a falling-off as compared with the previous year.

801. Per head of the population, the exports in 1886 were below the average in all the colonies except Western Australia ; whilst the imports were below the average in all except Western Australia and Tasmania. In Western Australia the imports per head were much higher in 1886 than in any of the other years named ; and in Tasmania higher than in any except 3 of those years ; whilst, on the other hand, in South Australia and New Zealand they were lower than in any of

Gross im-
ports and
exports of
colonies.

Imports and
exports of
colonies per
head.

the other years named, and in Victoria and New South Wales than in any except 2. The exports per head show a remarkable depreciation in 1886—the rates in all the colonies being lower in that year, except Western Australia, than in any previous year named.

802. In 1879 the total value of exports, in 1881 the total value of imports, and in the last five years named in the table the total value of both imports and exports, was higher in New South Wales than in Victoria, but in all the other years the values were higher in Victoria than in any of the other colonies. The following is the order of the colonies in regard to the total value of imports and exports in 1886 and in the eleven years 1876 to 1886 :—

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

Order in 1886.	Order in a Series of Years.
1. New South Wales.	1. New South Wales.
2. Victoria.	2. Victoria.
3. New Zealand.	3. New Zealand.
4. Queensland.	4. South Australia.
5. South Australia.	5. Queensland.
6. Tasmania.	6. Tasmania.
7. Western Australia.	7. Western Australia.

803. 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.

804. The value of imports per head in 1886 was greatest in New South Wales, but that of exports was greatest in Western Australia, Victoria being third on the list in regard to imports, but as low as fifth in regard to exports. Over a series of years Victoria stood third in the case of both imports and 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 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 1886, and in the whole period of eleven years :—

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

Order in 1886.	Order in a Series of Years.
1. New South Wales.	1. New South Wales.
2. Western Australia.	2. South Australia.
3. Victoria.	3. Victoria.
4. Queensland.	4. Queensland.
5. South Australia.	5. New Zealand.
6. Tasmania.	6. Western Australia.
7. New Zealand.	7. Tasmania.

Order of colonies in respect to imports and exports.

New South Wales wool passing through Victoria.

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

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

- Order in 1886.
1. Western Australia.
 2. New South Wales.
 3. Queensland.
 4. South Australia.
 5. Victoria.
 6. New Zealand.
 7. Tasmania.

- 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.

805. 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 1886:—

External trade in Australia and Australasia.

IMPORTS AND EXPORTS OF AUSTRALIA AND AUSTRALASIA, 1876 TO 1886.

(Inclusive of the Intercolonial Trade.)

	Year.	Imports		Exports.	
		Total Value.	Value per Head.	Total Value.	Value per Head.
		£	£ s. d.	£	£ s. d.
Continent of Australia ...	1876	37,466,909	20 9 6	36,289,472	19 16 7
	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
Mean of 11 years	...	45,665,773	20 14 6	40,263,293	18 8 8
Continent of Australia, with Tasmania and New Zealand ...	1876	45,505,083	19 11 1	43,093,920	18 11 2
	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
Mean of 11 years	...	54,722,321	19 10 2	48,098,191	17 5 10

Australian and Australasian trade in 1886.

806. In regard to the Australian continent, it will be observed that the imports were lower in 1886 than in any of the preceding four years, and the exports much lower than in any of the preceding six years; also that the imports per head were less by £1 8s., and the exports per head by as much as £4 6s., than the average of eleven years, the latter being in fact lower than in any previous year named. As regards the continent with the addition of Tasmania and New Zealand, the depreciation in the value of imports and exports was even greater than in the continent taken separately; and whilst the exports per head were considerably less in 1886 than in any previous year named in the table, the imports per head in that year were also lower than in any of those years except 1880.

Australasian trade exceeds British fifty years ago.

807. It is pointed out by Mr. Mulhall* that the external trade of Australasia now exceeds that of the United Kingdom at the time of the Queen's Accession. The latter, during the years 1837-40, averaged 115 millions sterling per annum, whereas, according to the above table, the united trade of the Australasian colonies, during the years 1883-85, averaged 117 millions per annum.

Intercolonial trade.

808. 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 1885 and 1886:—

INTERCOLONIAL TRADE OF AUSTRALASIAN COLONIES, 1885 AND 1886.†

Colony.	Imports.		Exports.	
	1885.	1886.	1885.	1886.
	£	£	£	£
Victoria	5,652,169	6,254,393	5,633,247	4,108,757
New South Wales	8,415,704	7,746,005	6,856,910	7,544,139
Queensland	3,359,405	3,081,416	3,504,636	3,487,697
South Australia	2,047,331	2,394,693	1,836,215	1,570,789
Western Australia	321,173	396,872	65,239	92,716
Total	19,795,782	19,873,379	17,896,247	16,804,098
Tasmania	1,081,763	1,084,248	1,222,675	1,083,652
New Zealand	1,254,908	1,317,376	1,350,158	1,705,834
Grand Total	22,132,453	22,275,003	20,469,080	19,593,584

* *Fifty Years of National Progress*, page 119.

† For later information, see Appendix A, in the last volume.

809. From the figures in the last two tables it is ascertained that the intercolonial import trade of the colonies on the Australian continent amounted to 37 per cent. of the whole import trade in 1885 and 39 per cent. in 1886, and their intercolonial export trade amounted in the same years respectively to 41 and 45 per cent. of the whole export trade; but if the continental colonies be combined with Tasmania and New Zealand, these proportions would be reduced respectively to 35 and 39 per cent. for 1885, and to 37 and 43 per cent. for 1886.

Proportion
of inter-
colonial to
total trade

810. The intercolonial import trade showed an increase in 1886, as compared with the previous year, of £140,000, but the intercolonial export trade a decrease of £876,000. The increase in the intercolonial import trade was distributed over all the colonies, except New South Wales, and Queensland, in regard to which there was a considerable falling-off; whilst the falling-off in the intercolonial export trade was confined for the most part to New South Wales, Victoria, South Australia, and Tasmania.

Intercolonial
trade, 1885
and 1886
compared.

811. 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," &c.; 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-valuation
of imports and
exports in
some colonies.

812. The following table shows the imports and exports during 1886 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.

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

IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1886.
(Including bullion and specie, except where asterisks (*) are marked.)

Country or Colony.	Imports.			Exports.				
	Total Value.	Value per Head.			Total Value.	Value per Head.		
	£	£	s.	d.	£	£	s.	d.
EUROPE.								
United Kingdom* ...	349,863,472	9	10	7	268,667,017	7	6	5
Malta* ...	12,108,187†	76	0	10	11,413,567‡	71	13	7
ASIA.								
India ...	71,133,710	0	7	2	84,989,502	0	8	7
Ceylon ...	3,788,583	1	6	7	2,762,900	0	19	5
Straits Settlements § ...	20,151,763	39	16	6	17,459,312	34	10	1
AFRICA.								
Mauritius ...	2,471,013	6	14	3	3,314,834	9	0	1
Natal* ...	1,331,115	3	0	2	960,290	2	3	5
Cape of Good Hope ...	3,970,811	3	3	5	3,801,782	3	0	9
St. Helena* ...	61,482	12	1	10	26,161	5	2	11
Lagos ...	357,831	4	2	1	538,980	6	3	8
Gold Coast ...	376,530	0	11	7	406,539	0	12	6
Sierra Leone ...	264,866	4	7	6	325,352	5	7	6
Gambia ...	69,243	4	17	10	79,516	5	12	5
AMERICA.								
Canada ...	21,755,117	4	12	1	17,760,690	3	15	2
Newfoundland ...	1,254,174	6	7	1	1,013,115	5	2	8
Bermuda* ...	279,190	18	7	11	75,822	4	19	11
Honduras* ...	235,963	8	11	11	280,047	10	4	0
British Guiana ...	1,436,298	5	4	9	1,842,585	6	14	4
West Indies—								
Bahamas ...	189,410	4	7	1	150,390	3	9	1
Turk's Island ...	30,165	6	7	6	32,481	6	17	3
Jamaica ...	1,321,105||	2	3	10	1,280,118	2	2	5
St. Lucia* ...	122,283	2	18	6	105,207	2	10	4
St. Vincent* ...	91,185	2	0	6	70,476	1	11	4
Barbados* ...	863,492	5	0	6	739,912	4	6	1
Grenada* ...	129,338	2	14	7	180,691	3	16	4
Tobago* ...	20,499	1	0	6	18,891	0	18	10
Virgin Islands* ...	3,573	0	13	6	4,104	0	15	6
St. Christopher* ...	170,835	4	3	4	159,971	3	18	0
Nevis* ...								
Antigua* ...								
Montserrat* ...								
Dominica* ...								
Trinidad ...	2,503,514	14	0	10	2,509,140	14	1	6
AUSTRALASIA AND SOUTH SEAS.								
Australia, Tasmania, and New Zealand ¶ ...	59,733,693	17	14	9	45,409,236	13	9	8
Fiji* ...	230,629	1	16	7	283,496	2	5	0
Falkland Islands* ...	73,602	47	7	10	108,946	70	3	0
Total ...	556,595,120	2	4	1	467,003,230	1	16	11

* The figures for the United Kingdom are exclusive of bullion and specie. In other cases where asterisks occur the imports and exports of bullion and specie were not specified in the returns.

† 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.

§ Exclusive of the trade between the Settlements.

|| Imports for consumption.

¶ Including Intercolonial trade. For imports and exports of the different Australasian colonies, see tables following paragraphs 799 and 805 ante.

813. On comparing the totals in this table with the corresponding ones for the previous year, a decrease is observed in the total value of the imports of Great Britain and her dependencies to the extent of over thirty millions sterling, or nearly $5\frac{1}{2}$ per cent., and a decrease in the value of the exports of more than sixteen millions sterling, or over $3\frac{1}{2}$ per cent. The falling-off in the import trade was made up of a decrease of over twenty-one millions—or 6 per cent.—in that of the United Kingdom, and a decrease of nine millions, or over 4 per cent. in that of other British possessions; whilst the decrease in the export trade was of two and three-quarter millions—or 1 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 for a period of eleven years, it appears that the total trade of the British dominions has fallen off considerably since 1882 and 1883, and that in 1886 the import trade was the lowest with three exceptions during the period of eleven years, whilst the export trade was the lowest since 1879. This depression is almost entirely confined to the United Kingdom, for the total trade of the British colonies and other possessions has increased by nearly 25 per cent. during the period, and now amounts to over four hundred millions sterling per annum. The following is a summary for the eleven years referred to of the imports and exports of the United Kingdom, other British possessions, and of the whole British Empire:—

External
trade of
British
possessions
1876-86.

IMPORTS AND EXPORTS OF THE UNITED KINGDOM AND OTHER
BRITISH POSSESSIONS, 1876 TO 1886 (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,	197,636,	466,303,

* Exclusive of bullion and specie.

814. 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.

815. 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.

816. Mr. Howard Vincent, a member of the British House of Commons, with the assistance of Mr. Stephen Bourne, an officer attached to Her Majesty's Customs, London, recently prepared the following table, with the view of "showing in round numbers the mutual trade in one year between the principal possessions of the British people, and demonstrating the commercial value of the several portions of the empire to the whole":—

EXTERNAL TRADE (EXCLUSIVE OF TRADE WITH FOREIGN COUNTRIES)
OF THE UNITED KINGDOM AND HER VARIOUS POSSESSIONS.

(000's omitted.)

Name of Possession.	Imports.		Exports.		Total Inter-British Imperial Trade.||
	From United Kingdom.*	From other British Possessions.†	To United Kingdom.‡	To other British Possessions.§	
	£	£	£	£	£
Aden	210,	..	220,	...	430,
Ascension	2,	...	3,	...	5,
Bahamas	37,	...	36,	...	73,
Barbados	460,	200,	480,	440,	1,580,
Bermudas	75,	...	6,	...	81,
Canada	9,100,	600,	10,390,	860,	20,950,
Cape Colony	4,020,	730,	5,300,	100,	10,150,
Ceylon	1,320,	3,260,	2,370,	560,	7,510,
Falkland Islands	61,	...	100,	...	161,
Fiji	130,	300,	40,	230,	700,
Gibraltar	800,	...	23,	...	823,
Gold Coast	600,	...	840,	...	1,440,
Guiana	1,100,	490,	2,380,	140,	4,110,
Honduras	130,	...	280,	...	410,
Hong Kong	3,590,	...	1,050,	...	4,640,
India	42,930,	5,380,	36,970,	17,720,	103,000,
Jamaica	910,	210,	640,	250,	2,010,
Lagos	340,	1,	250,	2,	593,
Malta	1,150,	...	180,	...	1,330,
Mauritius	690,	1,340,	510,	3,050,	5,590,
Natal	1,310,	200,	720,	200,	2,430,

* Purchases of the Colonial and Indian peoples from the mother country.

† External purchases of the Colonial and Indian peoples under separate local governments with each other.

‡ Purchases of the mother country from the Colonial and Indian peoples.

§ External sales of the Colonial and Indian peoples under separate local governments to each other.

|| Total mutual external trade between the subjects of the British Empire.

EXTERNAL TRADE OF THE UNITED KINGDOM AND HER VARIOUS POSSESSIONS—*continued.*

(000's omitted.)

Name of Possession.	Imports.		Exports.		Total Inter-British Imperial Trade.||
	From United Kingdom.*	From other British Possessions.†	To United Kingdom.‡	To other British Possessions.§	
	£	£	£	£	£
Newfoundland ...	640,	520,	650,	120,	1,930,
New South Wales ...	11,420,	7,030,	9,000,	4,670,	32,120,
New Zealand ...	4,930,	1,880,	6,000,	1,600,	14,410,
Queensland ...	2,520,	3,300,	1,720,	2,450,	9,990,
St. Helena ...	28,	...	1,	...	29,
Sierra Leone ...	410,	...	260,	...	670,
South Australia ...	2,980,	2,240,	4,080,	2,360,	11,660,
Straits Settlements ...	4,280,	4,910,	4,610,	2,460,	16,260,
Tasmania ...	640,	990,	370,	1,120,	3,120,
Trinidad ...	890,	250,	860,	90,	2,090,
Victoria ...	9,150,	7,840,	7,750,	6,860,	31,600,
Western Australia ...	220,	280,	280,	90,	870,
Other West Indian Islands	420,	...	470,	...	890,
Total ...	107,493,	41,951,	98,839,	45,372,	293,655,

NOTE.—“The mutual trade between the Possessions of the British people embraces every single article required for food, clothing, education, commerce, manufacture, or agriculture, and for all the pursuits, avocations, and pleasures of every class of the people; and is capable of such limitless expansion, by reason of the diversities of climates and geological conditions, as to make the British Empire—with a due commercial understanding between its several local Governments—absolutely independent of the productions of every other country in the world. The foregoing table is compiled from the various official annual statements issued in the United Kingdom, and the values are in almost all cases those at which the articles are appraised on importation, which include the freight and cost of transport. These statements are deficient in many of the particulars needed for full information, as may be seen by the many *blanks*, and the absence of many Possessions, denoting that there are no available returns. It must be taken, therefore, as but an approximation, though a close one, to complete accuracy. So far as the inter-colonial trade is concerned, most of the figures which make up the 2nd column as imports *into* the one possession are again included in column 4 as exports *from* another. The grand total, therefore, in column 5 is swollen through this duplication by about £43,000,000, but it falls short by many smaller amounts, of which there are no returns. It may be approximately stated that the whole mutual trade of the empire is to the value of between £250,000,000 and £300,000,000.”

817. Victoria, as regards what Mr. Vincent terms the “Inter-British Imperial Trade,” appears by the figures in the last column of this table to be nearly equal to New South Wales, to be 50 per cent. in advance of Canada, and to be very much further in advance of every other British possession, except India. Victoria compared with other possessions.

818. The value of imports per head in Victoria, and in most of the other Australasian colonies, is nearly twice as large, and the value of exports per head is usually more than twice as large, as in the United External trade of foreign countries.

* Purchases of the Colonial and Indian peoples from the mother country.

† External purchases of the Colonial and Indian peoples under separate local governments with each other.

‡ Purchases of the mother country from the Colonial and Indian peoples.

§ External sales of the Colonial and Indian peoples under separate local governments to each other.

|| Total mutual external trade between the subjects of the British Empire.

Kingdom. Moreover, omitting the small colonies of Malta (where transhipments are included), and the Falkland Islands, the value per head of Victorian imports and exports is greater than that of the imports and exports of any British colony outside of Australasia, except the Straits Settlements.

819. The total value and value per head of the general imports and general exports of the principal Foreign countries during 1886 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	73,809,	1 15 11	83,123,	2 0 5
Belgium	113,187,	19 3 0	106,334,	17 19 10
Denmark	14,234,	6 15 9	9,514,	4 10 9
France	226,123,	5 18 4	186,723,	4 17 9
German Empire	218,245,	4 13 2	222,525,	4 15 0
Greece	6,673,	3 7 5	3,426,	1 14 7
Holland	91,893,*	20 18 7	79,126,†	18 0 5
Italy	62,374,	2 1 8	44,981,	1 10 1
Portugal	12,592,*	2 18 6	5,800,†	1 6 11
Roumania	11,799,	2 5 7	7,365,	1 8 6
Russia	43,366,*	0 11 0‡	50,521,†	0 12 10‡
Spain	30,591,	1 16 1	27,918,	1 12 11
Sweden and Norway	26,499,	4 0 9	19,444,	2 19 3
ASIA.				
China §	22,374,||	0 1 2	19,800,||	0 1 0
Japan §	6,702,	0 3 6	10,181,	0 5 4
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	23,209,	6 15 1	15,637,	4 11 0
Brazil	18,586,	1 9 0	19,550,	1 10 6
Chili	9,956,	3 18 10	10,925,	4 6 6
Mexico	7,467,	0 14 3	9,723,	0 18 6
United States	140,422,	2 10 7	144,664,	2 12 1
Uruguay	4,207,	7 1 1	4,961,	8 6 4
Total	1,176,172,	1 9 5	1,108,527,	1 7 9

NOTE.—The figures for Persia are only estimates; those for Greece and Morocco are for 1882; those for Brazil are for 1883; those for Austria-Hungary, Denmark, Roumania, Spain, Sweden, and Mexico are for 1885; all the rest are for 1886. In the cases of the Argentine Confederation, Chili, 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. The imports are in the proportion of 8s. 6d. and the exports of 10s. 8d. to the population of the whole Russian Empire.

§ Exclusive of bullion and specie.

|| Exclusive of the trade carried on in native vessels.

820. It will be at once seen that the imports and exports of the United Kingdom in 1886,* 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, Austria-Hungary, 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 8 millions than in Italy, and by 21 millions than in 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 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.

821. 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 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.

822. 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 1887, will be found in the following table:—

Imports and exports the produce of various countries.

IMPORTS AND EXPORTS THE PRODUCE OF DIFFERENT COUNTRIES, 1887.

Articles the Produce or Manufacture of—	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Victoria ... ..	...	...	8,502,979	74·91
The United Kingdom ...	7,928,736	41·68	929,191	8·19
Other British possessions ...	7,996,498	42·04	1,131,992	9·97
Foreign States	3,096,917	16·28	786,983	6·93
Total	19,022,151	100·00	11,351,145	100·00

* See table following paragraph 799 *ante*.

† See table following paragraph 812 *ante*.

Exports of
Victorian
produce.

823. 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-one years:—

EXPORTS OF VICTORIAN PRODUCE, 1867 TO 1887.

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

Decrease of
exports of
Victorian
products.

824. 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, although the total value of exports of local productions was lower in 1886 than in any of the previous nineteen years, except 1879, and the value of such exports per head was absolutely the lowest in the vicennium, the values in 1887 were still lower than in 1886. The present depreciation in the export trade of home products is thus of longer duration and more pronounced than that which took place during the period of commercial depression, which was at its height in 1879; the remarkable difference being that the present falling-off has taken place during a period of unexampled prosperity—partly caused no doubt by the introduction of British capital—which has led to an increased home consumption of colonial productions, and to a large proportion of the gold raised in the colony being retained therein, in lieu of being exported, to be used towards

defraying the cost of constructing public and private works and buildings—chiefly in and around Melbourne—and extending manufactures, to the carrying on of which operations the buoyant state of the money market and the flourishing state of the colony generally have given a marked impulse. The proportion of exports of home products to the total exports was lower in 1887 than in any of the six previous years, or than in 1873, 1872, 1871, 1868, or 1867.

825. 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 1887, the names of all the most important articles being given:—

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE
OF VICTORIA, 1881 TO 1887.*

(See Index following paragraph 793 *ante*.)

Order.	Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
		£	£	£	£	£	£	£
1	Stationery ...	19,441	21,891	23,387	22,113	17,949	14,395	13,231
9	Agricultural implements	14,198	15,592	14,119	10,347	11,017	11,732	15,613
10	Machinery ...	82,166	123,180	138,407	98,468	73,227	48,034	90,403
10	Saddlery and harness	21,383	22,883	22,417	14,260	13,105	9,866	7,147
13	Furniture and upholstery	31,282	37,651	46,832	43,734	39,143	24,109	20,286
14	Manure ...	13,206	16,111	27,869	21,987	19,780	24,579	25,431
"	Drugs and chemicals	6,212	7,725	15,400	12,398	17,144	13,164	10,647
15	Woollens and woollen piece goods	6,947	15,692	12,546	10,633	4,189	2,751	1,820
19	Apparel & slops	226,203	258,393	245,998	257,269	242,617	155,358	117,858
"	Boots and shoes	45,856	47,250	39,958	36,916	25,482	20,926	23,137
20	Cordage ...	16,879	26,721	27,613	29,312	20,695	9,195	5,398
21	Butter & cheese	100,987	113,852	117,835	145,484	103,365	90,221	43,123
"	Hams, bacon, and lard	16,155	12,195	15,422	17,232	13,061	10,343	8,817
"	Beef and pork, salted	14,073	24,509	26,901	33,072	18,905	9,951	4,077
"	Preserved meats	102,306	49,674	76,015	116,903	99,861	88,187	41,561
22	Confectionery	17,749	20,621	15,712	13,062	11,290	6,703	3,798
"	Biscuit ...	30,237	32,031	27,663	40,370	45,015	37,689	26,870
"	Flour ...	206,932	286,627	250,674	277,556	303,305	313,709	408,434
"	Grain & pulse—							
	Wheat ... }	668,234	631,473	353,309	1,426,905	407,668	165,391	410,524
	Other † ... }			17,275	23,316	8,307	10,387	13,317
"	Fruit ...	6,804	12,724	18,573	38,021	23,662	21,967	10,105
"	Jams and preserves	6,778	7,328	23,276	28,515	15,932	14,678	6,563
"	Oatmeal ...	12,368	19,673	22,512	28,540	29,550	25,222	17,978
"	Onions ...	20,364	35,398	31,599	38,710	31,868	34,696	33,482
"	Potatoes ..	57,091	110,544	110,885	148,929	103,644	120,532	37,861
"	Sugar, refined, and molasses	208,782	214,777	216,501	106,483	52,048	32,462	41,130

* 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, 1881 TO 1887*—continued.

(See Index following paragraph 793 ante.)

Order.	Article.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
		£	£	£	£	£	£	£
22	Vegetables ...	4,258	4,565	30,706	99,031	17,480	4,436	12,423
23	Wine ...	5,388	11,894	11,493	13,450	15,362	27,094	29,345
24	Bones ...	1,630	2,319	1,287	1,951	1,211	500	541
"	Bone-dust ...	12,144	12,503	8,900	11,380	14,458	9,674	5,270
"	Candles ...	1,331	480	341	3,655	7,163	5,561	1,629
"	Glue pieces ...	1,112	1,819	667	1,055	1,400	1,783	1,780
"	Hides ...	6,239	6,838	4,118	8,696	10,284	9,581	15,250
"	Horns and hoofs	1,118	2,586	1,673	1,174	678	1,005	633
"	Leather ...	297,427	329,146	359,870	338,029	342,252	254,597	207,606
"	Skins — sheep, &c.	104,352	129,267	117,538	139,942	92,149	98,763	104,543
"	Soap ...	11,596	15,229	12,709	15,559	18,189	13,354	10,485
"	Stearine ...	48,626	32,213	13,486	6,247	...	5	96
"	Tallow ...	247,372	186,484	232,400	256,686	155,918	121,900	85,640
"	Wool † ...	4,070,589	4,792,084	5,213,198	5,707,668	4,428,231	4,306,352	4,508,105
25	Bark and timber	35,917	43,471	50,239	33,472	32,782	37,481	23,470
"	Bran and pollard	9,426	4,182	11,487	16,102	9,598	23,010	4,323
"	Hay and chaff	81,196	146,199	125,919	194,393	84,825	174,139	63,660
"	Seeds ...	14,097	13,894	2,083	13,722	9,699	6,227	4,412
26	Oil—neatsfoot, and ex tallow	17,575	18,568	8,209	9,016	7,634	7,478	3,625
31	Gold—bullion	1,588,738	1,381,088	1,569,819	760,875	353,362	336,874	243,425
"	specie	3,090,999	2,208,221	2,251,278	1,249,420	3,956,173	1,610,829	1,011,121
32	Minerals, metals, &c., exclusive of gold	62,847	45,280	75,846	31,858	25,716	32,393	14,733
33	Horned cattle	83,110	131,035	193,188	235,019	101,935	57,604	71,833
"	Horses ...	185,295	299,874	268,911	171,732	170,926	133,691	148,018
"	Sheep ...	184,126	163,458	327,598	307,609	426,149	101,232	191,246
34	Plants ...	6,170	7,261	8,736	7,561	7,343	5,664	5,920
35	Hardware and manufactures of metals	31,292	69,415	28,057	24,911	19,405	20,834	16,440
"	Oilmen's stores	11,497	12,795	13,133	15,421	14,400	11,898	13,622
...	All other articles	312,467	334,105	410,707	439,315	375,694	324,481	265,174
	Total ...	12,480,567	12,570,788	13,292,294	13,155,484	12,452,245	9,054,687	8,502,979

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

826. Whilst the falling-off in the total exports of 1887, as compared with 1886, was £444,176, as already stated, there was a falling-off in the exports of home produce or manufactures alone amounting to £551,708, the difference being counterbalanced by an increase in the re-export trade. The decrease in exports of home produce was spread over 35 articles, the total falling-off of which amounted to £1,296,600; as against this, there was an increase of £744,900 spread over 20 articles of home produce, the net falling-off being thus,

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

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

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

£551,708, as stated. 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, 1887.**

Increase 1887, as compared with 1886.		Decrease 1887, as compared with 1886.	
Articles.	Amount of Increase.	Articles.	Amount of Decrease.
	£		£
Agricultural implements ...	3,881	Stationery ...	1,164
Machinery ...	42,369	Saddlery and harness ...	2,719
Manure ...	852	Furniture and upholstery...	3,823
Boots and shoes ...	2,211	Drugs and chemicals ...	2,517
Flour ...	94,725	Woollens and woollen piece goods	931
Grain and pulse—		Apparel and slops ...	37,500
Wheat ...	245,133	Cordage ...	3,797
Other ...	2,930	Butter and cheese ...	47,098
Sugar, refined and molasses	8,668	Hams, bacon, and lard ...	1,526
Vegetables ...	7,987	Beef and pork, salted ...	5,874
Wine ...	2,251	Preserved meats ...	46,626
Bones ...	41	Confectionery ...	2,905
Hides ...	5,669	Biscuit ...	10,819
Skins—sheep, &c. ...	5,780	Fruit ...	11,862
Stearine ...	91	Jams and preserves ...	8,115
Wool ...	201,753	Oatmeal ...	7,244
Horned cattle ...	14,229	Onions ...	1,214
Horses ...	14,327	Potatoes ...	82,671
Sheep ...	90,014	Bone-dust ...	4,404
Plants ...	256	Candles ...	3,932
Oilmen's stores ...	1,724	Glue pieces ...	3
		Horns and hoofs...	372
		Leather ...	46,991
		Soap ...	2,869
		Tallow ...	36,260
		Bark and timber...	14,011
		Bran and pollard ...	18,687
		Hay and chaff ...	110,479
		Seeds ...	1,815
		Oil—neatsfoot and ex tallow	3,853
		Gold—bullion ...	93,449
		" specie ...	599,708
		Minerals, metals, &c., exclusive of gold	17,660
		Hardware and manufactures of metals	4,394
		All other articles ...	59,307
Total increase ...	744,891	Total decrease ...	1,296,599
		Deduct increase ...	744,891
		Net decrease ...	551,708

Articles showing increase and decrease

827. By reference to the table it will be found that the net falling-off in the total exports of home produce was much more than accounted for under the head of gold (bullion and specie) alone, which showed a decrease of £693,000, owing to the gold produced, almost the whole of which has usually been exported, being retained in the country to facilitate exchange operations in connexion with the large influx of British capital which it is believed has taken place during the last two years. As against this, it is gratifying to notice a marked increase in the exports of three other staple articles, viz., breadstuffs, wool, and live stock—the former showing an increase of £329,000, the second of nearly £202,000, and the third of over £118,000, or an increase upon the three articles amounting to £649,000; which was more than sufficient to compensate for the numerous deficiencies under other heads, of which the principal were hay and chaff with a decrease of £110,000, and potatoes with one of £82,700.

Total decrease in last two years.

828. The serious falling-off in the exports dates from 1885, in which year and the following one, the diminution or increase, according to value, of the exports of ten of the principal articles of Victorian produce was as follows:—

INCREASE OR DECREASE OF EXPORTS OF PRINCIPAL ARTICLES OF HOME PRODUCE, 1886 AND 1887.

Articles.	Increase (+) or Decrease (-) as compared with the preceding year—		Net amount in two years.
	In 1886.	In 1887.	
	£	£	£
Gold	- 2,361,832	- 693,157	- 3,054,989
Breadstuffs	- 239,199	+ 329,039	+ 89,840
Wool	- 121,879	+ 201,753	+ 79,874
Live stock	- 406,483	+ 118,570	- 287,913
Leather	- 87,655	- 46,991	- 134,646
Apparel and slops	- 87,259	- 37,500	- 124,759
Hay and chaff	+ 89,314	- 110,479	- 21,165
Potatoes	+ 16,888	- 82,671	- 65,783
Butter and cheese	- 13,144	- 47,098	- 60,242
Meats, preserved	- 11,674	- 46,626	- 58,300
Other articles	- 174,635	- 136,548	- 311,183
Total (net)... ..	- 3,397,558	- 551,708	- 3,949,266

Chief articles under which decrease occurred.

829. It will be observed that in 1886 there was a falling-off in all the articles named except hay and potatoes, but that the exports of those articles fell off in 1887, whilst in that year there was a revival in the exports of breadstuffs, wool, and live stock. Over three-fourths of the falling-off in the two years was in the export of gold; and although

an increase occurred in two leading articles—viz., £90,000 in bread-stuffs, and £80,000 in wool; large net decreases took place under all the other articles, amounting in the aggregate to about £1,093,000, of which £288,000 appears under the head of live stock, nearly £135,000 under that of leather, and close on £125,000 under that of apparel and slops. The decrease under minor articles not named, it will be observed, amounted to no less than £311,000.

830. 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 1876 to 1886, 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,
1876 TO 1886.

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.	
Victoria ...	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 8	81·96
	1885	12,452,245	12 19 10	80·06
	1886	9,054,687	9 3 6	76·77
New South Wales ...	1876	10,691,953	17 13 10	82·22
	1877	10,704,758	17 0 4	81·55
	1878	10,716,511	16 5 9	82·65
	1879	10,775,644	15 12 0	82·34
	1880	12,679,782	17 9 5	81·67
	1881	12,895,493	16 19 2	80·35
	1882	13,208,459	16 12 4	79·01
	1883	16,129,867	19 6 8	81·11
	1884	14,595,736	16 11 4	79·97
	1885	12,957,881	13 18 5	78·33
	1886	12,884,200	13 3 0	82·82
Queensland ...	1876	3,807,974	20 13 6	98·26
	1877	4,278,122	21 18 7	98·09
	1878	3,083,441	14 18 2	96·65
	1879	3,259,613	15 4 5	94·92
	1880	3,150,151	14 3 10	91·36
	1881	3,289,253	14 17 8	92·91
	1882	3,183,947	13 8 0	90·01
	1883	5,156,835	19 5 1	97·73
	1884	4,553,477	15 8 11	97·43
	1885	5,116,293	16 11 5	97·58
	1886	4,813,092	14 9 6	97·55

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,
1876 TO 1886—*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.	
South Australia ...	1876	4,338,959	19 17 11	90·09
	1877	3,922,962	16 19 3	84·79
	1878	4,198,034	17 5 9	78·39
	1879	3,957,854	15 11 6	83·10
	1880	4,829,577	18 6 6	86·64
	1881	3,643,402	12 12 6	82·66
	1882	4,187,840	14 8 11	78·13
	1883	3,487,827	11 13 3	71·42
	1884	5,292,222	17 2 11	79·90
	1885	4,385,599	14 0 2	77·81
1886	2,822,138	9 0 3	62·87	
Western Australia ...	1876	394,553	14 12 1	99·31
	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
1886	626,524	16 17 0	99·40	
Tasmania ...	1876	1,117,584	10 13 9	98·82
	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
	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	
New Zealand ...	1876	5,488,901	14 3 4	96·75
	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	

831. According to its total value and its value per head, the home produce exported in 1886 was less than in 1885 in all the colonies except Western Australia and Tasmania; moreover, excepting in New South Wales, the proportion of exports of home produce to the total exports was lower in all the colonies than in the previous year. A marked falling off indeed in the export trade of home products appears to have prevailed in 1886 in Victoria, South Australia, and Tasmania. It should be mentioned that the same circumstance which makes the returns of Victorian home produce exported not absolutely reliable, as has been already stated,* may probably also operate against the truthfulness of the returns in the other colonies; consequently, some caution should be exercised in drawing deductions from the figures.

Exports of home produce, 1885 and 1886.

832. 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; and, owing to the unusual depression in the export trade in Victoria, the difference in favour of New South Wales in 1886 was as much as $3\frac{4}{5}$ 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 1886:—

Order of colonies in respect to exports of home produce.

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF EXPORTS OF HOME PRODUCE, 1886.

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

833. In respect to the value of exports of domestic produce per head of the population in 1886, Victoria stood the lowest but one on the list, at the top of which stood Western Australia, and at the bottom South Australia. The following was the order of the colonies in this particular:—

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

ORDER OF COLONIES IN REFERENCE TO VALUE PER HEAD OF EXPORTS OF HOME PRODUCE, 1886.

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

* See paragraph 824 *ante*.

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

834. 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 1886 :—

ORDER OF COLONIES IN REFERENCE TO PROPORTION OF EXPORTS OF HOME PRODUCE TO TOTAL EXPORTS, 1886.

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

Exports of Australasian produce.

835. The aggregate value of the exports of home produce from all the Australasian colonies amounted in 1886 to £37,899,739, or over 83 per cent. of the total exports, as compared with $43\frac{1}{4}$ millions, or 84 per cent. of the total exports in 1885. During the last ten 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.

Trade with various countries, 1887.

836. In 1887, according to value, over two-fifths of the Victorian imports were from, and nearly half of the exports were to, the United Kingdom. About 38 per cent. of the former, and 40 per cent. of the latter, were conveyed between Victoria and the neighbouring colonies, chiefly New South Wales. In regard to Foreign countries, the imports therefrom amounted to $12\frac{1}{3}$ per cent. of the total imports, and the exports thereto to over 7 per cent. of the total exports. 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 :—

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1887.

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
BRITISH COUNTRIES.				
The United Kingdom ...	£ 8,290,046	43·58	£ 5,476,229	48·24
Australasia—				
New South Wales ...	5,256,572	27·63	2,447,279	21·56
Queensland ...	477,901	2·51	529,286	4·66
South Australia ...	520,190	2·73	527,703	4·65

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES,
1887—*continued.*

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
BRITISH COUNTRIES—<i>continued.</i>	£		£	
Australasia—<i>continued.</i>				
Western Australia ...	18,789	·10	155,984	1·37
Tasmania ...	347,510	1·83	543,523	4·79
New Zealand ...	706,505	3·71	292,729	2·58
Fiji ...	62,209	·33	22,872	·20
Mauritius ...	246,308	1·30	28,312	·25
Hong Kong ...	234,864	1·23	32,458	·29
India ...	371,914	1·96	421,552	3·71
Ceylon ...	41,352	·22	50,696	·45
Straits Settlements ...	59,104	·31	5,832	·05
Canada ...	24,236	·13	...	...
Other British possessions ...	14,821	·08	10,097	·09
Total ...	16,672,321	87·65	10,544,552	92·89
FOREIGN COUNTRIES.				
Belgium ...	73,299	·38	228,268	2·01
France ...	182,187	·96	155,940	1·37
Germany ...	298,269	1·57	107,920	·95
Sweden and Norway ...	328,789	1·73	20	...
Java ...	179,777	·94	2,071	·02
Philippine Islands ...	5,380	·03	79,051	·70
China ...	585,259	3·08	45	...
United States ...	671,231	3·53	223,443	1·97
Others ...	25,639	·13	9,835	·09
Total ...	2,349,830	12·35	806,593	7·11
Grand Total ...	19,022,151	100·00	11,351,145	100·00

837. The net increase in the Victorian imports in 1887 as compared with those in 1886, already stated to have been £492,000, was made up of an increase of £632,000 in the imports from British countries, less a decrease of £140,000 in those from Foreign countries. As regards the former, there was a large increase from the Australasian colonies, viz., of £1,073,000, from India (£170,000), and from Fiji, with which colony the trade increased two-fold; but there was a falling-off of £562,000 from the United Kingdom, and of £52,000 from Canada. In regard to the latter, the principal falling-off consisted of £178,000 in the imports from Sweden and Norway, of £58,000 in those from Belgium, and of smaller amounts in those from China and the United States; but, on the other hand, the import trade from France and

Increase or decrease of imports to each country, 1887.

Germany showed some improvement, whilst that from Java increased from only £25,000 in 1886 to £180,000 in 1887.

838. The falling-off in the total exports in 1887, as compared with those in the previous year amounting to £444,000 was the net result of a decrease of £563,000 in the trade to British countries, and an increase of £119,000 in that to Foreign countries. Under the head of British trade, there was a very large falling-off in the exports to the United Kingdom, viz., of £1,090,000, but a net increase of £387,000 in those to the Australasian colonies, to which Queensland contributed £348,000, and South Australia £138,000, less a decrease of £180,000 to New South Wales; and a net increase of £138,000 in exports to other British possessions, resulting chiefly from a large increase in those to India, less a falling-off in those to Ceylon. As regards Foreign countries, exports to the United States show an increase of £91,000. There were also increases in the export trade to France, Germany, and the Philippine Islands, but a decrease in that to Belgium.

839. During the last two years the Victorian export trade fell off in value by nearly four and a quarter millions sterling; and of this over two and a half millions was in the trade to the United Kingdom, and over one million in that to the other Australasian colonies. The only places to which there was any increase in the exports were other British possessions (excepting Ceylon), Germany, Belgium, and Other Countries. The following table shows the increase or decrease in the last two years:—

INCREASE OR DECREASE OF VICTORIAN EXPORTS TO VARIOUS
COUNTRIES, 1886 AND 1887.

Countries.	Increase (+) or Decrease (-) as compared with preceding year.		Net Amount in Two Years.
	In 1886.	In 1887.	
	£	£	£
United Kingdom	- 1,593,017	- 1,089,889	- 2,682,906
Australasian Colonies	- 1,524,490	+ 387,747	- 1,136,743
Ceylon	- 437,138	- 171,636	- 608,774
Other British Possessions	+ 24,222	+ 310,261	+ 334,483
France	- 392,755	+ 20,062	- 372,693
Germany	+ 35,276	+ 42,425	+ 77,701
Belgium	+ 165,099	- 61,638	+ 103,461
Other Countries	- 33,634	+ 118,492	+ 84,858
Total (net)	- 3,756,437	- 444,176	- 4,200,613

Increase or decrease in exports to each country, 1887

Decrease of export trade to various countries in last two years.

840. The next table shows the value of the Victorian imports from and exports to different countries in 1887 and in the first year of each of the two previous quinquennia :—

Trade with various countries at three periods.

IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1877, 1882, AND 1887.

Countries.	Imports therefrom.			Exports thereto.		
	1877.	1882.	1887.	1877.	1882.	1887.
BRITISH COUNTRIES.	£	£	£	£	£	£
The United Kingdom	8,300,411	8,980,420	8,290,046	6,574,848	7,763,065	5,476,229
Australasia—						
New South Wales	3,982,162	4,313,262	5,256,572	2,183,717	3,089,255	2,447,279
Queensland ...	20,599	10,051	477,901	64,545	18,652	529,286
South Australia ...	290,361	412,925	520,190	550,415	703,893	527,703
Western Australia	17,120	8,590	18,789	59,250	95,382	155,984
Tasmania ...	304,861	429,026	347,510	486,952	570,597	543,523
New Zealand ...	599,261	740,473	706,505	884,691	748,060	292,729
Fiji ...	4,543	17,320	62,209	4,179	29,394	22,872
Mauritius ...	391,497	824,507	246,308	9,655	26,701	28,312
Hong Kong ...	143,919	204,562	234,864	4,947	2,552	32,458
India ...	160,595	470,352	371,914	54,095	124,744	421,552
Ceylon ...	359,322	71,613	41,352	4,112,270	2,341,991	50,696
Straits Settlements...	15,273	42,160	59,104	467	...	5,832
Canada ...	61,641	98,669	24,236	...	...	...
Other British possessions	30,125	621	14,821	12,990	4,151	10,097
Total ...	14,681,690	16,624,551	16,672,321	15,003,021	15,518,437	10,544,552
FOREIGN COUNTRIES.						
Belgium ...	...	29,311	73,299	...	285,025	228,268
France ...	74,586	78,089	182,187	...	5,682	155,940
Germany ...	...	105,469	298,269	...	35,054	107,920
Sweden and Norway	168,790	239,801	328,789	...	...	20
Java ...	299,352	296,585	179,777	9,170	4,277	2,071
Philippine Islands ...	14,854	47,563	5,380	20,573	248,364	79,051
China ...	451,474	628,405	585,259	...	7,285	45
United States ...	647,090	680,863	671,231	123,189	38,744	223,443
Others ...	24,468	17,444	25,639	1,734	50,711	9,835
Total ...	1,680,614	2,123,530	2,349,830	154,666	675,142	806,593
Grand total	16,362,304	18,748,081	19,022,151	15,157,687	16,193,579	11,351,145

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

841. It will be observed that the value of imports from the United Kingdom at the last period showed a considerable falling-off as compared with that at the middle period, and a slight falling-off as compared with that at the first period, whilst a very much larger falling-off took place in the value of exports to the United Kingdom; also that the value of imports from Queensland, South Australia, and Western Australia—more especially the first-named—was higher at the last than at

Trade at three periods compared.

either of the previous periods; and the value of exports to Queensland and Western Australia was much higher, and to South Australia and New Zealand—especially the last-named—was considerably lower at the last than at either of the previous periods, whilst the value of exports to New South Wales was higher at the last than at the first, but much lower than at the middle period. The trade with the leading European countries, with which an extensive trade has only recently sprung into existence, shows marked increase, especially in the imports, which have not yet, however, reached the value of a million per annum. In the case of British possessions an increase is noticed in the import trade from Fiji, Hong Kong, and Straits Settlements, and in the export trade to Hong Kong, India, and the Straits Settlements; but a very considerable decrease in the import trade from Mauritius and India as compared with the middle period, and in the total trade with Ceylon, which is in consequence of the fact that the P. & O. steamers leaving Australia now generally go right through to England, instead of transshipping at Ceylon, and therefore the gold shipped in these vessels is much oftener than formerly entered for the first-named country than for the latter.

842. The value of imports to Victoria from the neighbouring colonies, was higher in 1887 than in any of the previous ten years, by nearly 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, the value in that year was lower than in any other year since 1879, except 1876, as will be seen by the following figures:—

TRADE BETWEEN VICTORIA AND THE OTHER AUSTRALASIAN
COLONIES, 1877 TO 1887.

Year.	Imports from the Neighbouring Colonies.	Exports to the Neighbouring Colonies.	Excess in favour of	
			Imports.	Exports.
	£	£	£	£
1877 ...	5,214,364	4,229,570	984,794	...
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	...

Trade with
neighbour-
ing colo-
nies, 1877 to
1887.

843. 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 1887 was far 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 £12,895,779, or an average of about £1,172,300 per annum.

Imports from other colonies in excess of exports thereto.

844. Each port gets credit for the imports of such goods only as are landed thereat direct from other countries, or of goods on which the duty has not been paid elsewhere in Victoria, and in like manner a port gets credit for the export of such goods only as are shipped therefrom direct to other countries. Besides the foreign trade, however, there exists a coastwise traffic, by means of which the outports receive goods on which the duty has been paid in Melbourne, and send away goods to Melbourne for ultimate shipment there. No return was ever given of the imports coastwise at any of the ports, but the Customs returns for some years contained a statement of the exports coastwise from the ports of Warrnambool, Belfast, and Portland. The following are the results for the five years ended with 1880, since which year the information has not been collected :—

Exports coastwise from three ports.

VALUE OF EXPORTS COASTWISE FROM THE FOLLOWING PORTS,
1876 TO 1880.

	1876.	1877.	1878.	1879.	1880.
Warrnambool ...	£293,971	£277,465	£283,315	£266,391	£287,906
Belfast ...	467,162	365,203	227,211	157,621	190,644
Portland ...	378,453	320,587	305,940	192,497	381,410

845. The chief item of coastwise exports in all the years was wool, the value of which, in 1880, shipped from Warrnambool was £135,623, from Belfast £163,118, and from Portland £213,803. After wool, the principal articles appearing in the coastwise export returns of 1880 were potatoes, butter and cheese, live stock, leather, woollens, tallow, and grain and pulse, from Warrnambool; potatoes, tallow, eggs, leather, butter and cheese, live stock, and grain, from Belfast; and grain, bark, skins, and leather, from Portland.

Chief articles exported coastwise.

846. In 1887, 80 per cent. of the imports were landed, and a somewhat larger proportion of the exports were shipped, at the port of Melbourne. Over a sixth of the imports entered the colony at the Murray ports, but only about a ninth of the exports were sent away therefrom. The chief of these ports is Echuca, at which $11\frac{3}{4}$ per cent. of the total imports were landed. The only important port of shipment in Victoria, except Melbourne, is Geelong, from which, in 1887, $5\frac{3}{4}$ 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, 1887.

Ports.	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Melbourne	15,159,209	79·69	9,262,333	81·60
Geelong	186,768	·98	654,019	5·76
Portland	1,531	·01	144,217	1·27
Port Fairy (Belfast)	697	...	66	...
Warrnambool	30,930	·16	11,589	·10
Bairnsdale	1,139	·01	2,196	·02
Murray ports and places—				
Cowana	5,781	·03	16,972	·15
Echuca	2,229,639	11·72	168,172	1·48
Koondrook	1,319	·01	2,612	·02
Narung	8,017	·04	...	...
Swan Hill	39,991	·21	35,305	·31
Tocumwall	25,874	·13	30,424	·27
Wahgunyah	372,475	1·96	82,349	·73
Gooramadda	33,637	·18	17,310	·15
Yarrawonga	19,992	·11	14,613	·13
Wodonga	735,998	3·87	230,185	2·03
Tintalra	32,786	·17	10,805	·10
Ports unspecified ... ..	...	...	607,502*	5·35
Stations, Border, &c.	136,368	·72	60,476	·53
Total	19,022,151	100·00	11,351,145	100·00

Increase or decrease of exports at each port.

847. Of the falling-off, according to value, in the goods exported in the last two years, as compared with those in 1885, 93 per cent. was at the Port of Melbourne. The net falling-off at all the sea ports was £3,965,918, and that at the Murray ports and inland border stations was £234,695. The following table shows the amounts of increase or decrease at each port during the last two years:—

INCREASE OR DECREASE OF EXPORTS FROM EACH PORT, 1886 AND 1887.

Ports.	Increase (+) or Decrease (-) as compared with preceding year.		Net Amount in Two Years.
	In 1886.	In 1887.	
	£	£	£
Melbourne	- 3,201,935	- 695,933	- 3,897,868
Geelong	+ 3,452	- 24,933	- 21,481
Portland	+ 55,183	- 18,105	+ 37,078
Port Fairy (Belfast)	- 749	- 58,396	- 59,145
Warrnambool	+ 5,262	- 31,960	- 26,698
Bairnsdale ... ..	...	+ 2,196	+ 2,196
Murray ports, &c.	- 591,466	+ 369,157	- 222,309
Stations, border, &c.	- 26,184	+ 13,798	- 12,386
Total (net)	- 3,756,437	- 444,176	- 4,200,613

* 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.

848. The values of sixty-three of the principal articles imported in 1887 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 at three periods.

IMPORTS OF PRINCIPAL ARTICLES, 1877, 1882, AND 1887.

(See Index following paragraph 793 *ante*.)

Order.	Articles.	Value of Imports.		
		1877.	1882.	1887.
		£	£	£
1	Books	170,918	199,784	204,055
	Stationery	61,461	92,653	85,706
2	Musical instruments	101,073	115,292	87,403
6	Watches, clocks, and watchmakers' materials	85,225	84,776	84,930
9	Cutlery	43,557	26,501	20,739
	Machinery	100,467	151,401	242,343
	Sewing machines	68,917	119,161	36,651
	Tools and utensils	41,495	56,150	30,564
12	Building materials	78,944	90,433	127,486
13	Furniture and upholstery	42,028	76,990	57,053
14	Drugs and chemicals	54,191	84,365	82,155
	Matches and vestas	45,544	43,724	55,292
	Opium	79,149	77,089	37,280
	Paints and colours	60,486	79,636	71,436
15	Carpeting and druggeting	57,351	88,463	79,823
	Woollens and woollen piece goods	917,793	924,905	724,436
16	Silks	258,969	258,709	288,173
17	Cottons	766,222	1,048,306	825,883
	Linen piece goods	37,493	31,817	49,374
18	Haberdashery	239,156	337,812	358,748
19	Apparel and slops	346,682	313,699	323,848
	Boots and shoes	217,503	121,818	95,307
19	Gloves	67,332	90,145	98,762
	Hats, caps, and bonnets	138,222	129,164	113,932
	Hosiery	164,779	134,955	130,194
	Millinery	12,197	... *	... *
20	Bags and sacks (including woolpacks)	92,735	318,617	260,906
21	Butter and cheese	5,793	26,053	7,441
	Fish	158,924	131,672	165,361
	Meats—fresh, preserved, and salted	12,700	12,599	23,954
22	Fruit (including currants and raisins)	184,043	204,150	280,335
	Flour and biscuit	3,509	16,176	13,638
	Grain—wheat	20,861	18,805	17,716
	" oats	129,876	58,171	141,764
	" other (including malt and rice)	354,501	175,370	153,154
	Sugar and molasses	769,032	1,315,402	1,127,556
23	Beer, cider, and perry	201,189	207,830	266,509
	Coffee	74,804	50,442	52,683
	Hops	65,021	57,866	42,422
	Spirits	579,984	397,210	401,083
	Tea	599,725	745,226	694,898

* In 1882 and 1887 articles formerly comprised under the head of Millinery were distributed under other headings.

IMPORTS OF PRINCIPAL ARTICLES, 1877, 1882, AND 1887—*continued.*(See Index following paragraph 793 *ante.*)

Order.	Articles.	Value of Imports.		
		1877.	1882.	1887.
		£	£	£
23	Tobacco, cigars, and snuff	384,219	252,215	252,426
	Wine	168,985	152,531	128,489
24	Candles	48,198	39,903	48,031
	Hides, skins, and pelts	129,045	110,568	144,465
	Leather, leatherware, and leathern cloth	141,933	151,645	148,684
	Wool *	2,030,129	2,734,738	2,778,927
25	Paper (including paper bags)	175,083	214,341	224,906
25	Timber	536,761	715,420	760,553
26	Oil of all kinds	241,001	183,553	198,074
28	Coal	325,367	341,666	533,577
29	Earthenware, brownware, & chinaware	73,104	114,654	95,440
	Glass and glassware	104,673	116,839	147,692
31	Gold (exclusive of specie)	433,961	677,075	588,527
	Specie—gold	41,300	82,587	51,927
	„ other	12,410	69,424	31,176
	Jewellery... ..	48,702	75,021	49,700
32	Iron and steel (exclusive of railway rails, telegraph wire, &c.)	885,615	761,084	726,636
	Nails and screws	64,574	63,960	35,558
33	Live stock	1,024,390	794,486	1,362,591
35	Fancy goods	51,435	68,641	85,866
	Hardware and ironmongery	115,635	169,374	192,553
	Oilmen's stores	18,101	15,957	22,775
	Total	14,564,472	16,419,019	16,569,566
	All other articles	1,797,832	2,329,062	2,452,585
	Total Imports	16,362,304	18,748,081	19,022,151

849. Of all the articles named in the table the most important, according to the values in 1887, are wool—including that brought overland from New South Wales—live stock, sugar, cottons, timber, iron and steel, woollens, tea, gold, and coal, in the order named, the values of which varied in 1887 from over two and three quarter millions sterling for wool to £533,600 for coal. The aggregate value of these ten items amounted in 1887 to over £10,175,000, or to more than half the total value of all the articles imported. It may be mentioned that the value of these articles in 1885 was £11,237,000, and in 1886 it was £9,734,000, so that, although an increase occurred in 1887 as compared with the previous year, there was a falling-off of over one million in these items alone as compared with 1885.

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

850. The total imports show an increased value in 1887, as compared with 1877, of over two and a half millions, but as compared with 1882, of only one quarter of a million; whilst the imports of the articles named in the table have increased by two millions and £150,000 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 machinery, building materials, linen piece goods, haberdashery, fish, meats, fruit, oats, beer, timber, coal, glass-ware, fancy goods, hardware and ironmongery, and oilmen's stores. The increase was most particularly marked in the case of machinery, fruit, beer, live stock, and coal. The last-named item increased by nearly £200,000 in five years, or from £342,000 in 1882 to £534,000 in 1887. The chief articles which show marked decrease at the last period, as compared with either of the former ones, are sewing machines, tools and utensils, woollens, cottons, boots and shoes, hosiery, sugar, hops, spirits, tea, wine, tobacco, oils, earthenware, iron and steel, and grain of all kinds except oats. 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. The decrease in the imports of many of the other articles just enumerated is in all probability chiefly owing to the increased production of the articles in the colony.

Imports
of three
periods
compared.

851. The exports of forty-one of the principal articles are in like manner given for the same three years:—

Exports of
principal
articles at
three
periods.

EXPORTS OF PRINCIPAL ARTICLES, 1877, 1882, AND 1887.

(See Index following paragraph 793 *ante*.)

Order.	Articles.	Value of Exports.		
		1877.	1882.	1887.
		£	£	£
1	Books	38,325	80,934	65,236
	Stationery	29,458	44,039	34,855
9	Machinery	90,262	168,613	138,851
15	Woollens and woollen piece goods ...	110,286	109,042	89,290
19	Apparel and slops	216,482	334,688	199,450
	Boots and shoes	104,207	73,037	42,261
21	Butter and cheese	36,977	113,852	43,307
	Meats—fresh and preserved	123,782	93,966	42,627
	„ salted (including hams and bacon)	10,035	35,742	12,462
22	Flour and biscuit	141,142	339,458	451,543
	Grain—wheat	24,600	627,029	416,487
	„ oats	34,805	28,550	14,774
	„ other (including malt and rice)	86,694	175,390	42,037

EXPORTS OF PRINCIPAL ARTICLES, 1877, 1882, AND 1887—*continued.*(See Index following paragraph 793 *ante.*)

Order.	Articles.	Value of Exports.		
		1877.	1882.	1887.
		£	£	£
22	Potatoes	77,840	110,544	37,861
	Sugar and molasses	292,060	278,564	142,316
23	Coffee	25,112	25,578	18,593
	Spirits	138,969	110,734	101,337
	Tea	282,571	331,916	420,859
	Tobacco, cigars, and snuff	235,531	156,009	123,813
	Wine	68,192	53,319	58,404
24	Bones and bone-dust	29,535	14,822	5,811
	Candles	31,889	10,847	13,069
	Horns and hoofs	2,651	2,586	633
	Hides	2,997	6,838	15,250
	Skins and pelts	32,564	129,267	104,874
	Leather, leatherware, and leathern cloth	212,066	361,309	238,603
	Soap	7,852	15,747	13,933
24	Tallow	90,455	189,304	85,640
	Wool *	5,670,871	5,902,624	5,073,491
25	Bark	51,394	23,845	16,152
	Hay, straw, and chaff	38,838	146,199	63,660
	Timber	42,181	49,306	24,690
26	Oil of all kinds	98,944	60,968	34,957
31	Gold (exclusive of specie) †	2,090,112	1,497,116	243,425
	Specie—gold †	2,814,907	2,208,221	1,011,121
	" silver	5,500	8,007	1,415
32	Antimony ore, regulus, &c.	47,042	12,072	80
	Copper ore, regulus, &c.	8,460	2,854	3,747
	Tin, tin ore, and black sand	8,538	5,405	1,541
33	Live stock	317,660	609,761	529,782
35	Hardware and ironmongery	45,853	63,849	36,731
	Total	13,817,639	14,611,951	10,014,968
	All other articles	1,340,048	1,581,628	1,336,177
	Total Exports	15,157,687	16,193,579	11,351,145

Nine chief
articles of
export,
1887.

852. It appears from this table that the chief articles of Victorian export are wool—of which the value in 1887 was £5,073,500, and gold (inclusive of specie) valued at £1,254,500—which two articles alone contributed 56 per cent. to the total value of exports of all articles; next in order in 1887 were breadstuffs, £868,000, and live stock, £529,800; then tea, leather, apparel and slops, sugar, and machinery, in the order named—the values of which varied in 1887 between £421,000 and £139,000. It will be noticed, however, that, of these, sugar (excepting

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

† The export of gold was affected by the opening of the Melbourne Mint, which took place in 1872.

the process of refining) and tea are not produced in Victoria, and are merely re-exports. The value of the nine articles just named amounted in 1887 to £8,867,000, which leaves the balance of 2½ millions distributed over all the other heads.

853. The value of the total exports in 1887 shows an extraordinary falling-off as compared with either of the previous periods, viz., nearly 5 millions sterling lower than the value in 1882, and nearly 4 millions lower than the value in 1877. There is a large and universal decrease in all the leading articles of export, and the only articles showing increase as against both the former periods are flour and biscuits, tea, and hides; besides these, wine, candles, and copper ore show an increase as compared with 1882, but a falling-off as compared with 1877; and butter and cheese, breadstuffs, skins and pelts, leather, soap, hay and straw, and live stock show an increase as compared with 1877, but a falling-off as compared with 1882. All the other articles named show a falling-off as compared with both the former periods. The principal decreases consisted of £2,450,000 in gold, £830,000 in wool, £250,000 in grain of all kinds (inclusive of flour, etc.), £136,000 in sugar, £135,000 in apparel and slops, and £80,000 in live stock.

854. 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,
1875-1887.

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
1884 ...	170,800	232,474	1.36	119,502,407	6,342,887	12.7
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

855. It will be noticed that whilst the declared value of sugar exported was greater in 1880 than in 1887 by £112,000, or by 79 per cent., the quantity exported was less by only £12,489, or not quite

9 per cent. ; also, that whilst the declared value of wool exported in 1875 exceeded that in 1887 by over a million sterling, the wool exported in the latter exceeded that in the former by over 30 million pounds weight. The figures show that the average price of sugar has fallen off nearly 40 per cent. since 1880, and that of wool by nearly a similar proportion since 1875, the fall being very marked from period to period.

856. 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, 1875-1887.

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
1884 ...	93,226,346	4,353,578	11·2
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

857. The quantity of greasy wool, it will be observed, exported in 1880 was less than in 1887 by nearly 15 million pounds weight; yet, at the same time, the declared value was higher by nearly £80,000 at the former than at the latter period. It will, moreover, be remarked that the average fall per lb. in 1887 as compared with 1884 (1·9d.) is nearly the same, as was shown in the previous table, when the wool was considered as a whole.

858. In thirty-two out of the fifty-one years ended with 1887 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

* The proportion of greasy to all kinds of wool exported was 49 per cent. in 1875, 68 per cent. in 1880, 78 per cent. in 1884, 79 per cent. in 1885, 76 per cent. in 1886, and 80 per cent. in 1887.

† For average prices of different classes of wool in Melbourne and London, see Part Production post.

Exports
of greasy
wool.

Falling-off
in value
of greasy
wool.

Excess of
imports
over ex-
ports, &c.,
1837 to
1887.

in those years in which the excess was in the opposite direction ; also the net excess of imports during the whole period :—

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, 1837 TO 1887.

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	...	1866	1,882,165	1,050,347
1838	45,232	...	1867 ... ..	...	2,273,328
1839	127,038	...	1868 ... ..	...	...
1840	306,507	...	1869	444,636	14,256
1841	164,094	...	1870 ... ..	...	2,215,825
1842	78,644	...	1871 ... ..	...	179,873
1843 ... ..	...	66,446	1872 ... ..	...	...
1844 ... ..	...	105,785	1873	1,231,402	...
1845 ... ..	...	215,304	1874	1,512,876	...
1846 ... ..	...	109,640	1875	1,918,900	...
1847 ... ..	...	230,815	1876	1,508,867	...
1848 ... ..	...	301,683	1877	1,204,617	...
1849 ... ..	...	275,495	1878	1,236,173	...
1850 ... ..	...	296,871	1879	2,581,368	1,397,665
1851 ... ..	...	366,472	1880 ... ..	...	...
1852 ... ..	...	3,381,807	1881	466,418	...
1853	4,781,093	...	1882	2,554,502	...
1854	5,883,847	...	1883	1,344,983	...
1855 ... ..	...	1,485,399	1884	3,151,168	...
1856 ... ..	...	527,491	1885	2,492,846	...
1857	2,176,697	...	1886	6,735,254	...
1858	1,119,040	...	1887	7,671,006	...
1859	1,755,032	...			
1860	2,131,026	...			
1861 ... ..	...	296,154	Total	58,792,648	14,790,656
1862	448,365	...	Deduct excess of exports	14,790,656	...
1863	552,431	...			
1864	1,076,431	...	Net excess of imports	44,001,992	...
1865	106,789	...			

859. It will be observed that in the fifty-one years of which mention is made in the table the imports exceeded the exports by £44,000,000, or an average of over £863,000 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. Balance of trade in fifty-one years.

860. The imports exceeded the exports by the largest amount in the year under review, when such excess was greater than in 1886 by £935,752, greater than in 1854 by £1,787,159, greater than in 1853 by £2,889,913, and greater than in 1884 by £4,519,838, which years follow next in order in respect to excess of imports over exports. The excess Years in which excess of imports or exports was highest.

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 15 years in which the exports were in excess of the imports. In connexion with the large excess of imports in the last four, and especially in the last two years, it should be stated 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, and one of £3,000,000 in 1887* ; besides numerous municipal and private loans, and very large amounts of private capital which, it is well known, have been brought out in other forms 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, &c., which would otherwise naturally leave our shores ; in like manner the annual interest payable on these sums must find its way into the exports.

Excess of imports, &c., in Australasian colonies.

861. In 1886 the imports exceeded the exports in all the Australasian colonies. The imports were in excess of the exports in Victoria, New South Wales, and New Zealand in each of the last eleven years, except one ; also in South Australia, Queensland, and Tasmania, with four exceptions ; but in Western Australia in all the years but four the exports were the greater. 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 1886, and the net result for each colony over the whole period :—

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN AUSTRALASIAN COLONIES, 1876 TO 1886.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Victoria	1876	1,508,867	...	21,878,531
	1877	1,204,617	...	
	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	...	

* Exclusive of over £5,800,000 of redemption loans during the four years referred to. A further loan of £1,500,000 was floated in the early part of 1888.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN
AUSTRALASIAN COLONIES, 1876 TO 1886—*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 ...	1876	668,835	...	27,303,965
	1877	1,480,775	...	
	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	...		
Queensland ...	1876	...	749,022	6,810,502
	1877	...	292,593	
	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	...		
South Australia ...	1876	...	239,987	3,394,336
	1877	...	1,020	
	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	...		
Western Australia ...	1876	...	11,256	39,949
	1877	...	10,645	
	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	...		

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN
AUSTRALASIAN COLONIES, 1876 TO 1886—*continued.*

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Tasmania ...	1876	2,020	...	} 835,673
	1877	...	108,304	
	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	...	
New Zealand...	1876	1,231,706	...	} 12,602,473
	1877	645,946	...	
	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	...	
Total	79,873,419	7,007,990	72,865,429
Deduct excess of exports	7,007,990
Net excess of imports	72,865,429	...	72,865,429

Colonies in
which
imports
exceed
exports, and
contrary.

862. It will be observed that during the eleven years to which the table relates goods to the value of nearly 22 millions sterling were received by Victoria, of over 27 millions by New South Wales, of nearly 7 millions by Queensland, of nearly 3½ millions by South Australia, of £40,000 by Western Australia, of over three quarters of a million by Tasmania, and of over 12½ millions by New Zealand, in excess of the values of the goods sent away.

Imports in
excess of
exports,
&c., in
Australia
and Aus-
tralasia.

863. During the period alluded to it will be found that the Australian continent, taken as a whole, received goods to the value of nearly £73,000,000 more than it exported, whereas the surplus received by the continent, with the addition of Tasmania and New Zealand, amounted to over £59,400,000.

864. 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 1886, amounting to over 153* 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 £6,400,000 annually.

Effect of borrowings on imports and exports

865. 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; and in the year 1886 it was 95 millions. In all these cases bullion and specie are included.

Excess of imports in United Kingdom.

866. The following are the British possessions in which in 1886 the imports exceeded the exports, and the contrary‡:—

British possessions in which imports exceed exports, &c., 1886

BRITISH POSSESSIONS IN WHICH IMPORTS, 1886, EXCEEDED EXPORTS, AND THE CONTRARY.

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

867. Taking the British dominions as a whole, the imports in 1886 exceeded the exports in the same year by £90,292,000; if, however, the United Kingdom be omitted, the excess in favour of imports will be found to have been only £9,096,000. It should be mentioned that in making up these figures, bullion and specie are excluded from the returns of the United Kingdom, but are generally included in the returns of other British dominions.

Excess of imports over exports in British dominions.

868. During 1886, the imports of all the European countries respecting which particulars are given in a previous table§ exceeded the exports, with the exception of Austria-Hungary, Germany, and Russia, but in

Excess of imports over exports in Foreign countries.

* This shows an increase, as compared with 1884, of 12 millions. By the end of 1887, the debt had increased to nearly 153½ 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.

‡ See table following paragraph 812 ante.

§ See table following paragraph 819 ante.

eight of the eleven Foreign countries out of Europe the exports preponderated. The aggregate imports of Foreign countries exceeded the exports by nearly 68 millions sterling, or by 6 per cent.

Transshipments, 1870 to 1887.

869. The following table shows the value of goods transhipped in Victorian ports without being landed during the eighteen years ended with 1887. These goods are not included in the lists of imports and exports :—

TRANSHIPMENTS IN VICTORIAN PORTS, 1870 TO 1887.*

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

Falling-off of transshipments.

870. It will be observed that although the transshipments were much larger in 1887 than in the three preceding years, they were still considerably smaller than in almost every other previous year since 1871. The transshipments were three times as large in the five years 1874 to 1878 as in 1877 ; and the large decrease, commencing in 1879, 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.

Transshipments to various countries.

871. The countries from which goods were received for transshipment, and to which they were transhipped, in 1887, also the value of the goods received from and transhipped to each country in the same year, are given in the following table :—

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1887.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transshipment.	Transhipped thereto.
United Kingdom	£ 304,469	£ 314,860
Australasia—		
New South Wales	240,907	253,387
New Zealand	50,934	101,106
Queensland	10,925	32,500

* The full values of the transshipments in the later years are not represented by the figures given, in consequence of a number of packages not having any values assigned to them. In 1887 the number of such packages was 133,138.

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1887—
continued.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
	£	£
<i>Australasia—continued.</i>		
South Australia	212,429	183,234
Tasmania	110,845	209,204
Western Australia	220	16,980
<i>Other British Possessions—</i>		
Fiji	6,381	2,959
Malta ... ..	...	80
Cape Town ... ..	...	7
Mauritius	25,985	439
Natal	5,544	...
Hong Kong	31,826	4
India	43,867	16,570
Ceylon	1,599	1,492
Singapore	2,873	1,200
Aden	11	...
Malden Island	1,800	85
Canada	30	...
<i>Foreign States—</i>		
Austria	10	...
Belgium	1,074	810
France	12,904	2,013
Germany	22,528	1,458
Italy	71	...
Norway	355	...
Sweden	1	...
Port Said	280	...
China	19,204	...
Guam	18	964
Baker's Island ... ..	...	10
Japan	13	...
Java	3,863	265
South America ... ..	...	3,247
United States	48,114	16,206
Total	1,159,080	1,159,080

NOTE.—In addition to the goods represented by the above values, there were 133,188 packages without any value assigned to them. These were chiefly received from Tasmania, South Australia, and the United Kingdom.

872. The Customs revenue was larger in 1887 than in 1886 by over Customs revenue. £91,000, which was due almost entirely to the natural growth of revenue under the head of import duties. For, although the duties on a few articles were altered in July, 1886, resulting in an estimated net annual increase of £14,200 to the revenue,* this addition was almost

* See *Victorian Year Book*, 1886-7, paragraph 1216.

entirely neutralized by a net remission of about £13,000 in consequence of other alterations made on the 27th July, 1887. On that date the timber duties were raised so as to bring in an additional annual amount of about £5,000; but, at the same time, an estimated net annual amount of about £18,000 was remitted in connexion with the sugar duties, resulting from a reduction of 33 per cent. on raw cane sugar imported with a view to its being refined in the colony, partly counterbalanced by a doubling of the import duty on beet sugar. Under other heads of Customs revenue little change has taken place in the last two years, with the exception of an increase of £5,000 in the amount received from the excise duty on tobacco, and £3,300 under miscellaneous. The following are the amounts received under the different heads in the last two years:—

CUSTOMS REVENUE, 1886 AND 1887.

Heads of Revenue.	Year ended 31st December.	
	1886.	1887.
	£	£
Import duties	2,172,033	2,264,792
Wharfage and harbour rates*	37,969	38,632
Excise duties on—		
Spirits	60,125	60,951
Tobacco, cigars, and snuff †	69,543	64,186
Tonnage and pilotage ‡	34,570	33,453
Fees	7,059	7,332
Fines and forfeitures	735	683
Miscellaneous	9,988	13,267
Total	2,392,022	2,483,296

Taxation on imports.

873. The import duties received both in 1886 and 1887 amounted to nearly 12 per cent. of the total value of imports. §

Pilotage rates.

874. The pilotage rates collected by the Customs on account of the Pilot Board, but not included in the Customs revenue, amounted in 1886 to £32,694, and in 1887 to £32,395.

Revenue from spirits, wine, and beer.

875. 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 23½ years:—

* Including the proportion of wharfage rates received from the Melbourne Harbour Trust, amounting to £34,125 in 1886, and £34,286 in 1887.

† Including licenses to sell and manufacture tobacco.

‡ The amounts in this line are made up of tonnage rates, at 1s. per ton, and pilotage at outports. The former amounted to £34,314 in 1886, and £33,269 in 1887; and the latter to £256 in 1886, and to £184 in 1887.

§ See also Vol. I., paragraph 326 *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 (approx.)	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.

876. 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.

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

877. 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 1887, as in the previous year, although the value of the goods was 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:—

Drawbacks.

EXPORTS FOR DRAWBACK, 1872 TO 1887.

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

Drawbacks on Victorian manufactured goods.

878. 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 1887, goods to the value of over £57,000, or 7 per cent. of the exports for drawback, had undergone some such process. The amount paid as drawback on such goods was not quite £4,000, or over 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, 1887.

Articles.	Value.	Amount paid as Drawback.
	£	£
Apparel and slops	41,703	3,057
Boots and shoes	2,504	48
Confectionery	2,282	87
Jams and preserves	5,619	161
Meats, preserved, frozen	316	20
Paints	791	23
Paper bags	954	110
Rice (Victorian dressed)	653	147
Saddles and harness	2,148	104
Sugar (Victorian refined)	384	55
Total	57,354	3,812

879. The following is a statement of the goods in the various bonded Stocks in
bond. warehouses of the colony at the end of 1887. 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, &c., also that the values are not given :—

STOCKS IN BOND.

Article.	Quantity.
Brandy	3,212 hhds., 15,591 cases
Rum	1,259 hhds., 661 cases
Geneva	10 hhds., 15,511 cases
Gin, Sweetened	17 hhds., 2,771 cases
Whisky	4,437 hhds., 38,891 cases
Cordials	1,175 cases
Spirits of Wine	475 casks
Other Spirits	112 hhds., 6,078 cases
Wine	2,359 hhds., 18,022 cases
Beer	1,286 hhds., 36,981 cases
Tobacco, Manufactured	2 half-tierces, 30 qr.-tierces, 731 $\frac{3}{4}$ -boxes and boxes, 5,162 cases
„ Unmanufactured	387 tierces, hhds., and casks, 415 cases, 735 bales, 656 boxes
Cigars	936 cases
Candles	161 chests and cases, 12,868 boxes
Kerosene	34,374 cases
Cocoa and Chocolate	641 packages
Coffee	1,769 bags, 8 tierces, 23 casks, 20 cases, 114 barrels
Chicory	50 packages
Opium	91 packages
Oats	14,251 bags
Hops	1,130 packages
Rice	51 tons, 14,970 bags
Salt	66,865 bags
Vinegar	733 casks, 2,726 cases
Tea	3,759 chests, 131,581 half-chests, 114,107 boxes
Sugar, Mauritius	755 bags, 42 pockets
„ Réunion	1,783 mats
„ Other	18,901 baskets, 34,979 bags, 40,363 mats
„ Refinery	1,165 tons, 1,767 cases and casks

880. The number and tonnage of vessels entering and leaving Vic- Vessels
inwards
and out-
wards. torian ports was greater in 1887 than in any former year. The number in 1887 exceeded that in the preceding year by 222, or by nearly 5 per cent., and the tonnage also was greater by about 123,000, or by about $3\frac{1}{3}$ per cent. The following table contains a statement of the number, tonnage, and crews of vessels inwards and outwards during the twenty years ended with 1887 :—

VESSELS ENTERED AND CLEARED, 1868 TO 1887.

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

Increase in shipping.

881. Some idea of the extension of Victorian commerce may be formed from the circumstance that, although the population of the colony increased by less than 60 per cent. during the twenty years ended with 1887, the tonnage of vessels entered and cleared in the last as compared with the first year of that period increased nearly three-fold; also, that whilst the population in the seven years ended with 1887 increased only 20 per cent., the tonnage in 1887 as compared with that in 1880 increased 77 per cent.

Nationality of vessels.

882. Of the vessels inwards and outwards during 1887, 75 per cent., embracing 51 per cent. of the tonnage, were Colonial; 17 per cent., embracing 37 per cent. of the tonnage, were British; and 8 per cent., embracing 12 per cent. of the tonnage, were Foreign. Of the crews entering and leaving Victorian ports in that year, 53 per cent. were attached to Colonial, 36 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 ENTERED AND CLEARED, 1887.

Nationality.	Vessels Entered.			Vessels Cleared.		
	Number.	Tons.	Men.	Number.	Tons.	Men.
Colonial ...	1,832	978,882	43,199	1,794	963,056	42,063
British ...	417	712,372	28,613	435	743,149	28,691
Foreign ...	186	228,926	9,106	189	231,858	9,134
Total ...	2,435	1,920,180	80,918	2,418	1,938,063	79,888

883. The following are the nationalities of the Foreign vessels, the numbers entered and cleared of each nationality during 1887 being shown. Of Foreign vessels visiting Victorian ports in that year the greatest number were German, the next Norwegian, the next French, and the next American. In the previous year the Norwegian vessels exceeded the German, and the American vessels were more numerous than the French :—

FOREIGN VESSELS ENTERED AND CLEARED, 1887.

Country.	Vessels Entered.	Vessels Cleared.	Both.
Germany	67	71	138
Norway	37	41	78
France	33	31	64
United States	20	20	40
Sweden	17	19	36
Holland	5	3	8
Denmark	3	3	6
Italy	3	1	4
Austria	1	...	1
Total	186	189	375

884. 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 generally been the worst. In 1887, 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 :—

	1883.	1884.	1885.	1886.	1887.
Colonial vessels had 1 man to	22 tons	23 tons	23 tons	24 tons	23 tons
British " "	25 "	25 "	26 "	26 "	25 "
Foreign " "	27 "	28 "	28 "	29 "	25 "
All " "	24 tons	24 tons	25 tons	25 tons	24 tons

Steam
and sailing
vessels.

885. The steamers and sailing vessels which entered and left Victorian ports in 1887, together with their tonnage and crews, were as follow :—

STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1887.

Description of Vessels.	Vessels.	Tons.	Crews.
INWARDS.			
Steamers	1,840	1,542,763	72,972
Sailing vessels	595	377,417	7,946
Total	2,435	1,920,180	80,918
OUTWARDS.			
Steamers	1,816	1,541,523	72,147
Sailing vessels	602	396,540	7,741
Total	2,418	1,938,063	79,888

Crews in
steam and
sailing
vessels.

886. By means of the figures in the foregoing table, it is ascertained that, whilst steamers had one man to every 21 tons, sailing vessels had but one man to every 49 tons.

Vessels with
cargoes and
in ballast.

887. Ninety-five per cent. of the vessels, embracing 98½ per cent. of the tonnage, in 1887, arrived with cargoes. In the same year, 75 per cent. of the vessels, embracing 75 per cent. of the tonnage, left with cargoes. The latter proportion differs but little from that in 1886, but shows a considerable 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 percentage 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, 1887.

State of Vessels.	Vessels.		Tons.	
	Number.	Percentage.	Number.	Percentage.
INWARDS.				
With cargoes	2,319	95·24	1,893,794	98·63
In ballast	116	4·76	26,386	1·37
Total	2,435	100·00	1,920,180	100·00
OUTWARDS.				
With cargoes	1,820	75·27	1,457,602	75·21
In ballast	598	24·73	480,461	24·79
Total	2,418	100·00	1,938,063	100·00

Vessels at
each port.

888. 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 93 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, 1887.

Ports.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
Melbourne	1,897	1,758,849	1,928	1,800,853
Geelong	101	86,528	75	62,222
Portland	22	8,238	4	6,606
Port Fairy	3	376	1	393
Warrnambool	29	9,947	29	10,588
Bairnsdale	5	273	7	381
Murray ports—				
Cowana	30	5,043	26	4,309
Echuca	180	26,621	180	28,406
Swan Hill	161	23,843	161	23,843
Wahgunyah	2	120	2	120
Yarrawonga	5	342	5	342
Total	2,435	1,920,180	2,418	1,938,063

889. Taking the Murray ports as a whole, it will be observed that 752 vessels, or nearly a sixth of the total number, were entered and cleared thereat; but the burden of these vessels amounted in the aggregate to only 112,989 tons, or a thirty-fourth part of the total tonnage entered and cleared. Shipping at
Murray
ports.

890. 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

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

SHIPPING IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
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
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
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
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
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
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

Shipping in colonies in 1886 and former years.

891. It will be noticed that in Victoria, Western Australia, and Tasmania, the tonnage of vessels inwards and outwards was considerably greater in the last than in any previous year named, but a falling-

* In consequence of vessels with cargoes on board which call at Sydney and Newcastle being counted at both ports, the 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 four years named are not comparable with those for previous years, inasmuch as in those years the ships arriving from abroad and calling at several ports of the colony were counted at one port, viz., the final port of arrival and departure, instead of at each port, as in previous years.

off, as compared with 1884 or 1885, 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 of the larger size of the vessels now employed in the Australian trade, the number of vessels in all the colonies, except Victoria and Western Australia, was exceeded in some of the years.

892. 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 P. and O. and Orient mail steamers 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 South Australia and Queensland which change places; for whilst the burden of ships entered and cleared in 1886 at the ports of the former exceeded that of the latter by 437,997 tons, the number of ships at the former was smaller by 158:—

Order of colonies in respect to shipping.

ORDER OF COLONIES IN REFERENCE TO AMOUNT OF SHIPPING
ENTERED AND CLEARED, 1886.

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

893. 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 Australasia.

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

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

Increase in tonnage and vessels to Australia and Australasia.

894. An increase in the aggregate tonnage of the vessels trading to the Australasian colonies is usually observable from year to year. This however, was, not the case in 1885, when the tonnage showed a decrease of about 4 per cent. as compared with 1884; it was, however, much greater than in any previous year, both in regard to the Australian continent and to that continent combined with Tasmania and New Zealand. The number of vessels was larger in 1886 than in any of the twelve previous years, except 1879, 1882, and 1884.

Shipping in British possessions.

895. The following is the tonnage of vessels entered at and cleared from British possessions throughout the world in the year 1886. The information is derived entirely from official documents:—

SHIPPING IN BRITISH POSSESSIONS, 1886.

(Exclusive of Coasting trade.)

Country or Colony.	Tonnage of Vessels Entered and Cleared.	Country or Colony.	Tonnage of Vessels Entered and Cleared.
	Tons.		Tons.
EUROPE.		AMERICA— <i>continued.</i>	
United Kingdom ...	62,841,077	British Guiana... ..	627,845
Gibraltar	8,609,730	West Indies—	
Malta	8,884,059	Bahamas	209,996
		Turk's Island	232,415
ASIA.		Jamaica	928,406
India	7,294,589	St. Lucia	435,428
Ceylon	3,923,481	St. Vincent	346,650*
Straits Settlements ...	7,491,099	Barbados	916,242
Labuan	52,278	Grenada	298,338
Hong Kong	9,080,390	Tobago	87,049
		Virgin Islands	10,764
AFRICA.		St. Christopher	} 380,375
Mauritius	681,865	Nevis	
Natal	392,834	Dominica	304,423
Cape of Good Hope ...	1,554,593	Montserrat	325,909
St. Helena	127,559	Antigua	380,641
Lagos	448,392	Trinidad	1,196,076
Gold Coast	605,057		
Sierra Leone	436,070	AUSTRALASIA AND SOUTH SEAS.	
Gambia	136,296	Australia, Tasmania, and New Zealand † ...	12,853,786
AMERICA.		Fiji	105,369
Canada	8,044,571	Falkland Islands ...	59,762
Newfoundland	612,714		
Bermuda	281,528		
Honduras	237,247	Total	141,434,903

* Including "clearances" of mail steamers, not previously shown.

† Including vessels engaged in the intercolonial trade. For figures relating to each Australasian colony, see table following paragraph 890 *ante*.

896. 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 compared with that of other British possessions.

897. In the next table a statement is given of the tonnage of vessels trading to the principal Foreign countries, whereby it will be seen that, in only two of those countries—France and the United States—is the tonnage greater than in Australasia. The information has been derived from the latest official documents :— Shipping in Foreign countries.

SHIPPING IN FOREIGN COUNTRIES.

Country.	Year.	Inwards.	Outwards.	Both.
		Tons.	Tons.	Tons.
Argentine Confederation ...	1886	3,515,290	3,153,389	6,668,679
Austria	„	5,916,982	5,899,610	11,816,592
Belgium	„	4,094,026	4,060,901	8,154,927
Chili	„	1,884,520	1,947,442	3,831,962
China	„	2,562,540	2,503,371	5,065,911
Denmark	„	2,928,499	2,984,297	5,912,796
France	„	13,109,383	13,641,025	26,750,408
Germany	„	8,141,378	8,178,448	16,319,826
Holland	„	4,108,561	4,062,210	8,170,771
Italy	„	6,106,767	6,132,345	12,239,112
Japan	1885	880,716	897,425	1,778,141
Portugal	1886	3,475,730	3,449,310	6,925,040
Russia	„	5,008,726	4,996,776	10,005,502
Spain	1885	7,468,680	9,613,124	17,081,804
Sweden and Norway ...	1885-6	3,630,898	5,328,201	8,959,099
United States * ...	1886	10,471,765	11,627,661	22,099,426
Total ... ..	...	83,304,461	88,475,535	171,779,996

898. The following is a statement of the number and tonnage of vessels which have passed through the Suez Canal, also of the canal transit receipts during each year from that of its opening to the end of 1887:— Suez Canal: Traffic and receipts, 1869-1887.

SUEZ CANAL.—TRAFFIC AND RECEIPTS, 1869 TO 1887.

Year.	Number of Vessels.	Tonnage† of Vessels.	Transit Receipts. (000's omitted.)
1869	10	6,576	£ 2,
1870	486	436,609	206,
1871	765	761,467	360,
1872	1,082	1,160,744	656,

* Exclusive of the Lake trade between the United States and Canada.

† Net tonnage. The gross tonnage generally exceeds this by about 40 per cent.

SUEZ CANAL.—TRAFFIC AND RECEIPTS, 1869 TO 1887—*continued.*

Year.	Number of Vessels.	Tonnage* of Vessels.	Transit Receipts. (000's omitted.)
			£
1873	1,173	1,367,768	916,
1874	1,264	1,631,650	994,
1875	1,494	2,009,984	1,155,
1876	1,457	2,096,772	1,199,
1877	1,663	2,355,448	1,311,
1878	1,593	2,269,678	1,244,
1879	1,477	2,263,332	1,187,
1880	2,026	3,057,422	1,594,
1881	2,727	4,136,780	2,051,
1882	3,198	5,074,809	2,422,
1883	3,307	5,775,862	2,634,
1884	3,284	5,871,501	2,488,
1885	3,624	6,335,753	2,488,
1886	3,100	5,767,656	2,261,
1887	3,137	5,903,580	2,313,

Suez Canal
Falling-off
in traffic.

899. According to the figures, the largest number of vessels and the greatest amount of tonnage passed through the canal in 1885; but the receipts were highest in 1883. A partial recovery of the falling-off which occurred in 1886 will be noticed in 1887; the tonnage of vessels in the latter year was larger than in any previous year except two, but the number of vessels and the receipts were exceeded on four previous occasions.

British
vessels
navigating
Canal.

900. Of the vessels which navigated the canal in 1887, 2,331, or $74\frac{1}{2}$ per cent., with a net tonnage of 4,519,352, or $76\frac{1}{2}$ per cent., were British. The proportions in 1886 were 75 and 77 per cent. respectively.†

Night
navigation
by aid of
electric
light.

901. Since the 1st March, 1887, the canal has been open for night navigation throughout its whole course by means of the electric light, and it is stated in the report presented to the shareholders in May, 1888, that the canal is henceforth free for navigation at every hour of the day and night. The number of vessels taking advantage of this concession increased from only 15 in March to 73 in December, 1887; during the whole year the number was 395, or about $12\frac{1}{2}$ per cent. of the whole traffic, the passage being usually effected, with as little difficulty at night as during the day, in 20 hours 29 minutes.‡ During

* Net tonnage. The gross tonnage generally exceeds this by about 40 per cent.

† For particulars of other nationalities in 1886, see *Victorian Year-Book*, 1886-7, paragraph 1244.

‡ The length of the canal is 99.4 English miles, and steamers are only permitted to proceed at the rate of about $6\frac{1}{4}$ miles (10 kilometres) per hour, except in the Great Bitter Lakes, where they may steam at full speed. In 1886, prior to the adoption of the new system of night navigation, the average time occupied in the passage was 36 hours 11 minutes. The shortest time in 1887 by a steamer fitted with electric light for night navigation was 15 hours 5 minutes, whilst a steam yacht, being permitted to steam at greater speed than larger steamers, made the passage between Port Said and Suez in 13 hours 53 minutes.

the first quarter of 1888, the number of vessels navigating by aid of the electric light had increased to 295, or to nearly 33 per cent. of the whole traffic.

902. The only vessel built in Victoria during the year 1887 was a small sloop of 16 tons burden. The vessels registered numbered 24, of an average burden of 335 tons. The following were the classes and sizes of the vessels :—

VESSELS BUILT AND REGISTERED, 1887.

Vessels Built.			Vessels Registered.			
Description.	No.	Tons.	Description.	No.	Tons.	Men.
Sailing vessels ...	1	16	Steamers ...	11	4,495	273
			Brigantine ...	1	232	7
			Barques ...	2	914	38
			Schooners ...	3	535	29
			Ketch ...	1	77	7
			Cutter ...	1	16	2
			Hopper Barges ...	5	1,785	...
Total ...	1	16	Total ...	24	8,054	356

903. The vessels on the Victorian register, and, therefore, presumed to be Victorian owned, were as follow on the 30th June, 1887, the ports of their registration being distinguished :—

VESSELS OWNED IN VICTORIA, 1887.

Port.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Melbourne ...	100	26,277	258	47,657	358	73,934
Geelong ...	...	...	5	757	5	757
Belfast ...	1	274	3	72	4	346
Portland ...	1	328	1	22	2	350
Warrnambool ...	1	344	...	...	1	344
Total ...	103	27,223	267	48,508	370	75,731

904. The following is a statement of the number and tonnage of vessels on the registers of all the Australasian colonies and Fiji at the same date :—

VESSELS OWNED IN AUSTRALASIAN COLONIES, 1887.

Colony.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Victoria	103	27,223	267	48,508	370	75,731
New South Wales	484	53,151	651	76,752	1,135	129,903
Queensland	80	4,467	109	10,319	189	14,786
South Australia	93	11,681	231	27,280	324	38,961
Western Australia	9	775	109	7,523	118	8,298
Tasmania	30	5,213	179	13,346	209	18,559
New Zealand	166	38,642	401	54,972	567	93,614
Total	965	141,152	1,947	238,700	2,912	379,852
Fiji ... ..	...	...	14	631	14	631

Shipping
owned in
various
countries.

905. The material for the following table, which shows the number and tonnage of steamers and sailing vessels owned in different countries at the beginning of 1886, has been obtained from an official publication entitled *Navigation Maritime*, published by the Central Bureau of Statistics of the kingdom of Norway.* The figures for Australasia, it will be noticed, differ slightly from those in the last table:—

VESSELS OWNED IN VARIOUS COUNTRIES.

Country.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)
United Kingdom	6,644	4,450,3	17,018	3,456,6	23,662	7,906,9
British possessions in Europe	26	6,9	174	15,5	200	22,4
" " Asia	176	53,0	707	89,8	883	142,8
" " Africa	24	1,2	248	14,3	272	15,5
" " America	572	83,2	8,559	1,123,3	9,131	1,206,5
" " Australasia	909	151,8	1,940	233,8	2,849	385,6
Total under British flag	8,351	4,746,4	28,646	4,933,3	36,997	9,679,7
France	589	535,6	3,388	402,9	3,977	938,5
French possessions in Africa	25	2,0	161	5,3	186	7,3
" " America	1	7	140	9,6	141	10,3
Total under French flag	615	538,3	3,689	417,8	4,304	956,1
Russia in Europe	347	88,1	3,174	261,0	3,521	349,1
" Asia	15	20,0	...	...	15	20,0
Total under Russian flag... ..	362	108,1	3,174	261,0	3,536	369,1

* Aschehong and Company, Christiania, 1887, page 7 *et seq.*

VESSELS OWNED IN VARIOUS COUNTRIES—*continued.*

Country.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)
Holland	106	113,8	634	188,9	740	302,7
Dutch possessions in Asia ...	65	31,9	327	55,2	392	87,1
" " America	1	...	36	1,9	37	1,9
Total under Dutch flag ...	172	145,7	997	246,0	1,169	391,7
Spain	345	244,5	3,118	210,4	3,463	454,9
Spanish possessions in Asia ...	52	17,0	741	39,1	793	56,1
" " America	45	25,9	582	32,6	627	58,5
Total under Spanish flag ...	442	287,4	4,441	282,1	4,883	569,5
Portugal	34	15,2	379	55,7	413	70,9
Portugese possessions in Asia...	...	...	7	7	7	7
" " Africa	4	6	55	5,9	59	6,5
Total under Portugese flag	38	15,8	441	62,3	479	78,1
Germany	664	4,206	3,471	861,8	4,135	1,282,4
Belgium	53	79,5	11	5,1	64	84,6
Norway	510	114,1	7,154	1,448,9	7,664	1,563,0
Sweden	690	96,8	2,729	397,4	3,419	494,2
Finland	141	10,9	1,110	213,4	1,251	224,3
Denmark	281	94,3	3,046	188,9	3,327	283,2
Italy	225	139,6	7,111	828,8	7,336	968,4
Austria	143	94,1	2,052	211,0	2,195	305,1
Greece	70	35,0	3,141	225,2	3,211	260,2
Turkey	14	6,6	415	67,6	429	74,2
Montenegro ... ..	...	...	2	3	2	3
Roumania	3	1,2	19	3,4	22	4,6
Japan	412	52,3	16,829	323,0	17,241	375,3
Siam	2	4	15	6,4	17	6,8
Egypt	31	23,7	...	...	31	23,7
Tunis	2	1,3	3	3	5	1,6
Zanzibar	2	1,8	...	...	2	1,8
United States	3,075	686,3	15,210	1,987,3	18,285	2,664,6
Mexico	13	12,2	44	8,1	57	20,3
Central America	2	4	55	19,4	57	19,8
Haiti and St. Domingo	6	2,8	22	3,9	28	6,7
Peru	6	4,9	32	21,6	38	26,5
Chili	22	16,3	131	62,2	153	78,5
Argentine Republic	27	7,8	433	13,3	460	21,1
Brazil	82	32,3	108	20,0	190	61,3
Other South American States...	8	2,5	58	17,5	66	20,0
Hawaii	9	2,8	25	9,3	34	12,1
Grand Total ...	16,473	7,782,2	104,614	13,146,6	121,087	20,928,8

Value of
ships
trading to
Victoria.

906. 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

Lighters and
boats.

907. The licences issued in 1887 to lighters numbered 161, and to boats 609. The former were to be employed in the conveyance of goods, and the latter for ferry, passenger, and other purposes.

Melbourne
Harbour
Trust.

908. The subject of improved harbour accommodation for the Port of Melbourne engaged, for a number of years, a large share of attention from the mercantile community, and, after numerous appeals to successive Governments, they succeeded, in 1876, in securing the passing of an Act† for the establishment of a Harbour Trust, which came into force on the 1st January, 1877, and was afterwards amended by an Act‡ which came into operation in April, 1883.

Objects of
Trust.

909. Under the Melbourne Harbour Trust Act, Commissioners were appointed, their principal objects being—(1) to connect Melbourne with Hobson's Bay by the most approved method; (2) to widen and deepen the channel of the River Yarra, so as to enable vessels of the largest class to discharge and take in cargo at Melbourne; (3) to improve the wharfage accommodation; (4) to prevent the silting up of Hobson's Bay and the river, which has "gone on uninterruptedly at a rate variously estimated at between 225,000 and 500,000 yards per annum," and which would, it was stated, "necessitate dredging on a scale hitherto unknown in these waters."§ To carry out the more important of these designs, the services of Sir John Coode, C.E., one of the most eminent authorities of the day on the subject of dock and harbour works, were secured from England, who submitted a general and comprehensive

* 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.

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

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

§ See "Report of the Melbourne Harbour Trust Commissioners for the year 1877," page 21.

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 1887* :—

	Cost to 31st December, 1887.		
Wharves and approaches...	£419,026
Harbour improvements	216,238
Reclamations	22,716
Dredging and landing silt	514,551
Plant	332,194

910. In the general scheme of harbour improvement submitted by Sir John Coode, it was recommended, for the purpose of enabling vessels of a large class to come to Melbourne, in preference to a direct canal, to widen and deepen the channel of the River Yarra throughout, with the exception of a portion called the Fisherman's Bend, which is 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.

Improve-
ments re-
commended
by Sir John
Coode.

911. 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

Fisherman's
Bend
cutting.

* For receipts and expenditure of the Melbourne Harbour Trust, see table following paragraph 335, Vol. I., *ante*.

by His Excellency the Governor. The canal was finally opened for the passage of vessels on the 27th July, 1887.

912. 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.

913. 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 1887 drawing 18 feet, and steamers up to 18 feet 6 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.*

914. In 1887, the Trust possessed twelve 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. 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. She can steam with her twin screws 7 knots per hour; besides her main engines, she 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.

915. The total quantity of dredgings actually raised in 1887 amounted to 1,317,362 cubic yards, viz., 219,386 cubic yards from the Bay, and 1,097,976 cubic yards from the river. Since the establishment of the Trust, the total river dredgings have amounted to 5,275,390 cubic

* This is the minimum depth at low water in a navigable channel 100 feet wide. A very 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.

Excavations,
&c., and
cost of
canal.

Total cost of
works re-
commended.

Dredges.

Silt raised.

yards, and the Bay dredgings to 3,941,836 cubic yards, together making a total of 9,217,226 cubic yards. Of this quantity, 4,553,409 cubic yards were deposited in the sea, and 4,673,727 cubic yards were landed for roads and reclamation works. The average cost of dredging in 1887 was 5½d. per cubic yard, and of landing silt, 12¼d. per cubic yard.

916. The following figures show the number of post offices 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 whilst in 1887 as compared with 1886, the letters and newspapers increased by about a thirteenth, the packets increased by as much as a ninth :—

POSTAL RETURNS,* 1886 AND 1887.

Year.	Number of Post Offices.	Number Despatched and Received of—			
		Letters.†	Newspapers.	Packets.	Total.
1886 ...	1,429	38,392,414	17,482,490	6,926,525	62,801,429
1887 ...	1,492	41,287,972	18,869,055	7,670,615	67,827,642
Increase ...	63 ^b	2,895,558	1,386,565	744,090	5,026,213

917. The letters despatched and received were, to each head of the population, in the proportion of 38·8 in 1886, and of 40·5 in 1887.

918. The number of registered letters in 1887 was 425,494, or 1 in 97 of all the letters posted.

919. The dead and irregularly-posted letters numbered, in 1886, 286,450, or 1 in every 134, and in 1887, 321,502, or about 1 in every 144 of the total number posted. In the former year, 2,494, and in the latter year, 3,096, contained articles of value. The total value of notes, cheques, cash, &c., included, in 1886, was £18,149, for £16,381 of which, or 90 per cent., owners were found during the year; and in 1887, £18,673, for £17,853 of which, or 96 per cent., owners were found. In 1886, 13,325, or 1 in every 2,881 letters posted, and in 1887, 8,256, or 1 in every 5,001, were without addresses or were imperfectly addressed. Of these, 279 in 1886, and 350 in 1887, were envelopes without correspondence, covering cash, cheques, &c., to the value of over £3,000 and £4,000 respectively. Only 26 letters in 1886, but as many as 43 letters in 1887, bore obscene or libellous addresses, and were detained for that

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

† Including post cards. These were first issued on the 1st April, 1876. The number issued in 1887 was 3,093,261, as against 2,804,850 in 1886.

reason. In 1886, nearly 4,500 letters, and in 1887, 2,915 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, 559 letters in 1886, and 830 in 1887, 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, 54 letters in 1886, and 8 letters in 1887, intended for promoters of lotteries, &c., were detained during the year. Twenty-seven letters in 1886, and 35 letters in 1887, bore obliterated or defaced stamps. Besides letters, 45,486 packets and 39,152 newspapers were received at the Dead Letter Office during the year 1887; most of the former were returned, delivered, &c., but most of the latter were destroyed.

Disposal of
dead letters.

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

DISPOSAL OF DEAD AND IRREGULARLY-POSTED LETTERS,
1886 AND 1887.

		1886.		1887.	
Returned, delivered, &c.	... ..	272,187	...	298,751	...
Destroyed or on hand	... ..	14,263	...	22,751	...
Total	... ..	<u>286,450</u>	...	<u>321,502</u>	...

Inland and
foreign
corre-
spondence.

921. Of the total number of letters, newspapers, and packets which passed through the Victorian Post Office during 1887, 81 per cent. were posted for delivery within the colony, 12 per cent. were despatched for or received from the neighbouring colonies, and 7 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, 1887.

Nature of Correspondence.	Inland (Posted).	Intercolonial.		British and Foreign.	
		Despatched.	Received.	Despatched.	Received.
Letters and post cards	35,100,000	2,052,568	2,547,066	720,091	868,147
Newspapers ...	13,230,000	1,439,890	1,476,777	914,341	1,808,047
Packets ...	6,480,000	296,236	334,855	95,193	464,331
Total ...	54,810,000	3,788,694	4,358,698	1,729,625	3,140,525

Rates of
postage.

922. 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 any European country the postage on letters is now 6d. per $\frac{1}{2}$ oz. or fraction thereof. Post cards available for transmission to places within

Victoria, and, since the 1st July, 1887, also available for transmission 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.

923. The postal returns of the various Australasian colonies during the year 1886 are given in the following table:—

POSTAL RETURNS OF AUSTRALASIAN COLONIES, 1886.*

Postal returns of Australasian colonies.

Colony.	Number of Post Offices.	Letters Despatched and Received.		Newspapers Despatched and Received.	
		Total Number.	Number per Head.	Total Number.	Number per Head.
Victoria	1,429	38,392,414	39·00	17,482,490	17·71
New South Wales ...	1,157	42,849,900	43·73	29,532,400	30·14
Queensland	662	10,503,345	31·59	9,391,614	28·24
South Australia ...	568	13,129,921	41·94	6,672,013	21·31
Western Australia	80	1,847,694	49·69	1,153,892	31·03
Total	3,896	106,723,274	40·28	64,232,409	24·24
Tasmania	251	4,193,873	30·95	3,806,738	28·09
New Zealand	1,089	30,518,479	67·89	14,324,047	24·61
Grand Total	5,236	150,435,626	44·67	82,363,194	24·46

924. Although the letters despatched and received in New South Wales exceed those in Victoria by a tenth, and the newspapers by more than one-half, the post offices in the latter exceed those in the former by about 270, 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:—

Post offices per square mile in Australasian colonies.

Victoria	has a post office to every 61 square miles.
New Zealand	” ” 96 ”
Tasmania	” ” 105 ”
New South Wales	” ” 267 ”
Queensland	” ” 1,009 ”
South Australia	” ” 1,591 ”
Western Australia	” ” 12,199 ”

925. 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 the 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 colonies in respect to correspondence per head.

* For later information, see Appendix A to the last volume.

**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. New South Wales
4. South Australia
5. Victoria
6. Queensland
7. Tasmania.

Order according to Newspapers per Head.

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

Small
number of
newspapers
posted in
Victoria.

926. In making the returns of newspapers despatched and received, it is probable that some, if not all, of the neighbouring colonies may 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 1886 would be 24,410,000, or 24·73 per head, which proportion is not much lower than that obtaining in some of the other colonies. 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 and Queensland for places within the Australasian colonies, and in Western Australia and Tasmania for all places, 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 unfavorably with the numbers in those colonies in which they are carried free of charge.

Postal
returns of
United
Kingdom.

927. The following are the postal returns of the United Kingdom for the year 1886:—

POSTAL RETURNS OF THE UNITED KINGDOM, 1886.*

Country.	Millions delivered in 1886 of—		
	Letters.	Newspapers and Packets.	Total.
England and Wales ...	1,240,	429,	1,669,
Scotland	129,	56,	185,
Ireland	91,	35,	126,
Total United Kingdom	1,460, †	520,	1,980, †

* The postal year referred to commenced with the second quarter of 1886, and ended with the first quarter of 1887.

† Exclusive of 179 millions of post cards.

928. Per head of population, 44·49 letters (exclusive of post cards) were delivered in England and Wales, 32·66 in Scotland, and 18·61 in Ireland, during 1886. Taking the United Kingdom as a whole, the letters delivered in that year were in the proportion of 39·77 to each inhabitant, or with post cards, in the proportion of 44·65 to each inhabitant.

Proportion of letters to population of United Kingdom.

929. By the following table, the figures in which, with the exception of those for the United Kingdom, Australasia, and Canada, have been extracted from *l'Almanach de Gotha*,* 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 and the United States:—

Letters per head in various countries

LETTERS PER HEAD IN VARIOUS COUNTRIES.

Country.	Number of Letters † per Head.	Country.	Number of Letters † per Head.
Australasia ... (1886)	44·67	Algeria	3·3
United Kingdom	44·65	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)	15·24	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
Chili	4·5	Columbia	·2
Portugal	4·2	Persia	·05

930. 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

New mail contracts.

* *Almanach de Gotha*, 1884, page 1088. Gotha: Justus Perthes.

† Including post cards in the case of Australasia and the United Kingdom, but it is not stated whether post cards are included for the other countries.

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 £170,000 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 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.

931. All the Australasian colonies, except Queensland and New Zealand, have now joined in the contracts, and contribute to the subsidy in proportion to their estimated yearly populations. Non-contributing colonies are required to pay for conveyance of their 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 amount of subsidy payable for the first year by each contributing colony is as follows* :—

MAIL SUBSIDY PAYABLE BY EACH CONTRACTING COLONY, 1888.

	£	s.	d.
Victoria	30,154	14	0†
New South Wales	30,122	6	6
South Australia	9,392	18	6
Tasmania	4,125	0	0
Western Australia	1,205	1	0
Total	£75,000	0	0

932. 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

* This was 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 probably be reduced to £26,700 owing to payments by non-contracting colonies, and nearly the whole amount will probably be covered by postages collected in the colony. The net loss to Victoria in 1887 under the old contract was £29,823, together with a further loss of £4,457 on the Orient Service. See also tables following paragraphs 941 and 950 *post.*

centimes to $72\frac{1}{2}$ 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 to any part of Europe has been fixed at 6d. per half ounce, and arrangements are being made with the Post-office authorities in London for sending letters and post cards between Great Britain and Australia wholly by sea to and from England at reduced rates.

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

Foreign mail service.

- (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, South Australia, Tasmania, and Western Australia according to population, the amount payable by Victoria during the first year being £30,155. The contracts with these companies will continue until the 31st January, 1895.
- (b.) The monthly service *viâ* Torres Straits, carried out between Queensland and Great Britain by the British-India Company, who receive a subsidy of £55,000 per annum from Queensland, but are 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.
- (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.

934. 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 $18\frac{1}{2}$ 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

Contract time of mail steamers.

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

outward route (London to Melbourne). The following is a statement of the times allowed each way for the two lines of mail steamers:—

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 $\frac{1}{2}$ *

Delay in
homeward
service.

935. 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. The Postmaster-General of Victoria thus forcibly expresses himself upon this subject* :—

The time-table for mail services *viâ* Italy, which was compiled by the London authorities, is unsatisfactory, inasmuch as the homeward vessels are timed to leave Adelaide on Mondays at 4 p.m., and, as there is no train to Adelaide on Saturdays or Sundays, the mails must be closed in Melbourne on Friday afternoon for despatch by train at 4.5 p.m. that day, reaching Adelaide at 10.10 a.m. on Saturday, where they remain for 54 hours before obtaining further despatch. This arrangement has the effect of lengthening the time of transit of the mails from Melbourne to London, and nullifies the advantages expected to be derived from the accelerated speed of the steamers under the new contract. The inconvenience to both Victoria and New South Wales of the present arrangement has been strongly represented to the Home authorities, and it has been suggested that Thursday, Friday, or Saturday would be preferable for the departure from Adelaide; but as yet the repeated applications have not met with success, it being alleged that an alteration would upset the Indian mail arrangements, and be inconvenient to the mercantile community of the mother country. It may be argued that the detention of the mails could be reduced by 24 hours by despatching them by a train on Saturday, or entirely obviated by forwarding them from Melbourne on Sunday; but, in either case, special trains would have to be employed for the service, and in the latter, correspondence would have to be posted on Saturdays, nearly 24 hours earlier than necessary.

The Sunday despatch would necessitate labour being performed on that day, which would be highly objectionable and against the policy hitherto observed by

* See Postal Report, 1887, page 13.

the Department, which is to avoid in all possible cases making any employé work on a Sunday. If the mails were despatched hence on Saturday, there would still be 24 hours' delay in Adelaide, and it is not thought that the saving of time warrants the amount (about £10,000 per annum) that would have to be paid to the Victorian and South Australian Railway Departments for the service at the rate at present charged for the carriage of mails. A Saturday despatch would meet with great disfavour, as it would seriously interfere with the Saturday half-holiday now universally enjoyed by the Melbourne merchants and their employés. It is to be hoped that the negotiations which are still proceeding will result in such a modification of the time-table as will do away with the present vexatious and unnecessary delay of the mails in transit.

936. 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 1887 were as follow:—

Time occupied by mail services.

TIME OCCUPIED BY MAILS BETWEEN ENGLAND AND AUSTRALIA, 1887.

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>viâ</i> Brindisi and Ceylon (P. and O. steamers)	35	8	33	19	37	23	35	14
Melbourne, <i>viâ</i> Brindisi or Naples (Orient steamers)	32	19	27	8 *	34	20	29	0
Melbourne, <i>viâ</i> Suez (French steamers)	40	9	38	0	38	7	35	2
Sydney, <i>viâ</i> San Francisco (Pacific steamers)	42	3	41	0	40	12	39	0
Brisbane, <i>viâ</i> Brindisi and Torres Straits (British-India steamers)	43	11	41	3	45	12	44	0

937. It will be remarked that the mails sent by the Orient steamers were delivered in quicker time than those by the P. and O. steamers. The chief reason of this is that the former called neither at Ceylon nor at Western Australia, which the latter were required to do; this is estimated to make a difference of nearly 2 days in the passage.

Orient mails quicker than P. & O.

938. On comparing the times of delivery of Victorian mails by the P. and O. route 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 10 hours, and in their conveyance to the United Kingdom it was shorter by 1 day 6 hours, than in 1886. The shortest time occupied by the same route in the transmission of mails from Melbourne to London was 37 days and 21 hours in 1886, and 35 days 14 hours in 1887; but from London to Melbourne the shortest time was 35 days and 12 hours in 1886, and 33 days and 19 hours in 1887.

Time occupied 1886 and 1887 compared.

939. The average time in 1887 occupied in the transit of mails from Berlin to Melbourne by the German line of steamers was 39 days,

Time occupied by German mail service.

* This is the quickest time on record.

and the quickest time was 37 days. During the same year the average time of the mails between Melbourne and Berlin was about $36\frac{1}{2}$ days, and the quickest time was 35 days.

940. It may be remarked that during nearly the whole of 1887 vessels were allowed to navigate the Suez Canal at night by means of the electric light, and thus a saving of about 20 hours was effected. The average time of transit of all vessels through the Canal in 1886 was 36 hours, and in 1887, 34 hours; whilst the shortest passage in 1887 by a steamer equipped for night navigation with the electric light was 15 hours 5 minutes. The length of the Canal is $99\frac{1}{2}$ English miles.*

941. A comparison of the cost of the Victorian subsidized mail service with the United Kingdom under the four-weekly contract in existence during 1879, and under the fortnightly contract just expired, during the last two years of its existence, is shown in the following table; the estimated cost of the new weekly contract during the current year being also stated †:—

COST OF VICTORIAN CONTRACT MAIL SERVICES AT THREE PERIODS.

Items of Receipt and Payment.	Four-weekly. 1879.	Fortnightly.		Weekly. 1888. (Estimated.)
		1886.	1887.	
PAYMENTS.				
Total amount of subsidy	£ 90,000	£ 85,000	£ 85,000	£ 30,155 ‡
Premiums for early arrival of mails	2,050	2,550	2,950	...
Cost of landing and shipping mails	242	170	23	100
Amount due to Great Britain ... ..	...	105	230	...
Total	92,292	87,825	88,203	30,255
RECEIPTS.				
Postages collected in Victoria	15,261	17,893	17,986	26,500
Amount chargeable to Great Britain	14,741	...	...	...
" " New South Wales	13,236	16,352	16,793	...
" " South Australia... ..	18,321	7,290	7,115	...
" " Tasmania	3,866	3,012	3,377	...
" " Western Australia	2,336	3,793	4,226	}
" " Queensland	1,602	5,257	6,410	}
" " New Zealand	9,094	1,956	1,876	} 3,500
" " Fiji	80	76	82	}
" " France	1,100	...	...	}
" " Italy ... ..	...	474	515	}
Penalty for late arrival of mails ... ..	...	...	...	...
Total	79,637	56,103	58,380	30,000
Net cost to Victoria	12,655	31,722	29,823	255

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 paragraph 930 *ante*.

* See also paragraph 901 *ante*.

† See also paragraphs 949 and 950 *post*.

‡ Proportion payable by Victoria.

Time saved
by night
navigation
of Suez
Canal.

Increased
cost of mail
service *via*
Ceylon.

942. 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 hoped, be practically self-supporting.

Diminished
cost of con-
tract mail
service

943. Under the old contract communications posted in Victoria—unless specially addressed to go by the Orient line—were kept until the next P. and O. steamer started, and consequently that line, in 1887, took away two-thirds of the letters, and nearly four-fifths of the packets and newspapers, sent from Victoria to Europe. In the United Kingdom, however, the correspondence, unless specially addressed to go by one particular line, was sent indiscriminately by either. The following table shows the number of letters, packets, and newspapers carried by each of these lines of steamers in 1887 :—

Correspond-
ence per
P. and O.
and Orient
steamers.

VICTORIAN CORRESPONDENCE BY THE PENINSULAR AND ORIENTAL
AND ORIENT STEAMERS, 1887.

Correspondence.	P. and O. Steamers (Victorian Mail Service).	Orient Steamers.
RECEIVED.		
Letters	449,971	372,522
Packets	153,474	251,565
Newspapers	850,365	772,884
Total	1,453,810	1,396,971
DESPATCHED.		
Letters	448,176	229,014
Packets	60,304	23,847
Newspapers	687,024	194,656
Total	1,195,504	447,517

944. The two lines of steamers being now subsidized by the Victorian Government, communications will, in future, be sent by the first steamer without reference to which line it belongs. It may therefore be expected that about an equal amount of correspondence, homeward as well as outward, will be carried by both lines.

Future cor-
respondence
by both
lines of
steamers.

Parcels post. 945. 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 first six months the system was in operation (up to 31st December, 1887) was 45,426, and the postage paid on them amounted to £2,218 18s.

THE BRITISH AND FOREIGN PARCEL POSTS.

This system came into operation on the 1st July, 1886. In 1887, the total number of parcels received was 7,209, and the number despatched was 1,649, or 8,858 in all, viz., 7,209 British and 1,649 Foreign parcels, being an average of 738 parcels per month, as against an average in 1886 of 495. The Victorian share of the postage for 1887 was £605 14s. 4d., and the duty collected and paid to the Customs Department was £511. 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, &c. 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 pound, 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 have but slightly increased, the numbers being 291 for 1887 against 227 for the previous year.

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.

INTERCOLONIAL PARCEL POSTS.

Arrangements have been made for an exchange of parcels with South Australia and Western Australia, and 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.

946. 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 recent Postal Conference already alluded to,* the system of interchangeable stamps was condemned, and it was recommended that postage stamps should be used for postal and telegraphic purposes only, and that special stamps should be made and used for other

* See footnote (*) paragraph 931 *ante*.

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 1886 AND 1887.

Heads of Revenue.	Amount received in—		Increase.
	1886.	1887.	
	£	£	£
Stamps on telegrams	95,499	102,739	7,240
Stamps for payment of postage, duties, fees, &c. †	525,114	577,131	52,017
Total Stamps ‡	620,613	679,870	59,257
Commission on money orders ...	9,885	11,063	1,178
Private telegraphic and telephone lines	5,379	6,205	826
Telephone Exchange subscriptions ...	...	1,783 §	1,783
Grand total	635,877	698,921	63,044

947. 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.

Government
correspon-
dence, &c.,
transmitted
free.

948. In 1887 the total ordinary expenditure of the Post and Telegraph Department amounted to £553,172; whilst the capital expenditure during the same year amounted to £95,232, which includes cost of erection and extension of Post Office, &c., and the purchase money (£40,000) of the business, plant, &c., of the Victorian Telephone Exchange Company. The ordinary expenditure, which shows an increase of about £25,000 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.

Postal
expenditure.

* The representatives of Queensland dissented from this recommendation.

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

‡ For numbers of stamps issued, see table following paragraph 952 *post*.

§ The *annual* amount of subscriptions is about £15,000 or £16,000.

The ordinary and capital expenditure in 1887 were made up of the following items:—

EXPENDITURE IN CONNEXION WITH POSTS AND TELEGRAPHS, 1887.

Ordinary Expenditure.

Departmental expenditure—				
Salaries and wages	...	...	...	£245,756
Contingencies	...	...	...	98,626
				£344,382
Mail services—				
Inland	...	...	...	110,710
Foreign	...	...	...	67,940
Gratuities to masters of vessels	...	...	...	2,047
				180,697
Duplicate cable subsidy	...	...	...	14,506
Cost of printing books, forms, &c., and of stamps	...	...	...	13,587
				Total
	...	...	...	£553,172

Capital Expenditure.

Telegraph lines*	...	...	...	£11,298
Purchase of Telephone Exchange...	...	...	...	40,000
Erection and extension of offices	...	...	...	43,934
				Total
	...	...	...	£95,232

Cost of mail services to United Kingdom.

949. The total cost to Victoria of steam postal communication with Great Britain *viâ* Suez, San Francisco, and Torres Straits, which is included in the expenditure of the Post and Telegraph Department, has been fast increasing for some years past, owing to the necessity of paying for the carriage of letters by lines of steamers not subsidized by Victoria. It amounted in 1887 to £66,297, as against £67,205 in 1886, and £63,887 in 1885.

Net cost of mail services.

950. As a set-off against the cost of steam postal communication with the United Kingdom in 1887, it is estimated that £26,301 was collected in Victoria for postages. The net cost to the colony in that year was thus £39,996, as against £40,677 in 1886, and £38,737 in 1885, whilst in 1883, or four years ago, it was as low as £23,542.† The increased cost is chiefly attributed to the extensive use made of the Orient line by all the colonies since a contract with that company was entered into by the Government of New South Wales for a fortnightly service, alternating with the fortnightly P. and O. service of Victoria. The net cost for 1887, 1886, and 1883 was distributed as follows amongst the five mail services:—

* Chiefly cost of construction, but repairs are also included.

† See also table following paragraph 941 *ante*.

COST OF STEAM POSTAL COMMUNICATION WITH EUROPE.

Lines of Steamers.	Net Cost to Victoria.		
	1883.	1886.	1887.
	£	£	£
P. and O. Service (Victorian Subsidized Line)	20,255	31,722	29,823
Orient „ ... ..	...	3,681	4,457
San Francisco Service	3,243	5,011	5,543
Torres Straits „	44	29	30
French Service (Messageries Maritimes) ...	...	234	143
Total	23,542	40,677	39,996

951. The amount paid by the Postal Department in 1887 for the conveyance of Inland Mails was £110,710, of which £49,216 was paid to the Victorian Railways. The number of miles travelled with mails during the year was 4,224,559 by road, and 2,949,470 by rail, or 7,174,029 in all. Whence it follows that the average cost per mile of conveying mails by road was a little over $3\frac{1}{2}$ d., and by rail not quite $4\frac{1}{4}$ d., the average being $3\frac{3}{4}$ d. 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 less than one halfpenny ($\cdot 44$ d.). The total length of the inland mail services is 17,462 miles.

Cost of inland mail service.

952. Since the 1st January, 1884, only one kind of stamp (the duty 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 nominal values of duty stamps, also of railway freight stamps, issued from the General Post Office in the last two years:—

Stamps issued.

STAMPS ISSUED, 1886 AND 1887.

Description.	Number.		Nominal Value.	
	1886.	1887.	1886.	1887.
			£	£
Adhesive	55,551,349	58,714,284	603,184	620,076
Impressed on Cheques and Receipts	7,809,721	8,388,014	32,540	34,950
Impressed on Bills of Exchange, Promissory Notes, Transfers of Freeholds, Conveyances, Mortgages, Drafts, &c.	2,933	589,783	3,098	82,155
Railway Freight Stamps	1,663,305	1,941,930	34,689	37,866
Total	65,027,308	69,634,011	673,511	775,047

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 £620,613 in 1886, and £679,870 in 1887. See table following paragraph 946 ante.

* See also paragraph 946 ante.

Commission
on sale of
stamps.

953. The value of commission paid in stamps to bank managers and licensed vendors of duty stamps (or those they replace) was £8,386 in 1886, and £8,458 in 1887; and that to licensed vendors of freight stamps was £278 in 1886, and £303 in 1887. The total value of commission paid on the sale of stamps was thus £8,664 in 1886, and £8,761 in 1887.

Money
orders.

954. Money order offices in Victoria in connexion with the Post Office had been established in 369 places up to the end of 1887. 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:—

MONEY ORDERS,* 1886 AND 1887.

Year.	Number of Money Order Offices.	Money Orders Issued.		Money Orders Paid.	
		Number.	Amount.	Number.	Amount.
1886 ...	362	206,305	£ 626,376	204,914	£ 629,340
1887 ...	369	217,385	£ 653,054	211,519	£ 647,135
Increase	7	11,080	£ 26,678	6,605	£ 17,795

Rates of
commission
on money
orders.

955. 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.

* Exclusive of postal notes, for which see paragraph 962 *post.*

956. 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 1887 was nearly half as large again as in 1882, and about two-thirds larger than in 1877; but the net amount received from the neighbouring colonies has fallen off since 1882 to less than half, the amount in 1887 being little larger than in 1877. The following table shows the net transactions with the United Kingdom and the neighbouring colonies during 1887 and the first year of the two previous quinquennia:—

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

MONEY ORDERS.—NET TRANSACTIONS WITH UNITED KINGDOM AND NEIGHBOURING COLONIES, 1877, 1882, AND 1887.

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.
		£		£
1877	13,377	41,586	15,911	69,950
1882	14,208	47,417	36,869	127,516
1887	21,297	66,056	18,030	70,550

957. In New South Wales there were 456 money order offices in 1886—or 94 more than in Victoria. 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 1887 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.

958. The average value of money orders issued in Victoria was £3 0s. 9d. in 1886 and £3 0s. 1d. in 1887. 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.

Money
orders in
United
Kingdom.

959. The money orders issued in each division of the United Kingdom in 1886 were of the following number and amount:—

MONEY ORDERS* IN THE UNITED KINGDOM, 1886.

Country.	Money Orders Issued.	
	Number.	Amount.
England and Wales	8,133,411	£ 18,639,062
Scotland	1,061,736	2,149,522
Ireland	611,912	1,162,988
Total United Kingdom	9,807,059	21,951,572

Average
value of
money
orders in
United
Kingdom.

960. The average value of each money order issued during 1886 in England was £2 5s. 10d., in Scotland £2 0s. 6d., and in Ireland £1 18s., or in the United Kingdom £2 4s. 9d. By reference to a previous paragraph,† it will be found that during 1887 the average value of money orders issued exceeded by 15s. 4d. in Victoria, and by 18s. in New South Wales, the average value of those issued in the United Kingdom.

Proportion
of money
orders to
population.

961. To every 100 of the population, 21 money orders were issued in Victoria during both 1886 and 1887, which proportion was, notwithstanding the introduction of postal notes, as high as 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 29 in England, 27 in Scotland, and 13 in Ireland, in 1886.

Postal notes.

962. 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

* Exclusive of money orders issued in the United Kingdom for payment abroad, which numbered 282,011, of the value of £763,087.

† See paragraph 958 *ante*.

of the value of 1s. or 1s. 6d.; 1d. for notes from 2s. to 4s. 6d. in value; 2d. for notes of 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 1887 was 222,047, as compared with 140,191 in 1886, and 95,530 in 1885. The aggregate value of these notes was £95,178 in 1887, as compared with £61,074 in 1886, and £42,190 in 1885. The following are the numbers and denominations of postal notes paid during the year 1887:—

POSTAL NOTES PAID, 1887.

Denomination.		Number.	Nominal Value.		
s.	d.		£	s.	d.
1	0	7,618	380	18	0
1	6	4,995	374	12	6
2	0	11,092	1,109	4	0
2	6	11,992	1,499	0	0
3	0	14,714	2,207	2	0
3	6	8,836	1,546	6	0
4	0	16,311	3,262	4	0
4	6	9,080	2,043	0	0
5	0	27,816	6,954	0	0
7	6	12,131	4,549	2	6
10	0	36,656	18,328	0	0
10	6	8,178	4,293	9	0
15	0	15,989	11,991	15	0
20	0	36,639	36,639	0	0
Total	...	222,047	95,177	13	0

963. Telegraphic communication exists in Victoria between 515 ^{Electric} stations within her own borders. Her lines are connected besides with ^{telegraphs.} 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 1887, the lines were extended by 21 miles, and the length of wire was added to by 64 miles; a further considerable increase also occurred in the number of telegrams consequent on the reduction of the rates in 1885, the number in 1887 being nearly twice as numerous as in 1884.* 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:—

* See next paragraph.

ELECTRIC TELEGRAPHS, 1886 AND 1887.

Year.	Number of Stations.	Number of Miles of—		Number of Telegrams.		
		Line (poles).	Wire.	Paid.	Unpaid.*	Total.
1886 ...	420	4,094	10,111	1,938,049	85,809	2,023,858
1887 ...	515	4,115	10,175	2,176,915	83,565	2,260,480
Increase	95	21	64	238,866	...	236,622
Decrease	...	...	...	...	2,244	...

Additional lines and wires.

964. Besides the above, there were in operation 136 miles of line and about $2,153\frac{1}{2}$ miles of wire for private wires and telephone lines. There were also nearly $20\frac{1}{2}$ miles of aerial cable, having a length of wire of $441\frac{1}{2}$ miles; moreover, $6\frac{3}{4}$ miles of underground cable had been laid, giving a length of wire of $321\frac{1}{2}$ miles.

Telegraph charges.

965. On the 1st July, 1885, a reduction was made in the rates 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 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

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

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.

966. During 1887, the number of telegrams which passed from Victoria to European and other countries outside Australasia, and *vice versa*, was 18,180, and the cost to the senders was £95,948; which figures show an increase of 13,075 and £3,510 respectively as compared with 1886. Taking the Australasian colonies as a whole, the telegrams to and from the same places numbered 53,788, and were transmitted at a charge of £276,080. The latter amount, although about £20,000 larger than in 1886, is about the same as in 1885. Thus, notwithstanding the reduction of rates referred to in the last paragraph, and the consequent falling-off in revenue in 1886, the revenue duly recovered itself by 1887. Telegrams to and from Europe.

967. 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:— Course of a telegram to London.

**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

Proposed
Pacific
Cable.

968. A proposal has been made by the Pacific Telegraph Company (Limited) to lay a cable across the Pacific Ocean connecting the American Continent with Australia for a subsidy amounting to about £75,000 per annum for 25 years, the cost of telegrams not to exceed 4s. per word for messages transmitted over the whole distance between England and Australia. The route proposed is from Sydney, *via* New Zealand, Fiji, Fanning Islands, and Hawaii, to Vancouver Island, and thence across Canada; and it is stated that, after the survey had been made, the cable could be laid in 18 months. At the Postal Conference of Australasian Colonies held in Sydney in January, 1888, the desirability of making the survey was affirmed, the cost thereof to be borne by Great Britain, Canada, and the Australasian Colonies; provided, however, that no colony should be thereby bound to accept the proposals made by the company.*

Telegraphs
in Austral-
asian colo-
nies.

969. 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:—

ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Number of Miles o 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	45·7	415
New South Wales†...	1875	4,926	8,012	15·9	812
	1880	7,956	13,188	25·7	1,076
	1883	9,315	17,272	30·1	1,072
	1884	9,755	18,681	31·5	1,059
	1885	10,351	19,864	33·4	1,080
	1886	10,618	20,797	34·3	1,084
Queensland ...	1875	3,956	...	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	2,310
	1885	7,533	12,290	11·3	2,387
	1886	8,225	14,443	12·3	2,474

* For further information, see Postal Report, 1887, page 47.

† The miles of telegraph line in South Australia and in New South Wales in 1875 have been estimated from the miles of wire, which alone were returned.

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.
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	1,750
	1886	5,459	8,771	6·0	1,744
Western Australia ...	1875	766	...	·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	6,414
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	1,308
New Zealand ...	1875	3,156	...	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	781

NOTE.—For number of miles of electric telegraph open in each colony at the end of 1887, see Summary of Australasian Statistics (third folding sheet) ; also Appendix A to the last volume.

970. The following is the order in which the respective colonies stood at the end of 1886 in regard to the number of miles of electric telegraph line open in each. The order was the same as in the preceding eleven years :—

Order of colonies in respect to length of telegraphs.

ORDER OF COLONIES IN REFERENCE TO LENGTH OF TELEGRAPH LINE OPEN, 1886.

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

971. In proportion to area, Victoria had, in 1886, 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

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

almost the reverse of that to population, as will be observed by the following lists :—

ORDER OF COLONIES IN REFERENCE TO RATIO OF TELEGRAPH LINE
TO AREA AND POPULATION, 1886.

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.

Length of telegraphs in Australia and Australasia.

972. On the continent of Australia there were 30,781 miles, and on that continent, with the addition of Tasmania and New Zealand, there were 37,099 miles, of telegraph line open at the end of 1886. At the same date at least 56,780 miles of wire were in use on the Australian continent, and 70,311 on the continent with Tasmania and New Zealand added. In Australia there was a proportion of 10·5 miles of line, and in the whole of Australasia a proportion of 12·1 miles, to every 1,000 square miles of territory. To every 100,000 of the population in the former there were 1,162 miles and in the latter 1,102 miles of line.

Messages in Australasian colonies.

973. 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 1886 most messages by far are transmitted in New South Wales, the next largest number in Victoria, and the next in New Zealand :—

TELEGRAPHIC MESSAGES IN AUSTRALASIAN COLONIES, 1886.

				Number of Messages.
1. New South Wales	...	...	...	2,661,126
2. Victoria	...	...	...	2,023,858
3. New Zealand	...	...	...	1,836,266
4. Queensland	...	...	...	1,450,567
5. South Australia	...	...	...	669,442
6. Tasmania	...	...	...	214,738
7. Western Australia	...	...	...	165,613
	Total	...	...	<u>9,021,610</u>

Telegraphs in British dominions.

974. 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.

Country or Colony.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
United Kingdom ...	1886-7	29,895	173,539	50,244,
Australasia ...	1886	37,099	70,311	9,022,
Bermuda ...	"	32*	...	...
British Guiana ...	"	266*†	...	...
Canada ...	"	28,498*	59,941	4,053,
Cape of Good Hope ...	"	4,329	...	...
Ceylon ...	"	1,177	...	800,
Gold Coast ...	"	109	...	...
India... ...	"	27,510*	81,480	2,290,
Malta ...	"	65	...	...
Mauritius ...	"	103	...	...
Natal... ...	"	465	...	...
Straits Settlements ...	"	380†	...	...
West Indies—				
Barbadoes ...	"	35	...	...
Jamaica ...	"	698†	...	74,
Trinidad ...	"	587†	...	...

975. 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:—

Telegraphs
in Foreign
countries.

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 ...	1885-6	3,773	17,600	4,378,
Bosnia ...	1883	1,730	2,995	297,
Brazil ...	1885	6,440	11,258	368,
Bulgaria ...	1885	2,560	2,175	444,
Central America ...	...	7,219	...	483,
Chili ...	1886	9,000	...	534,
Cochin-China ...	...	1,200	...	100,
Denmark ...	1885	2,397	6,657	1,256,

* Excluding cable, viz., 15 miles in Bermuda, 9 in British Guiana, 215 in Canada, and 187 miles in India.

† Including telephone lines. In British Guiana there were 32 miles, and in Jamaica 87 miles.

ELECTRIC TELEGRAPHS IN FOREIGN COUNTRIES—*continued.*

Country.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
Egypt	1887	3,172	5,423	700,*
France	1884	57,085	166,349	21,971,
Germany	1885-6-7	51,864	185,065	20,631,
Greece	1885	4,128	4,800	726,
Holland	1886	2,962	10,569	3,623,
Italy	1886-7	18,996	67,632	7,330,
Japan	1886	6,855	15,900	2,559,*
Java	1885	5,746	...	378,
Luxemburg ... ..	...	210	816	85,
Mexico	1886	12,700	...	700,
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	1884	68,238	154,443	10,484,
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,
Turkey	1884	14,617	26,060	1,259,
United States	1886	151,832	489,607	43,290,

Telegraphs
in each
continent.

976. 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,
America	245,215	50,212,
Asia	42,148	5,029,
Africa	17,981	1,221,
<i>Cables</i>	103,096	...
The World	772,248	204,118,

* Figures for 1885.

† Page 1061. The lengths have been reduced from kilometres to miles, on the assumption that a mile is equal to .621 kilometres.

977. According to Mr. McCarty* (with a correction of the figures for Australasia), the length of telegraph lines in 1885-6 throughout the principal countries of the world was 737,667 miles, and that of telegraph wire 2,126,284 miles. It will be observed that the former is less than the total length of line given in the table by nearly 33,000 miles; but, as an explanation of this discrepancy, McCarty distinctly states that his figures are exclusive of lines in course of construction—estimated at 30,000 miles—whereas these are probably included in the other figures. Telegraphs
of the
world.

978. Until September, 1887, the telephones in Victoria were worked by a private company, but in that month the business, together with the buildings and plant, was purchased by the Government. The following account of the working of the telephone system has been contributed to this work by the Post Office Department:— Telephones.

The Government having purchased the buildings, plant, &c., of the Victorian Telephone Exchange Company Limited, took over charge of the business, which was then being carried on in Melbourne, Ballarat, and Sandhurst, on the 22nd September, 1887. The number of Melbourne subscribers has greatly increased in consequence of the subscription having been reduced from £16 to £12. The building in which the work is conducted was constructed by the company and is admirably suited for a Telephone Exchange. It comprises an operating-room, workshop, store-room, battery, dining, and cloak rooms, lavatories, &c. The operating-room is 71 feet by 32 feet, with a height of 14 feet. The switch-boards, by means of which the connexions necessary to enable subscribers to converse with one another, are placed here. These boards give employment during the day to 22 female operators, under immediate supervision of a female operator in charge. As the Exchange is never closed, operators have to be on duty all through the night. The night work is carried on by male operators. The number of calls answered or connexions made daily by the operators is not fewer than 8,000, and the principal business is crowded into limited portions of the day. The greatest number of calls answered or connexions made in an hour by one operator has been found to be 140. The number of subscribers on the Melbourne Exchange when taken over by the Government was 752, which number had increased by the end of 1887 to 864, and by the end of October, 1888, to 1,216; and numerous applications from individuals desirous of being placed on the Exchange are being received daily.

There are at present in use six switch-boards of the multiple pattern, made by the Western Electric Company of Chicago. Each board accommodates 200 subscribers, which is worked up to its utmost capacity, and temporary arrangements have to be made to accommodate new subscribers until the two additional boards which are being fitted up are ready for use. As soon as the transfer to the Government was effected, expert electricians were directed to renew defective or obsolete telephones, batteries, &c., and to generally overhaul the whole apparatus and the connexions in subscribers' offices. Over 1,200 telephones were exchanged, and the system is now found to work very satisfactorily. In the lower floor of the Exchange has been opened a post and telegraph receiving office for telegrams, letters, &c., and the sale of stamps. A branch Exchange has been established at the Centennial Exhibition, allowing of communication within the building and with subscribers to the Melbourne Exchange. Visitors to the Exhibition are also allowed to communicate by telephone with subscribers to either Exchange on payment of a small fee for use of the instruments for a limited time.

* *Annual Statistician*, San Francisco, 1887, page 409.

At the end of 1887, there were 140 subscribers to the Ballarat and 117 to the Sandhurst Exchange. An Exchange has also been opened at Geelong, on a guarantee that not less than 40 persons become subscribers.

It is intended to open branch Exchanges in the more important suburbs of Melbourne in connexion with the local post and telegraph offices; subscribers to these Exchanges will be permitted the option of being also connected with the Central Exchange. It is further contemplated to open public telephone Exchanges where non-subscribers can use the telephones for a limited time, as in the case previously mentioned of visitors to the Exhibition.

The amount of purchase money paid for the Exchanges was £40,000, but a considerable amount had to be expended to place them in thorough repair. The total number of subscribers at the time of taking over the property was 1,019, and the amount of annual subscriptions was £15,297; at the end of 1887, the number of subscribers had increased to 1,121, and the amount subscribed to £16,647.* In connexion with this, however, it should be pointed out that the Government formerly received rent from the late Telephone Exchange Company for the use of the wires, which were laid down by, and have always belonged to, the Government. The rental was about £5,000 per annum.

Railway
commis-
sioners.

979. All the railways in Victoria are the property of the State. Under the Victorian Railways 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 for each of 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.†

Railways:
length,
cost, &c.

980. The number of miles of railway open on the 30th June, 1887, was 1,880, consisting of 1,643½ miles of single and 236½ miles of double

* On the 24th October, 1888, the subscribers (including 39 at the Geelong Exchange recently opened) numbered 1,521, and the subscriptions amounted to £25,722.

† The report on the Victorian Railways for the year 1887-8, which was presented to Parliament in the latter end of September, 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.

line; and by the 30th June, 1888, the total length had increased to 2,018 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, 1887:—

RAILWAYS.—LENGTH, COST, AND DISTANCE TRAVELLED.

Names of Lines.	Length Open on 30th June, 1887.			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 $\frac{3}{4}$	4,700,426 †	46,654	} 1,936,059
Sandhurst to Echuca ...	...	55 $\frac{1}{4}$	55 $\frac{1}{4}$	675,634 ‡	12,229
Lancefield Junction to Lancefield	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	62,280	4,295	
Carlsruhe to Daylesford ...	...	22 $\frac{3}{4}$	22 $\frac{3}{4}$	158,174	6,953
Castlemaine to Dunolly ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	300,369	6,324
Dunolly to St. Arnaud ...	...	33	33	159,530	4,834
St. Arnaud to Donald ...	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	93,801	3,950
Castlemaine to Maldon ...	...	10 $\frac{1}{4}$	10 $\frac{1}{4}$	56,700	5,532
Ballarat to Maryborough ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	267,047	6,283
Ballarat Racecourse (Branch line)	...	2	2	6,972	3,486	
Maryborough to Avoca ...	...	15	15	60,946	4,063
Sandhurst to Inglewood ...	...	30	30	155,650	5,188
Inglewood to Charlton ...	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	165,661	3,875
Eaglehawk to Kerang ...	...	73 $\frac{3}{4}$	73 $\frac{3}{4}$	278,834	3,781
Charlton to Wycheproof ...	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	83,193	5,042
Korong Vale to Boort ...	...	18	18	69,866	3,881
Creswick to Daylesford ...	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	139,100	5,919
Wedderburn Junction to Wedderburn	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	16,850	3,547	
Total ...	100$\frac{3}{4}$	475$\frac{3}{4}$	576$\frac{1}{2}$	7,451,033	12,925	
<i>Western System.</i>						
Footscray Junction to Williamstown	6	...	6	475,647 §	79,274	} ¶
Newport to Geelong (including line to Wharf and Williamstown Racecourse line)	1 $\frac{3}{4}$	37 $\frac{3}{4}$	39 $\frac{1}{2}$	1,120,278 ||	28,278	
North Geelong to Ballarat ...	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,778,560	33,244
Geelong to Queenscliff ...	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	110,459	5,323
Geelong and Colac (including Racecourse branch)	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	312,342	5,949	

* Exclusive of rolling-stock, cost of Melbourne station, and general construction, &c. See footnote (§) on page 135 post.

† Excluding the Melbourne and North Melbourne stations, which cost £803,239.

‡ 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 30th June, 1887.			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	124,252	4,438	2,260,663
Camperdown to Terang	13 $\frac{3}{4}$	13 $\frac{3}{4}$	63,687 †	...	
Warrenheip to Gordons	13	13	85,665	6,590	
Gordons to Bacchus Marsh ‡	...	7 $\frac{1}{4}$	7 $\frac{1}{4}$	90,714 †	...	
Ballarat to Ararat	57	57	335,941	5,894	
Ararat to Stawell	18 $\frac{3}{4}$	18 $\frac{3}{4}$	124,634	6,647	
Stawell to Horsham	53 $\frac{1}{2}$	53 $\frac{1}{2}$	255,500	4,776	
Horsham to Dimboola	21 $\frac{1}{4}$	21 $\frac{1}{4}$	74,815	3,521	
Ballarat to Scarsdale	13 $\frac{1}{4}$	13 $\frac{1}{4}$	58,304	4,400	
Ararat to Hamilton	66 $\frac{1}{2}$	66 $\frac{1}{2}$	313,392	4,713	
Hamilton to Portland (including line to Portland wharf)	...	54	54	277,365	5,136	
Branxholme to Casterton	32	32	173,275	5,415	
Braybrook Junction to Bacchus Marsh	...	24 $\frac{1}{4}$	24 $\frac{1}{4}$	241,479	9,958	
Lal Lal Racecourse	2	2	11,187	5,593	
Murtoa to Warracknabeal	31 $\frac{1}{4}$	31 $\frac{1}{4}$	124,736	3,992	
Ballarat Cattle Yards Branch	...	3	3	11,815	3,938	
Dimboola to South Australian Border	...	62	62§	295,619	4,674	
Lubeck to Rupanyup	9 $\frac{1}{2}$	9 $\frac{1}{2}$	33,009	3,386	
Total ...	61 $\frac{1}{4}$	621 $\frac{1}{4}$	682 $\frac{1}{2}$	6,492,675	9,455	
<i>North-Eastern System.</i>						1,744,283
Essendon Junction to Essendon (including Racecourse line)	5	...	5	124,882	24,976	
Essendon to Wodonga ...	43 $\frac{3}{4}$	138 $\frac{1}{4}$	182	1,926,208	10,584	
Wodonga to Murray River	2 $\frac{1}{4}$	2 $\frac{1}{4}$	35,847	15,932	
Tallarook to Yea	23 $\frac{3}{4}$	23 $\frac{3}{4}$	148,271	6,243	
Mangalore to Shepparton	45	45	239,322	5,318	
Shepparton to Numurkah	20 $\frac{1}{2}$	20 $\frac{1}{2}$	66,142	3,226	
Toolamba to Tatura	7	7	27,270	3,896	
Benalla to St. James	20 $\frac{1}{2}$	20 $\frac{1}{2}$	73,013	3,562	
Wangaratta to Beechworth	23	23	157,953	6,868	
Everton to Myrtleford	16 $\frac{1}{2}$	16 $\frac{1}{2}$	73,546	4,457	
Springs to Wahgunyah	14	14	67,561	4,826	
North Melbourne to Coburg	$\frac{1}{2}$	4 $\frac{1}{2}$	5	140,177	28,035	
St. James to Yarrawonga	19 $\frac{3}{4}$	19 $\frac{3}{4}$	84,260	4,266	
Total ...	49 $\frac{1}{4}$	335	384 $\frac{1}{4}$	3,164,452	8,235	

* Exclusive of rolling-stock, cost of Melbourne station, and general construction, &c. See footnote (§) on next page.

† Approximate only.

‡ Completed portion only between Gordons and Ballan. For particulars of incomplete section of this line, see next table.

§ Exclusive of 1 $\frac{1}{4}$ mile on disputed territory near the border, constructed by the Victorian Government.

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

Names of Lines.	Length Open on 30th June, 1887.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Eastern System.</i>	Miles	Miles	Miles	£	£	Miles.
Spencer and Flinders streets Junction	...	$\frac{3}{4}$	$\frac{3}{4}$	7,166	9,555	1,224,971
South Yarra to Oakleigh ...	$6\frac{3}{4}$	...	$6\frac{3}{4}$	244,856	36,275
Oakleigh to Sale ...	...	$118\frac{1}{4}$	$118\frac{1}{4}$	802,017	6,782
Traralgon to Heyfield (including one mile to Traralgon Junction)	...	$23\frac{1}{4}$	$23\frac{1}{4}$	112,209	4,826	
Heyfield to Bairnsdale † ...	...	11	11	32,450	...
Morwell to Mirboo ...	...	20	20	143,650	7,182
Hawthorn to Lilydale ...	2	$18\frac{1}{4}$	$20\frac{1}{4}$	214,020	10,569	
Caulfield to Frankston ...	...	20	20	127,060	6,353
Hobson's Bay Suburban ...	$16\frac{1}{2}$...	$16\frac{1}{2}$	1,668,214 †	50,552		825,402
Total ...	$25\frac{1}{4}$	$211\frac{1}{2}$	$236\frac{3}{4}$	3,351,642	14,157	
Grand Total ...	$236\frac{1}{2}$	$1643\frac{1}{2}$	1,880	20,459,802 §	10,835	7,991,387

981. Under the Railway Construction Act 1884 (48 Vict. No. 821), ^{Railways in progress.} 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 1,167 miles, were country, and 8, of a total length of $28\frac{1}{2}$ miles, were suburban lines. The expenditure authorized for the 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, 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, 188 had been completed and opened for traffic on the 30th

* Exclusive of rolling-stock, cost of Melbourne station, and general construction, &c. See footnote (§).

† Completed portion as far as Maffra only. The expenditure on this portion is only approximate. For particulars of incomplete section of this line, see next table.

‡ Including expenditure on works, &c., between Prince's-bridge station (Melbourne) and Windsor, not yet apportioned, amounting to £195,563.

§ The total cost of the railways opened to the 30th June, 1887, was £25,297,534, viz., £20,459,802 as shown above, £3,019,143 on rolling-stock, £803,239 on the Melbourne and North Melbourne stations, £707,753 on general construction (such as sheds, workshops, machinery, &c.), and £307,597 cost of floating loans. To the 30th June, 1888, the total cost was £28,327,228. See paragraphs 991 and 992 *post*.

June, 1887, whilst 337 † miles were in progress, and the remaining 675 miles had not been commenced. The following is a statement of the proposed lengths of the railways in progress, and of the amounts expended thereon to the 30th June, 1887:—

RAILWAYS IN PROGRESS, JUNE, 1887.

Names of Lines.	Approximate Length.	Expenditure to 30th June, 1887.
COUNTRY LINES.		
	Miles.	£
Braybrook Junction to Newport	4 $\frac{3}{4}$ *	24,610
Dandenong to Leongatha (section, Dandenong to White-law's Track)†	49	63,329
Hamilton to Coleraine	23	8,283
Heyfield to Bairnsdale (section, Maffra to Bairnsdale)†	38 $\frac{3}{4}$ *	119,886
Horsham to Natimuk	20 $\frac{1}{4}$ *	66,452
Lilydale to Healesville (<i>via</i> Yarra Flats)	15 $\frac{1}{4}$	124,111
Moe to Narracan	11	75,142
Numurkah to Cobram	21 $\frac{1}{4}$	3,358
Numurkah to Nathalia	14	1,575
Sale to Stratford	8 $\frac{1}{2}$ *	16,735
Shepparton to Dookie	14 $\frac{3}{4}$	2,292
Tatura to Echuca	34 $\frac{3}{4}$ *	119,410
Wandong, Heathcote and Sandhurst (section, Wandong to Kilmore, Sandhurst to Heathcote)†	38	52,784
Wodonga to Tallangatta (section, Wodonga to Huon's Lake)†	14 $\frac{1}{4}$	20,200
Yea to Mansfield (section, Yea to Catkin and Alexandra Branch)†	17 $\frac{3}{4}$	9,118
Total	325 $\frac{1}{4}$	707,285
SUBURBAN LINES.		
Alphington to Heidelberg	2 $\frac{1}{4}$	37,710
Heidelberg Road to Alphington	2 $\frac{1}{4}$	39,636
Johnston-street to Heidelberg Road	1	40,074
Brighton to Picnic Point	2	52,828
Hawthorn to Kew	1	31,526
Fitzroy Branch	1	69,423
Royal Park to Clifton Hill	2 $\frac{1}{4}$	105,455
Total	11 $\frac{3}{4}$ *	376,652
Lines authorized but not let up to 30th June, 1887 ... ..	...	97,735
Grand Total	337 $\frac{1}{2}$	1,181,672

982. The following is a list of the lines, or sections of lines, authorized but not commenced up to the 30th June, 1887, together with a statement of their proposed lengths and authorized cost:—

* Opened for traffic during the year ended 30th June, 1888.

† For particulars of the sections opened for traffic, see last table; and for those (if any) not yet commenced, see next table.

‡ On the 30th June, 1888, the length of lines in progress was 493 miles; and 305 miles had been authorized but were not commenced.

Railways
authorized,
but not
commenced.

RAILWAYS AUTHORIZED BUT NOT COMMENCED, 30TH JUNE, 1887.

Names of Lines.	Approximate Length.	Authorized Cost.*
COUNTRY LINES.		
	Miles.	£
Avoca and Ararat	38 $\frac{3}{4}$	167,159
Bacchus Marsh and Gordons (section, Ballan to Maddingley)†	17 $\frac{1}{2}$ †	75,495
Ballarat East and Buninyong	8 †	34,510
Ballarat Racecourse and Springs	13 $\frac{3}{4}$ †	59,315
Birregurra and Cape Otway Forest	20 †	86,276
Camperdown and Curdie's River	19 $\frac{3}{4}$	85,197
Coburg and Somerton	7 †	30,197
Dandenong and Leongatha (section, Whitelaw's Track to Leongatha)†	20 $\frac{3}{4}$	89,512
Fitzroy and Whittlesea	20 $\frac{3}{4}$ †	89,512
Frankston and Crib Point	19 †	81,962
Mornington Railway	7 $\frac{3}{4}$ †	33,432
Frankston Cemetery	$\frac{3}{4}$	3,236
Inglewood and Dunolly	24 †	103,532
Kerang and Swan Hill	36 †	155,297
Koroit and Belfast	12 $\frac{1}{2}$ †	53,922
Koroit Railway, <i>via</i> Penshurst	47 $\frac{3}{4}$	205,983
Hamilton and Penshurst	17	73,335
Koroit and Warrnambool	10 $\frac{3}{4}$ †	47,451
Kyneton and Redesdale	16 $\frac{1}{2}$ †	71,177
Lancefield and Kilmore	13 $\frac{3}{4}$	59,315
Leongatha and Port Albert	50 $\frac{1}{4}$	216,767
Maffra and Briagolong	9 $\frac{1}{2}$	42,060
Maldon and Laanecoorie	11 $\frac{1}{2}$	50,687
Mount Moriac and Forest... ..	11 †	47,452
Murchison and Rushworth	13 †	56,079
Myrtleford and Bright	18 $\frac{1}{2}$	79,805
Ondit and Beeac	8	34,510
Ringwood and Ferntree Gully	7 $\frac{3}{4}$ †	33,432
Scarsdale and Lintons	8 $\frac{1}{4}$	35,589
Terang and Mortlake	13 †	56,079
Camperdown and Warrnambool (section, Terang and Warrnambool)†	29 $\frac{3}{4}$ †	128,340
Wandong, Heathcote, and Sandhurst (section, Heathcote to Kilmore)†	33 $\frac{1}{4}$	141,280
Warragul and Neerim	10	43,138
Wodonga and Tallangatta (section, Huon's Lake to Tallangatta)	11	47,452
Yackandandah and Beechworth	13	57,158
Yea and Mansfield (section, Catkin to Mansfield)†... ..	38	163,938
Total	658	2,839,581
SUBURBAN LINES.		
Burnley to Junction with Outer Circle	6 $\frac{1}{4}$ †	89,340
Outer Circle Railway—Oakleigh, <i>via</i> Camberwell, to Richmond and Alphington	10 $\frac{1}{2}$ †	150,090
Total	16 $\frac{3}{4}$	239,430
Grand Total	674 $\frac{3}{8}$	3,079,011

983. The quantity and description of rolling-stock, and its total cost, were as follow on the 30th June, 1886 and 1887. An increase will

Rolling-stock.

* Exclusive of rolling-stock. The amounts given are only rough approximations. There is no definite amount authorized for the construction of any one line.

† For portion of these lines, in progress or completed, see last two tables.

‡ These lines were in course of construction on the 30th June, 1888.

§ All but 370 miles of this length was in progress on the 30th June, 1888.

be noticed in the number of locomotives, goods trucks, and guard vans, &c., at a cost of nearly £200,000 :—

ROLLING-STOCK, 1886 AND 1887.

Year ended 30th June.	Number of—						Total Cost of Rolling-stock.
	Locomotives.	First Class and Composite Carriages.	Second Class Carriages.	Sheep and Cattle Trucks.	Goods Trucks, Waggons, &c.	Guard Vans and other Vehicles.	
1886	350	454	288	499	4,712	397	£ 2,821,528
1887	366	447	288	498	5,799	411	3,019,143
Increase	16	...	...	...	1,087	14	197,615
Decrease ... ..	...	7	...	1	...	...	...

Passenger rates.

984. The passenger rates are somewhat higher on country lines than on the lines connecting Melbourne with its suburbs, which are 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	... 2	Second class, country lines	... 1½
„ suburban lines	... 1	„ suburban lines	... ¾

Miles open and travelled.

985. 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 1885-6 and 1886-7, it is shown that a considerable increase took place in all the items, the train mileage and goods traffic having increased by about 10 per cent., and the passengers carried by 16 per cent. It must be borne in mind that in both years only a portion of the extent set down as open was so during the whole year :—

RAILWAYS.—MILES OPEN AND TRAVELLED, AND PASSENGERS AND GOODS CARRIED, 1885-6 AND 1886-7.*

Year.	Extent Opened.	Train Mileage.	Passengers.†	Goods and Live Stock.
	Miles.	Miles.	No.	Tons.
1885-6	1,742¾	7,256,703	42,511,014	2,724,095
1886-7	1,880	7,991,378	49,219,857	2,972,761
Increase	137½	734,675	6,708,843	248,666

* During the year 1887-8, the train mileage was 9,082,312; the passengers carried numbered 55,911,394; and the quantity of goods and live stock carried was 3,564,042 tons.

† 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.

986. The following were the railway receipts and working expenses Receipts and working expenses. during the financial years 1885-6 and 1886-7 :—

RAILWAYS.—RECEIPTS AND WORKING EXPENSES, 1885-6 AND 1886-7.*

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.
1886 ...	1,014,424	1,141,578	173,124	2,329,126	1,310,537	1,018,589	56·26
1887 ...	1,078,693	1,193,582	180,803†	2,453,078	1,427,116	1,025,962	58·18
Increase	64,269	52,004	7,679	123,952	116,579	7,373	1·92

987. It will be observed that, although the average extent of railway Increase in railway income. lines open for traffic was 6 per cent. greater in 1886-7 than in 1885-6, the net income increased by only £7,400 ; for although the gross receipts were larger by £124,000, nearly the whole of this amount was absorbed by the additional working expenses, the proportion of which to the receipts increased by nearly 2 per cent. This result is attributed by the Railway Commissioners to concessions made on passenger fares and merchandise rates, which, in addition to those in the preceding year, make a gross reduction since the passing of the *Railway Commissioners Act* of £250,000,‡ which is equivalent to 10·2 per cent. of the gross railway revenue of 1886-7. On this subject the Railway Commissioners make the following remarks § :—

No department controlling State-owned railways can expect to be allowed to realize more than a small margin beyond the amount required to pay the interest upon the capital invested, as immediately that point has been reached the public request and insist upon concessions in rates, or increased facilities, both of which are practically an amelioration of taxation. The difference between a State and a private railway is that, as the business develops in the one case, the public get immediate benefit from lower charges and greater facilities ; and, in the other, the shareholders obtain a larger dividend at the end of each year's working. This will generally account for the State-owned railways not showing an increase on the net result, which is obtainable under the other system ; but so far as the result to those who use the railways and the shareholders respectively it is the same.

* During the year 1887-8, the Railway receipts amounted to £2,756,049, and the working expenses to £1,753,019. The net income was thus £1,003,030, or about £23,000 less than that received in the previous year. The proportion of working expenses to receipts was 63·61 per cent. It should be pointed out, however, that the whole cost of the Windsor accident, amounting to £128,938, is included in the working expenses of the year. Only for this, the net income would have amounted to £1,132,000, and the proportion of working expenses to receipts to 59 per cent.

† This amount is made up of parcels, &c., £66,220 ; horses, carriages, and dogs, £15,571 ; mails, £46,976 ; rents, £35,359 ; miscellaneous, £16,677.

‡ In the report for 1887-8, this is set down at £400,000.

§ See Report of the Victorian Railways Commissioners, page xv, Parliamentary paper No. 87, Session 1887.

Earnings and expenses per mile.

988. 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 fourteen years :—

EARNINGS AND EXPENSES OF RAILWAYS PER MILE OPEN,
1873-4 TO 1886-7.*

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

Decrease of net profits per mile.

989. 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 £533 per mile (or less than half) in 1879, by which time the length open had increased to two and a-half times that in 1873-4 ; but from 1879 to the present time, notwithstanding the length open has increased by about 70 per cent., the net profits per mile have been tolerably uniform, varying—with one exception, viz., £436 in 1883—within the narrow limits £533 to £619. The average profits seem to have reached a minimum in 1883, but since then to have made considerable progress, and have been higher in the last two years than in any previous year since 1878, except 1881.

Railway debt.

990. The total amount borrowed by the Government for railway construction to the end of June, 1887, inclusive of the debentures of the late Melbourne and Hobson's Bay Railway Company, was £25,300,706, of which £2,223,059 was raised during the year 1886-7. As, however, the net cost of floating the loans amounted to £307,597, the net proceeds available for railway construction was only £24,993,109.

* During the year 1887-8, the average number of miles open was 1,947; the gross earnings averaged £1,415 per mile; the expenses per mile £900; and the net profit per mile £515. See also footnote (*) to table following paragraph 986 *ante*.

† 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.

991. In addition to the amount derived from loans, certain other sums, amounting in the aggregate to £2,759,647, have also been available for railway construction, viz., £2,355,725 derived from the alienation of Crown lands* and £403,922 from the consolidated revenue. The total expenditure on the construction of railways had amounted, at the end of June, 1888, to £26,479,206, and at the same period the balance at credit was £1,581,147. The following is a statement of the railway capital account to that date:—

CAPITAL ACCOUNT OF VICTORIAN RAILWAYS TO 30TH JUNE, 1887:

RECEIPTS.			
Total amount of loans, exclusive of redemption loans	... ..	£25,300,706	
Railway loan liquidation and construction account *	... ..	2,200,000	
Railway construction account	... ..	155,725	
From consolidated revenue	... ..	403,922	
Total receipts	... ..	£28,060,353	
EXPENDITURE.			
Construction of completed lines	... ..	£20,459,802 †	
Rolling-stock, general construction, &c.	... ..	4,837,732 †	
Construction of lines in progress...	... ..	1,083,937 †	
Preliminary surveys	... ..	97,735 †	
Total expenditure	... ..	£26,479,206	
Balance unexpended	... ..	£1,581,147	

992. The first two items of expenditure in the above statement, amounting to £25,297,534, may be considered to represent the capital cost of the lines open for traffic at the end of the year 1886-7, whilst the mean for the year may be set down at £24,600,700. The net income of the Victorian Railways in 1886-7 has already been stated § to have been £1,025,962. A short calculation based upon these two amounts will show that the railways in that year made a return upon their capital cost of 4·17 per cent., equal to £4 3s. 5d. per £100, as compared with a proportion of 4·356 or £4 7s. 1d. per £100 in 1885-6. || It should be mentioned that the nominal rate of interest payable on the borrowed capital now averages 4·22 per cent., or £4 4s. 5d. per £100. ¶ Formerly the rate was as high as 4½ per cent., but, owing to the

* See footnote (†) on page 162 of Vol. I.

† For the particulars of the expenditure, see tables following paragraphs 980 and 981 *ante*.

‡ Includes net cost of floating the loans, £307,597; and cost Melbourne station, £803,239. See also footnote (§) on page 135 *ante*. For cost of rolling stock only, see paragraph 983 *ante*.

§ See table following paragraph 986 *ante*.

|| During the year 1887-8, the net income, which amounted to £1,003,030, was equivalent to 3·82 per cent. on the capital cost (£26,283,000) of the lines opened for traffic. See also footnote (*) to table following paragraph 986 *ante*.

¶ See table following paragraph 358 in Vol. I.

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.*

993. 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 six full financial years † :—

							Percentage of Capital Cost.
1881	...	...	...	...	...	...	4·083
1882	...	...	...	...	...	...	3·512
1883	...	...	...	...	...	...	2·958
1884-5	...	...	...	...	...	...	4·068
1885-6	...	...	...	...	...	...	4·356
1886-7	...	...	...	...	...	...	4·170

994. 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 of $16\frac{1}{2}$ 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, 1887, including rolling-stock, was £1,923,214.

995. 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, 1886. The debentures now outstanding bear 5 per cent. interest, and represent a total value of £183,900.

996. 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 year (1882) the working expenses actually exceeded the receipts by nearly £72,000. Since the railways have been placed under the control of Commissioners, however, there has been 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. 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

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

† See also footnote (ii) to preceding page.

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	4·73	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	- 3·10
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	80,750	4·46	129,709	7·17	+ 48,959	+ 2·71
1886-7 ...	1,886,200	82,940	4·40	141,748	7·52	+ 58,808	+ 3·12

NOTE.—The lines were purchased by the State on the 1st July, 1878.

997. 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. After the purchase, taking into account the interest upon the capital cost, there was 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, the net

Loss on working Hobson's Bay lines.

* During the year 1887-8, the gross receipts amounted to £354,453, and the working expenses (including £128,988 compensation on account of Windsor accident) to £327,949, and the net proceeds to £26,504, or to 1·37 per cent. of the capital cost (£1,957,900). Had it not been for the heavy compensation referred to, the net proceeds would have amounted to 7·09 per cent. of the capital cost.

† The figures in this column represent the capital cost about the middle of the year or period named. On the 30th June, 1886, the capital cost was £1,849,178; and on the 30th June, 1887, £1,923,214, as stated in paragraph 994 *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.

income was equivalent to nearly $7\frac{1}{2}$ per cent. per annum on the capital cost, which was more than 3 per cent. higher than the average rate at which the capital was borrowed; whilst the net amount gained during the year was nearly £59,000. This satisfactory result is no doubt largely attributable to the increased settlement which has recently sprung up in the more distant 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 9 years.

998. The figures in the fifth column (net income) show that during the 9 years between the purchase of the lines and the end of June, 1887, the receipts exceeded the working expenses by £542,093; 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 £105,740.

Compensa-
tion for
railway
accidents.

999. The falling-off in the net income of the Hobson's Bay lines during the years 1881, 1882, and 1883 was largely due to the heavy compensation it was necessary to pay to sufferers from accidents which occurred thereon during the years 1881 and 1882. The amount of compensation payable on account of accidents on the other lines during the last $8\frac{1}{2}$ years has been fully a third less than upon 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 1886-7.

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
Total	190,664	118,651	309,315

* Compensation payable on account of goods damaged, lost, &c., 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. The amount payable in 1887-8 was £142,562, including £128,988 for the Windsor accident. See next paragraph.

† 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.

1000. A serious railway accident occurred upon the Hobson's Bay lines on the 11th May, 1887, when the 5.30 passenger train to Elsternwick having been brought to a standstill in a deep curve between the Prahran and Windsor stations owing to an injury to the brake, was run into by the 5.40 Brighton express, which resulted in the death of 6 persons and the injury of 248 others. The total amount of compensation payable on account of this accident, which was charged to the year 1887-8, was £128,988. Windsor
railway
accident.

1001. Upon the subject of compensation for railway accidents in general, and this accident in particular, the Railways Commissioners make the following remarks in their report for the year 1886-7 :— Railways
Commis-
sioners.

We have always felt anxiety as to meeting special liabilities, which are inherent to railway working. Until the recent Windsor accident, the Victorian Railways for the past four years have been comparatively free from trouble of this kind, and they will in this respect compare favourably with the railway working of any other country. Risk and loss are taken into account by private railway companies and business firms as a matter of course; and in all well-conducted establishments provision is made for meeting such contingencies by the establishment of a reserve fund. In the case of State income, every penny received is absorbed by being placed to the credit of the Consolidated Revenue. The Victorian Railways contributed to that fund over £8,000,000 during the period referred to, without having any exceptional expenditure to meet until the recent Windsor accident; but, as it has been the rule to make no provision for such a contingency, the Department is suddenly called upon to face the pecuniary liability arising out of that accident. If only one per cent. of the amount received had been reserved, a considerable fund would have been formed. We know that such a fund cannot be established without legislation, and, in its absence, it should be clearly understood that the Department may occasionally have to meet an extraordinary expenditure out of an ordinary income—a position in which no private company would place itself. We also think that the extent to which the State should be liable for personal injury to the public using the railways deserves the most serious consideration. The fact already referred to, namely, that the increased earning power of the railways means a reduction in charge to the public for the services rendered by the Department, clearly indicates that the Department can at no time hope to get more than the bare cost of such service plus the actual interest payable upon the money borrowed for constructing the railways. As, therefore, all those who use the Railways participate in the benefits derivable from a service given at a minimum cost, the liability of the Department should bear some reasonable relation to the consideration it receives. It has been said that if railway carriers had not an indefinite liability attaching to them, less care would be used in conducting the traffic, and accidents would be more frequent; but this needs no denial from those associated with the conduct of the business, and daily conversant with the anxieties connected therewith. It can scarcely be logically contended that, given a consideration of say 3d., a liability to an unlimited amount should be involved. The consideration paid should have some reasonable relation to the risk taken, and, except in the case of railways, this is the invariable principle acted upon. It is quite feasible to establish a system that would work equitably without prejudicially affecting travellers. Let a maximum liability, say of £1,000, be fixed, and adopt a system of insurance, at a scale of rates sufficient only to cover the increased liability then taken, with the utmost facility for effecting such insurance, by means of which any person not content with the maximum established could secure an insurance for any amount that might be deemed necessary. The proceeds of such insurance would very soon establish a fund sufficient for special contingencies, and its necessity is the more evident when it is stated that no less than 254 claims have been the outcrop of the Windsor accident.

Return on
capital cost
of each rail-
way system.

1002. The revenue returned in 1886-7 in proportion to the cost of construction (including rolling-stock of the lines open) was as high as 6 per cent. on the North-Eastern system—which carries the Sydney traffic—or $1\frac{1}{2}$ per cent. less than on the Hobson's Bay lines; but varied from nearly 3 per cent. to 4 per cent. on the other lines. In proportion to the capital cost, the net returns on all the systems, except the North-Eastern and Hobson's Bay lines, show a falling-off in 1886-7 as compared with the previous year. The following are the results obtained on the working of the various systems during the three financial years ended with 1886-7, as calculated in the department of the Government Statist, Melbourne :—

PROPORTION OF NET REVENUE TO CAPITAL COST OF EACH
RAILWAY SYSTEM, 1884-5 TO 1886-7.

	1884-5. Per Cent.	1885-6. Per Cent.	1886-7. Per Cent.
Northern system	3·19	3·25	2·91
Western system	3·93	4·29	4·08
North-Eastern system	6·18	6·11	6·17
Eastern system (exclusive of Hobson's Bay lines)	2·25	3·24	2·81
Hobson's Bay lines	6·63	7·17	7·52
All lines	4·07	4·36	4·17

Railways in
Austral-
asian colo-
nies.

1003. 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 1880, and for the years 1884, 1885, and 1886 :—

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
	1884	1,663	189	176
	1885	1,676	191	173
	1886	1,743	198	177
New South Wales	1870	335	11	67
	1875	437	14	74
	1880	850	28	115
	1884	1,665	54	184
	1885	1,777	57	186
	1886	1,935	63	193

* The figures for Victoria since 1884 relate to the 30th June of each year.

RAILWAYS IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Miles of Railway open on 31st December.		
		Number.	Per 10,000 Square Miles of Territory.	Per 100,000 Inhabitants.
Queensland ...	1870	206	3	178
	1875	265	4	146
	1880	633	9	280
	1884	1,207	18	400
	1885	1,434	21	455
	1886	1,555	23	455
South Australia ...	1870	133	1	72
	1875	274	3	130
	1880	667	7	249
	1884	1,059	12	339
	1885	1,063	12	339
	1886	1,382	15	442
Western Australia ...	1870	...	...	...
	1875	38	...	142
	1880	72	...	248
	1884	118	1	358
	1885	184	2	523
	1886	154	2	389
Tasmania ...	1870	...	...	...
	1875	150	57	145
	1880	172	65	150
	1884	215	82	165
	1885	257	97	192
	1886	303	115	221
New Zealand ...	1870	...	...	...
	1875	542	52	144
	1880	1,258	121	259
	1884	1,570	151	282
	1885	1,654	159	288
	1886	1,809	174	307

NOTE.—For miles of railway open in each colony at the end of 1887, see Summary of Australasian Statistics (folding sheet) at commencement, and Appendix A at end of last volume.

1004. At the end of 1886, the lines of Victoria extended over 62 miles less than those of New Zealand, and 192 miles less than those of New South Wales. The following is the order in which the respective colonies stood, in 1886, in regard to the length of their lines of railway:—

ORDER OF COLONIES IN REFERENCE TO LENGTH OF RAILWAYS.

1. New South Wales.
2. New Zealand.
3. Victoria.
4. Queensland.

5. South Australia.
6. Tasmania.
7. Western Australia.

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

1005. 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, it occupied the lowest position on the list. The following is the order of the colonies in 1886 in these respects :—

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

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

Railways in Australia and Australasia.

1006. 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 1886, is shown in the following table. It will be observed that the length in 1886 in Australia was over seven times, and in Australasia over nine times, as great as it was at the commencement of the period :—

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
1884	...	...	...	5,712	7,497
1885	...	...	...	6,134	8,045
1886	...	...	...	6,732	8,700

Railways in Australasia in proportion to area and population.

1007. In 1886, there were on the continent of Australia an average of 2·3 miles of railway to every 1,000 square miles, or 249 miles to every 100,000 inhabitants ; and on that continent, with the addition of Tasmania and New Zealand, there were 2·8 miles to every 1,000 square miles, or 254 miles to every 100,000 inhabitants.

Gauges of lines in Australasia.

1008. 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

* See footnote to table following paragraph 1003 *ante*.

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.

1009. 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 1886:—

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

LENGTH, CAPITAL COST, RECEIPTS, AND WORKING EXPENSES OF
RAILWAYS IN AUSTRALASIAN COLONIES, 1886.*

Colony.	At end of the Year.		During the Year. †		
	Number of Miles Open. †	Capital Cost. ‡	Receipts.	Working Expenses.	Net Revenue.
		£	£	£	£
Victoria	1,743	23,903,893	2,329,126	1,310,538	1,018,588
New South Wales	1,890	24,079,555	2,160,070	1,492,992	667,078
Queensland	1,555 ||	10,716,352 §	640,845	476,966	163,879
South Australia	1,382	8,348,800	555,589	359,840	195,749
Western Australia	154	703,610 §	35,896	41,388	-5,492 ¶
Total	6,724	67,752,210	5,721,526	3,681,724	2,039,802
Tasmania	255	2,060,648	114,872	106,750	8,122
New Zealand	1,721	13,017,567	998,768	699,072	299,696
Grand Total ..	8,700	82,830,425	6,835,166	4,487,546	2,347,620

1010. The average cost of Government railways per mile, as deduced from the figures in the above table, ranges from £13,714 in Victoria to £4,569 in Western Australia. The following are the figures for each colony:—

Cost per
mile of rail-
ways in
each colony.

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

	(At the end of 1886.)	£
1. Victoria	13,714
2. New South Wales	12,741
3. Tasmania	8,081
4. New Zealand	7,564
5. Queensland	6,892
6. South Australia	6,042
7. Western Australia	4,569

* The figures for Victoria are for the year ended 30th June, 1886, and those for the other colonies for the year ended 31st December, 1886. For later information respecting the railways in the various colonies, see Appendix A to the last volume.

† The following lengths of private railways are included, viz., 45 miles in New South Wales ; 60 miles in Western Australia ; 48 miles in Tasmania ; and 88 miles in New Zealand.

‡ Government lines only.

§ Including expenditure on lines in progress.

|| Including railways authorized.

¶ Excess of working expenses over receipts.

Cost of rail-
ways per
mile in
various
countries.

1011. According to the following figures, the capital cost of railways per mile is not so high in Victoria as in any of the following countries except the United States, and in all the other colonies the capital cost has been even less than in that country:—

CAPITAL COST PER MILE OF RAILWAYS IN VARIOUS COUNTRIES.*

						Cost per mile.
						£
England and Wales	...	...	...	...	...	49,984
United Kingdom	...	...	...	...	...	42,512
Belgium	...	...	...	...	...	36,522
France	...	...	...	...	...	27,698
Germany	...	...	...	...	...	21,192
Russia and Austria	...	...	...	...	...	19,968
United States	...	...	...	...	...	12,496

Proportion
of railway
revenue to
cost in each
colony.

1012. The net railway revenue bears a higher proportion to the capital cost in Victoria than in any of the other colonies, the proportion in 1886 being nearly $1\frac{1}{2}$ 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 less than 1 per cent., whilst those of the other colonies pay from $1\frac{1}{2}$ to $4\frac{1}{3}$ per cent. upon their capital cost:—

PROPORTION OF NET REVENUE TO CAPITAL COST OF RAILWAYS IN EACH COLONY.†

						Per Cent.
1. Victoria	...	...	...	...	...	4·36
2. New South Wales	...	...	...	...	...	2·97
3. South Australia	...	...	...	...	...	2·50
4. New Zealand	...	...	...	...	...	2·36
5. Queensland	...	...	...	...	...	1·62 ‡
6. Tasmania	...	...	...	...	...	·42
7. Western Australia	...	...	...	...	...	- ·91 §

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

1013. Taking the continent of Australia as a whole, the capital cost of railways averaged £10,076 per mile, and the proportion of net revenue to cost was 3·18 per cent. Combining the Australian continent with Tasmania and New Zealand, the capital cost averaged £9,521 per mile, and the proportion of net revenue to cost was 2·98 per cent.

Proportion
of railway
revenue to
cost in
various
countries.

1014. 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 the United Kingdom, Belgium,

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

† For later information see Appendix A to the last volume.

‡ 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.

Austria-Hungary, Italy, or Switzerland, though not so high as in France or Germany; whilst in all the other colonies, the proportion was lower than in any of the countries named :—

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

	Per cent.
Germany	4·68
France	4·65
United Kingdom	4·12
Belgium	4·03
Austria-Hungary	3·98
Italy (State lines only)	3·70
Switzerland	3·67

1015. 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 :—

Actual and theoretical cost of Australasian railways.

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	23,903,893	23,291,260	612,633
New South Wales	24,079,555	21,600,700	2,478,855
Queensland	10,716,352	6,408,450	4,307,902
South Australia	8,348,800	5,555,890	2,792,910
Western Australia	703,610	358,960	344,650
Total	67,752,210	57,215,260	10,536,950
Tasmania	2,060,648	1,148,720	911,928
New Zealand	13,017,567	9,987,680	3,029,887
Grand total	82,830,425	68,351,660	14,478,765

1016. 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.

* See J. S. Jeans' paper, page 121.

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 ...	784,921,000	682,100,000	102,821,000	...
British India ...	143,000,000	173,000,000	...	30,000,000
Canada ...	525,210,000	466,210,000	59,000,000	...
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

Railways
in United
Kingdom.

1017. In 1886 the length of lines open in Ireland and Scotland together was about a sixth less than the length open on the Australian continent; whilst the length open on that continent combined with Tasmania and New Zealand was equal to nearly two-thirds of that in England and Wales. Taking the United Kingdom as a whole, the working expenses were in the proportion of nearly 53 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, 1886.

Country.	Miles of Railway Open on the 31st December.	Paid-up Capital (Shares, Loans, &c.).	Number of Passengers (excluding Season Ticket Holders).	Traffic Receipts.	Working Expenses.
		£		£	£
England and Wales	13,678	687,769,822	641,502,033	59,277,628	31,221,367
Scotland ...	3,022	104,595,357	65,362,092	7,519,043	3,770,564
Ireland ...	2,632	35,979,075	18,720,265	2,795,282	1,526,316
Total United Kingdom }	19,332	828,344,254	725,584,390	69,591,953	36,518,247

Daily
receipts per
mile on
Victorian
and British
railways.

1018. The gross daily receipts of the Victorian railways per mile open averaged £3 15s. 5d. in 1885-6, and £3 15s. 1d. in 1886-7. These amounts are much larger than the average receipts upon any

* See J. S. Jeans' paper, page 118; cost there given in francs.

† See table following paragraph 986, and paragraph 993, *ante*.

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 Counties	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

1019. Imperial official statistics contain particulars respecting the rail-ways in but few British possessions outside the Australasian colonies. The following are the latest particulars respecting the length of lines open in such possessions as the information is available for:—

RAILWAYS IN BRITISH POSSESSIONS.

	Miles of Railway Open.		Miles of Railway Open.
British India ...	13,390	Newfoundland ...	90
Ceylon ...	178	Jamaica ...	67
Mauritius ...	92	Barbados ...	23
Natal ...	217	Trinidad ...	54
Cape of Good Hope ...	1,599†	British Guiana ...	21
Canada ...	10,715	Malta ...	8

1020. In 1878, Canada had only 5,915, the Cape of Good Hope had only 547, and Natal had only 5 miles of railway open; since then the increase in the first has been 4,800 miles, in the second 1,052 miles, and in the third 212 miles. It is probable the construction of railways in the last two was advanced for the purpose of facilitating military operations.

1021. In India, in 1886, there were 4,575 miles of guaranteed and assisted, and 7,801 miles of State railways, open, or 12,376 miles in all. The capital expended on Indian railways to the end of 1885 was £166,146,651; whilst the gross receipts for 1885 amounted to £17,989,625, and the working expenses to £8,770,196. The proportion of working expenses to receipts in 1885 on all the lines was

* See J. S. Jeans' paper, page 122.

† Excluding 120 miles of private lines.

49 $\frac{1}{4}$ per cent. The number of passengers carried in the year was 80,865,000; and the weight of goods carried was 18,925,400 tons, in addition to about 1,000,000 head of live stock.

Railways in
Australasia,
Canada,
and India
compared.

1022. The railways in the Dominion of Canada extend over a greater length by about one-fourth than, and the railways in British India extend over one and a half times the length of, all the lines in the Australasian colonies.

Railways in
Foreign
countries.

1023. From the latest official statistics, the following information respecting the railways of the various Foreign countries throughout the world has been extracted. 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.						
Austria-Hungary ...	1885	13,820	£ 282,090,	62,909,	£ 20,334,	£ 12,381,
Belgium ...	1886	2,745	70,432,	65,876,	6,067,	3,418,
Denmark ...	1884-5	1,048	...	8,336,	737,	518,
France ...	1884	17,836	492,787,	211,893,	43,849,	24,357,
German Empire ...	1885-6	23,094	486,105,	275,441,	49,848,	28,693,
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	15,934	...	36,962,	23,017,	14,744,
Spain ...	1885	5,654	...	...	...	...
Sweden and Norway	1885-6	5,249	33,288,	12,957,	2,585,	2,177,
Switzerland ...	1886	1,818	35,935,	24,787,	3,016,	1,643,
Turkey in Europe ...	1887	904	...	...	...	...
ASIA.						
China ...	1885	8	...	...	...	...
Japan ...	1887	400	...	...	...	...
Turkey in Asia ...	1887	357	...	...	...	...
AMERICA.						
Argentine Confederation	1887	4,216	20,000,*	...	...	...
Brazil ...	"	4,955	14,226,	...	...	...
Chili ...	1886-7	1,592	...	...	21,445,	13,424,
Mexico ...	1886	3,962	...	...	...	...
Peru ...	"	1,625	...	...	...	...
United States ...	"	136,284	1,452,516,	351,427,†	160,952,†	104,780,†
Uruguay ...	1887	338	...	...	...	...
Venezuela ...	1884	102	...	...	...	...

* Up to the end of 1885.

† Figures for 1885.

1024. In proportion to population, all the Australasian colonies would appear to be better provided with railway accommodation than any 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.
Queensland	1886	220
South Australia	"	226
Western Australia	"	257
New Zealand	"	326
Tasmania	"	453
New South Wales	"	518
Victoria	1885-6	566
Switzerland	1882	1,620
United Kingdom	"	1,910
Germany	"	2,061
France	"	2,121
Belgium	"	2,378
Austria-Hungary	"	3,101
Spain	"	3,134
Portugal	"	4,427
Italy	"	5,010
Russia in Europe	"	6,077

RAILWAYS IN PROPORTION TO AREA IN AUSTRALASIAN AND EUROPEAN COUNTRIES.

Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.
Belgium	1882	4·9
United Kingdom	"	8·5
Switzerland	"	9·1
Germany	"	9·5
France	"	11·5
Italy	"	19·4
Austria-Hungary	"	19·7
Portugal	"	36·5
Spain	"	36·8
Victoria	1885-6	50·4
New Zealand	1886	57·6
Tasmania	"	87·0
Russia in Europe	1882	136·7
New South Wales	1886	159·8
Queensland	"	429·7
South Australia	"	653·7
Western Australia	"	6,337·1

Receipts per
mile open
in various
countries.

1025. In proportion to the mileage open, the following figures show the gross railway receipts to be higher in Victoria than in Italy, but lower than in all the other European countries named; whilst those in all the other Australasian colonies are lower than in any of those countries:—

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

					Annual Receipts per Mile open.
United Kingdom	...	...	...	...	£3,698
Belgium	...	...	...	...	2,500
France	...	...	...	...	2,459
Russia	...	...	...	...	2,327
Germany	...	...	...	...	2,056
Austria-Hungary	...	...	...	...	1,890
Victoria, 1886-7	...	...	...	...	1,370
Italy	...	...	...	...	1,320
New South Wales, 1886	...	...	...	...	1,193
Australia	"	...	...	...	897
Australasia	"	...	...	...	826
New Zealand	"	...	...	...	599
Tasmania	"	...	...	...	495
South Australia	"	...	...	...	454
Queensland	"	...	...	...	429
Western Australia	"	...	...	...	258

Receipts per
train mile
in various
countries.

1026. By the following figures it would appear that the gross daily receipts of the Victorian Railways per train mile are higher than those of the railways of any of the European countries named:—

GROSS DAILY RECEIPTS OF RAILWAYS OF VARIOUS COUNTRIES
PER TRAIN MILE.†

					Receipts per Train Mile.
					s. d.
Victoria—State lines (1886-7)	...	...	...	...	6 2
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.

1027. The Victorian railways received on the average about 8s. 5d. in 1885-6, and about 8s. in 1886-7, per ton of goods carried. According

* For the figures relating to European countries, see J. S. Jeans' paper, page 119, there given in francs per kilometre open.

† For figures relating to European countries, see J. S. Jeans' paper, page 123, there given in francs per kilometre.

to the following figures, these tonnage rates are higher than those prevailing in any of the undermentioned countries except Russia:—

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

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

1028. 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

1029. By the Melbourne Tramway and Omnibus Company's Act 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

Tramways.

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

† Page 1060, where the length is given in *kilomètres*. A *kilomètre* has been assumed to be equal to $\frac{1}{1.609}$ 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.

option of constructing the tramways should first be given to the 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 was then to be vested in the company. All the municipalities, however, twelve in number, 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 revenues. The Trust is required by the Act, principal 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 borrowed to the end of July, 1887, is £1,200,000, bearing interest at $4\frac{1}{2}$ per cent. The first loan of the Trust—for £500,000—was successfully floated in London on the 6th November, 1884; a second loan for a similar amount was floated in October, 1885, realizing, so far as the Trust was concerned, a net average price, exclusive of all expenses, of £101 15s.†; and a third loan, amounting to £200,000, was floated in London in July, 1887, the average net price realized after deducting

* 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.

† It should be stated that, in the first instance, the debentures for this loan were disposed of in Melbourne, at a premium of 35s., to two of the Banks, who undertook to pay all expenses of floating the loan in London. The loan was duly floated there on the 4th February, 1886, and realized as high an average price as £107 16s. 8d. This price includes a certain amount of accrued interest.

all expenses being £105 4s.; whilst a fourth loan of £250,000 will be floated during 1888, making a total of £1,450,000. The following account of the tramways, and proposed 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 46 miles 7 furlongs, of which 41 miles 1 furlong 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:—

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 on 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.

The first line was opened for public traffic in November, 1885, and the extent open up to the end of 1887 was $21\frac{1}{2}$ miles, consisting of 19 miles of cable lines, and $2\frac{1}{2}$ miles of horse lines. Of the total length, 13 miles were opened during the year as follows:—The line from Spencer-street, *via* Bourke-street and Nicholson-street to Park-street, with a branch along Gertrude street and Smith-street to the Merri Creek bridge at Clifton Hill—a total length of $5\frac{1}{2}$ miles—was opened for traffic in August, the Brunswick line, $4\frac{1}{2}$ miles long, in October, and the Carlton line, 3 miles long, in December, 1887. At the end of the year there were $9\frac{3}{4}$ miles under construction.

The North Carlton branch, 1 mile long, will be opened probably in September, 1888; whilst the completion of the St. Kilda, Prahran, and Toorak lines, which are under construction, will depend upon that of the Prince's Bridge and its approaches.

The total expenditure of the Trust to the end of 1887 was £1,050,740; and to the 30th June, 1888, it was £1,130,000.

An agreement was arrived at during the year 1887 between the Tramways Trust and the Tramway and Omnibus Company to construct the lines to South Melbourne, Port Melbourne, North Melbourne, and West Melbourne on the cable system instead of being horse lines as originally intended. An Act was passed authorizing the borrowing of £300,000 in addition to the £1,200,000 that the Trust could borrow under previous Acts (making a total of 1½ millions); to enable the Trust to carry out this proposal, and in order to compensate the company for the additional outlay, it was provided in this Act that the leases of all the lines should be extended two years beyond the original term (so as to expire on the 1st July, 1916), and also that any surplus from the company's contributions to the sinking fund should, after the debentures are redeemed, belong to the company instead of to the municipalities.

Tramway
passengers
and receipts.

1030. 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 1887, was 17,769,979, and the total receipts amounted to £196,318.

Tramway
accidents.

1031. 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. The company have now, however, 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.

1032. The following table contains a statement of the average rates of wages paid in respect to engagements made in Melbourne, in 1887, 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, 1877, 1882, AND 1887.

Description of Labour.		1877.	1882.	1887.
1.—DOMESTIC SERVANTS.				
<i>Males.</i>				
Coachmen, footmen, grooms, gardeners	} per week, with board and lodging }	15s. to 30s.	15s. to 25s.	20s. to 30s.
Butlers				
<i>Females.</i>				
Cooks ... ..	... per annum, with board and lodging	£35 to £60	£35 to £60	£40 to £75
Laundresses	... ..	£30 to £45	£35 to £50	£35 to £52
Housemaids	... ..	£25 to £36	£30 to £45	£25 to £40
Nursemaids	... ..	£25 to £35	£25 to £40	£20 to £40
General servants	... ..	£25 to £40	£30 to £40	£25 to £40
Girls ... ..	... per week	...	...	5s. to 8s.

WAGES IN MELBOURNE, 1877, 1882, AND 1887—continued.

Description of Labour.	1877.	1882.	1887.
2.—HOTEL SERVANTS.			
<i>Males.</i>			
Barmen per week, with board and lodging	25s. to 35s.	30s. to 45s.	30s. to 45s.
Waiters " " "	20s. to 35s.	20s. to 35s.	20s. to 40s.
Boots " " "	15s. to 25s.	15s. to 20s.	15s. to 20s.
Ostlers " " "	15s. to 20s.	17s. 6d. to 20s.	17s. 6d. to 20s.
Cooks " " "	20s. to 50s.	20s. to 65s.	20s. to 65s.
<i>Females.</i>			
Barmaids per week, with board and lodging	15s. to 25s.	15s. to 25s.	15s. to 25s.
Waitresses " " "	15s. to 20s.	12s. 6d. to 15s.	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	18s. to 25s.	17s. 6d. to 22s. 6d.	20s. to 25s.
Farm labourers " " "	15s. to 20s.	15s. to 20s.	15s. to 20s.
Milkmen for dairies " " "	15s. to 25s.	17s. 6d.	15s. to 20s.
Cheesemakers ... .. " " "	...	...	25s. to 40s.
Reapers* per acre, " "	5s. to 15s.	7s. 6d. to 15s.	10s. to 15s.
Mowers* " " "	4s. to 8s.	4s. to 6s.	4s. to 6s.
Threshers* per bushel, " "	4d. to 9d.	5d. to 7d.	5d. to 7d.
Cooks per annum, " "	£50	£30 to £45	£50 to £60
<i>Females.</i>			
Dairymaids per annum, with board and lodging	£30 to £40	£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 £70	£60 to £90	£60 to £90
Hop-pickers per bushel ... ..	...	...	3½d. to 4½d.
Maize-pickers per bag ... ..	...	...	6d.
4.—STATION SERVANTS.			
<i>Males.</i>			
Boundary riders per annum, with rations	£35 to £50	£40 to £60	£40 to £60
Shepherds " " "	£35 to £52	£36 to £52	£36 to £52
Stockmen " " "	£40 to £75	£60 to £75	£50 to £75
Hutkeepers " " "	£20 to £40	£26 to £40	£26 to £40
Cooks " " "	£40 to £52	£30 to £45	£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 25s.	15s. to 25s.	15s. to 25s.
Shearers per 100 sheep shorn, with rations	12s. to 15s.	12s. to 15s.	12s. to 15s.
<i>Females.</i>			
Cooks per annum, with board and lodging	£45 to £55	£45 to £55	£30 to £50
General servants " " "	£25 to £40	£20 to £40	£20 to £40
Married couples per annum, with rations	£50 to £80	£60 to £90	£60 to £90

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

WAGES IN MELBOURNE, 1877, 1882, AND 1887—continued.

Description of Labour.	1877.	1882.	1887.
5.—WORKERS IN BOOKS, ETC.			
Printers per 1,000	1s.	1s.	1s. 1d.
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 (females) "	15s. to 25s.	15s. to 25s.	15s. to 25s.
6.—IN WATCHES, JEWELLERY, AND PRECIOUS METALS.			
Watchmakers per week	£2 10s. to £4	£3 10s. to £5	£3 to £4
Manufacturing jew- ellers "	£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 12s.	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, cop- persmiths "	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 10s.	8s. to 12s. 6d.	8s. to 11s.
Trimmers per week	£2 10s. to £3	£2 10s. to £3 10s.	£2 to £3 10s.
Vycemen "	30s. to 40s.	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 carpenters, ship- wrights per day	13s.	12s. to 13s.	13s.
Stevedores' men, lumpers per hour	1s.	1s.	1s.

WAGES IN MELBOURNE, 1877, 1882, AND 1887—continued.

Description of Labour.	1877.	1882.	1887.
10.—IN HOUSES AND BUILDINGS.			
Masons per day	10s.	10s.	10s. to 12s.
Plasterers "	10s.	10s.	10s. to 12s.
Bricklayers "	10s.	10s.	10s. to 12s.
Slaters "	10s.	12s.	10s. to 12s.
Carpenters "	10s.	10s.	10s. to 12s.
Labourers "	7s	6s. 6d. to 7s.	6s. 6d. to 8s.
Painters and glaziers "	9s.	9s. to 10s.	8s. to 10s.
11.—IN FURNITURE, ETC.			
Cabinetmakers per week	£2 10s. to £4	£2 5s. to £4	£2 to £3
Upholsterers "	£2 10s. to £3 10s.	£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	1s.	10d.	10d.
" per week	£2 10s. to £3	£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 to £3 10s.	£3 10s.	£3 to £4
Second class "	35s. to 50s.	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 boy's 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	30s.	15s. to 30s.	15s. to 30s.
Hatters—			
Bodymakers per dozen	18s. to 20s.	12s. to 20s.	12s. to 22s.
Finishers "	22s. to 24s.	12s. to 24s.	12s. to 24s.
Shapers "	4s. to 6s.	4s. to 12s.	4s. to 12s.
Crown sewers "	4s.	3s. 6d. to 5s.	3s. 6d. to 5s.
Trimmers "	6s. to 8s.	6s.	6s. to 9s.
Clothing Factories—			
Tailoresses per week	20s. to 30s.	12s. 6d. to 35s.	20s. to 35s.
Pressers "	£2 to £2 10s.	£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.

WAGES IN MELBOURNE, 1877, 1882, AND 1887—*continued.*

Description of Labour.	1877.	1882.	1887.
13.—IN FOOD AND DRINK— <i>continued.</i>			
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 ...	15s. 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.
14.—IN ANIMAL SUBSTANCES.			
Curriers ... per week ...	£2 10s. to £3 10s.	£2 10s. to £3 10s.	£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 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.	6s. 6d.	6s. 6d. to 7s. 6d.
Quarrymen ... " ...	8s. to 12s.	8s. to 12s.	8s. to 12s.
Labourers ... " ...	6s. to 7s.	6s. to 7s.	6s. 6d. to 7s. 6d.
Stonebreakers ... per cubic yard ...	2s. to 3s.	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.
16.—IN MINES.			
General managers... per week ...	£2 to £12	£2 10s to £12	£2 10s. to £12
Legal " ... " ...	10s. to £6	10s. to £5	10s. to £5
Mining " ... " ...	£2 10s. to £7	£2 5s. to £7	£2 10s. to £7
Engineers ... " ...	£2 5s. to £6	£2 to £6	£2 to £5
Engine-drivers ... " ...	£2 to £3 5s.	£2 to £3 10s.	£2 to £3 10s.
Pitmen ... " ...	£2 to £4	£1 16s. to £4	£2 to £4
Blacksmiths ... " ...	£2 2s. to £4	£2 to £4	£1 15s. to £3
Carpenters ... " ...	£2 2s. to £4	£2 2s. to £4	£2 to £3 10s.
Foremen of shift ... " ...	£2 2s. to £3 10s.	£2 2s. to £3	£2 to £3
Miners ... " ...	£1 10s. to £3	£2 to £3	£2 to £2 10s.
Surfacemen (labourers) ... " ...	£1 10s. to £3	£1 5s. to £2 10s.	£1 10s. to £2 10s.
Boys ... " ...	12s. to 50s.	15s. to £2	15s. to £1 16s.
Chinese ... " ...	12s. to 36s.	12s. to 36s.	12s. to 40s.

Prices.

1033. Prices in Melbourne were quoted as follows at the same three periods. In country districts, the cost of groceries, tobacco, imported wines, coal, &c., is naturally somewhat higher, and that of agricultural and grazing produce, firewood, &c., naturally somewhat lower, than in Melbourne:—

PRICES IN MELBOURNE, 1877, 1882, AND 1887.

Articles.	1877.	1882.	1887.
AGRICULTURAL PRODUCE.			
Wheat ... per bushel	5s. to 7s. 6d.	4s. 9d. to 6s. 10d.	3s. to 4s. 1d.
Barley ... " "	3s. to 5s. 6d.	3s. 6d. to 5s. 6d.	3s. 1d. to 6s.
Oats ... " "	3s. to 5s.	3s. to 4s. 4d.	2s. 1d. to 3s. 3d.
Maize ... " "	3s. 10d. to 6s.	5s. 6d. to 6s. 6d.	3s. 6d. to 4s. 11d.
Bran ... " "	1s. 2d. to 1s. 5d.	1s. 1d. to 1s. 8d.	7½d. to 1s.
Hay ... per ton	£3 5s. to £7 10s.	£3 5s. to £7	£3 5s. to £7
Flour, first quality ... "	£11 12s. 6d. to £16 5s.	£10 to £13 10s.	£7 10s. to £11
Bread ... per 4lb. loaf	6½d. to 9d.	4d. to 7d.	4½d. to 6d.

PRICES IN MELBOURNE, 1877, 1882, AND 1887—*continued.*

Articles.	1877.	1882.	1887.
GRAZING PRODUCE.			
Horses—			
Draught... .. each	£16 to £49	£21 to £58	£15 to £50
Saddle and harness ..	£6 to £63	£8 to £42	£8 to £35
Cattle—			
Fat each	£5 10s. to £19 10s.	£3 10s. to £15	£5 to £13
Milch cows	£4 10s. to £13	£4 15s. to £9	£6 to £15
Sheep, fat	3s. to 28s.	4s. 6d. to 17s. 6d.	5s. to 18s.
Lambs, fat	2s. to 11s.	3s. 6d. to 12s. 6d.	4s. to 11s.
Butchers' meat—			
Beef, retail ... per lb.	3d. to 9d.	1½d. to 8d.	2½d. to 9d.
Mutton,,	1½d. to 5d.	1¼d. to 4½d.	1½d. to 4d.
Veal, ,,	5d. to 7d.	4d. to 7d.	5d. to 8d.
Pork, ,,	8d. to 10d.	6d. to 8d.	5½d. to 8d.
Lamb, ,, ... per quarter	2s. to 2s. 6d.	2s. to 3s. 6d.	2s. to 3s. 6d.
DAIRY PRODUCE.			
Butter per lb.	9d. to 2s.	10d. to 2s. 6d.	6d. to 2s.
Cheese	8d. to 1s. 2d.	5d. to 1s.	6d. to 1s. 2d.
Milk per quart	4d. to 5d.	4d. to 6d.	5d. to 6d.
FARM-YARD PRODUCE.			
Geese per couple	8s. to 10s.	6s. to 10s.	6s. to 11s.
Ducks	5s. to 7s.	4s. to 7s.	4s. to 8s.
Fowls	4s. to 6s. 6d.	4s. to 6s.	4s. to 8s.
Rabbits	1s. to 2s.	6d. to 1s.	6d. to 1s.
Pigeons	1s. 6d. to 3s.	1s. 6d. to 2s. 6d.	2s. to 3s. 6d.
Turkeys each	5s. to 11s. 6d.	5s. to 12s. 6d.	6s. to 15s.
Sucking pigs	10s. to 16s.	7s. to 14s.	10s. to 14s.
Bacon per lb.	10d. to 1s.	6d. to 1s.	8d. to 1s.
Ham	1s. 1d. to 1s. 3d.	9d. to 1s. 1d.	10d. to 1s. 1d.
Eggs per doz.	10d. to 2s. 6d.	1s. to 2s. 6d.	10d. to 2s. 6d.
GARDEN PRODUCE.			
Potatoes—			
Wholesale ... per ton	£3 to £3 10s.	£3 to £7	£2 5s. to £4 15s.
Retail per cwt.	3s. 6d. to 4s. 6d.	3s. 6d. to 8s. 6d.	2s. 6d. to 6s.
Onions, dried	6s. to 20s.	3s. to 10s.	3s. 6d. to 8s.
Carrots ... per dozen bunches	6d. to 9d.	6d. to 1s. 3d.	6d. to 8d.
Turnips	4d. to 1s.	4d. to 1s.	3d. to 1s. 6d.
Radishes	4d. to 8d.	4d. to 6d.	4d. to 6d.
Cabbages per doz.	6d. to 4s.	6d. to 3s. 6d.	6d. to 6s.
Cauliflowers	6d. to 4s.	6d. to 7s.	6d. to 4s.
Lettuces	3d. to 1s.	6d. to 1s.	3d. to 1s. 6d.
Green peas ... per lb.	¾d. to 3½d.	1d. to 4d.	1d. to 3d.
MISCELLANEOUS ARTICLES.			
Tea per lb.	8d. to 2s. 6d.	7d. to 2s. 4d.	7d. to 2s.
Coffee	11d. to 1s. 3d.	7d. to 10d.	7d. to 1s. 2½d.
Sugar	3½d. to 5½d.	3d. to 5d.	2½d. to 3d.
Rice	3d. to 4d.	3d. to 4d.	3d. to 4d.
Tobacco	2s. 6d. to 5s.	2s. 6d. to 5s.	3s. to 6s.
Soap—Colonial	2½d. to 3½d.	2d. to 3½d.	3d. to 4d.
Candles—			
Sperm	8d. to 1s. 3d.	6¾d. to 10½d.	5½d. to 9d.
Tallow	4d. to 6d.	4d. to 6d.	4d. to 6d.
Salt	1d.	1d.	1d.
Coals per ton	31s. to 38s.	23s. to 42s.	24s. to 33s.
Firewood	11s. to 18s.	8s. to 14s.	10s. to 14s.

PRICES IN MELBOURNE, 1877, 1882, AND 1887—*continued.*

Articles.	1877.	1882.	1887.
WINES, SPIRITS, ETC.			
Ale per doz.	7s. to 11s. 6d.	8s. to 13s. 6d.	8s. to 11s. 6d.
Porter "	7s. 6d. to 11s.	8s. to 10s. 6d.	8s. 6d. to 10s. 6d.
Brandy per gall.	21s. to 32s. 6d.	21s. to 33s.	22s. 6d. to 35s.
Rum "	15s. to 18s.	15s. to 18s.	15s. to 18s.
Whisky "	17s. 6d. to 27s. 6d.	17s. 6d. to 27s. 6d.	18s. to 28s.
Geneva ... per case 15 bottles	58s. to 62s. 6d.	60s. to 62s. 6d.	60s. to 62s. 6d.
Port Wine... .. per doz.	24s. to 50s.	...	...
Sherry "	28s. to 80s.	...	...
Claret "	10s. 9d. to 85s.	14s. to 86s.	15s. to 87s.
Champagne "	25s. to 80s.	25s. to 92s. 6d.	33s. to 95s.
Colonial Wine "	12s. to 25s.	12s. to 28s.	12s. to 30s.

Price of gold.

1034. The price of gold in 1887 ranged from £3 5s. to £4 3s. 8d. per oz. Its purity, and consequently its value, varies in different districts. In the last quarter of 1887 the lowest price quoted (£3 5s. per oz.) was in the Maryborough and Gippsland districts, but the great bulk of the gold in the former district was stated to have realized from £3 18s. to as much as £4 2s. 6d. per oz., and in the latter from £3 10s. to £4. The highest average was in the Ballarat district, in which the prices ranged from £3 18s. 6d. to £4 3s. 8d.

Imports of live stock overland.

1035. 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 1887, the former showed much larger numbers as regards horses, but smaller numbers as regards sheep, than the latter; whilst the numbers of cattle agreed pretty closely in both returns. The following are the imports of these descriptions of stock, according to the returns of both authorities:—

IMPORTS OF LIVE STOCK OVERLAND, 1887.

	Horses.	Cattle.	Sheep.
According to returns of the stock inspectors	6,348	94,601	835,306
” ” Customs	4,471	94,962	1,067,720

Imports of pigs.

1036. According to the returns of the stock inspectors, the pigs imported overland in 1887 numbered 1,693. According to the Customs returns, the total number of pigs imported in the same year numbered 2,098, but it is not stated how many were imported by land and how many by sea.

Value of live stock overland.

1037. According to the Customs returns, the value of live stock (exclusive of pigs) imported overland in 1886 was £825,347, and in 1887, £1,242,844. The import duty payable on such stock in 1887 was £205,900, equivalent to about a sixth of the value; the rate of duty is 5s. each for horses and cattle (calves being free), and 6d. for sheep.