

678. The mean temperature of Melbourne over a series of years (57·3°) corresponds with that of Bathurst, a town in the interior of New South Wales, situated 2,150 feet above the sea-level, and is about equal to that of Washington (56·9°), Bordeaux (57·0°), Madrid (57·6°), and Marseilles (58·3°). It is lower by 5½ degrees than that of Sydney (62·5°), and lower by 7½ degrees than that of Adelaide (64·6°).\*

Mean temperature in Melbourne and elsewhere.

679. The mean rainfall in Melbourne (25·4in.) corresponds approximately with that of Ventnor in England (25·5in.), Bathurst in New South Wales (25·0in.), and Toulouse in France (24·9in.). It is above that in London (24·0in.), Nottingham (23·7in.), or Paris (22·9in.), is nearly 5 inches above that in Adelaide (20·5in.), but is only about half as much as that in Sydney (50·1in.).\*

Mean rainfall in Melbourne and elsewhere.

680. It may be remarked that a fall of snow took place in Melbourne on the 26th July, 1882, on which day the lowest temperature in the shade was 37° and the highest 44°. This is a most unusual occurrence, no other such instance being remembered since the 29th and 30th August, 1849, when snow fell heavily.

Fall of snow in Melbourne, 1882.

681. An extended account of the meteorology and climate of Victoria will be found in the *Victorian Year-Book*, 1874, paragraphs 54 to 95.

Meteorology elsewhere treated on.

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#### PART IV.—INTERCHANGE.

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

Weights and measures.

683. 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 eighth in which this mode of classification has been used in Victoria. It has met with the approval of eminent

Imports and exports classified.

\* The observations, except those for Melbourne and Adelaide, have been taken from a work entitled *Physical Geography and Climate of New South Wales*, by H. C. Russell, F.R.A.S., Government Astronomer of that colony.

† 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.

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.

684. 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 presumed to be the actual values in the local markets at the time of shipment.

Classifica-  
tion and  
index of  
imports  
and ex-  
ports.

685. 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 OF ENTRIES OF ARTICLES IMPORTED AND EXPORTED.

<p><b>CLASS I.—ART AND MECHANIC PRODUCTIONS.</b></p> <p>Order 1. Books, &amp;c.          „ 2. Musical instruments          „ 3. Prints, pictures, &amp;c.          „ 4. Carving, figures, &amp;c.          „ 5. Tackle for sports and games          „ 6. Watches, philosophical instruments, &amp;c.          „ 7. Surgical instruments          „ 8. Arms, ammunition, &amp;c.          „ 9. Machines, tools, and implements          „ 10. Carriages, harness, &amp;c.          „ 11. Ships and boats, and matters connected therewith          „ 12. Building materials          „ 13. Furniture          „ 14. Chemicals</p> <p><b>CLASS II.—TEXTILE FABRICS AND DRESS.</b></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><b>CLASS III.—FOOD, DRINKS, ETC.</b></p> <p>Order 21. Animal food          „ 22. Vegetable food          „ 23. Drinks and stimulants</p> <p><b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.</b></p> <p>Order 24. Animal substances          „ 25. Vegetable „          „ 26. Oils †</p> <p><b>CLASS V.—MINERALS AND METALS.</b></p> <p>Order 27. Articles connected with mining          „ 28. Coal, &amp;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><b>CLASS VI.—LIVE ANIMALS AND PLANTS.</b></p> <p>Order 33. Animals and birds          „ 34. Plants</p> <p><b>CLASS VII.—MISCELLANEOUS MATTERS.</b></p> <p>Order 35. Miscellaneous articles of trade, &amp;c.          „ 36. Indefinite articles.</p>
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\* 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.

† 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	Bran ...	25	Coke ...	28
Aerated waters ...	23	Bran bags ...	20	Colours ...	14
Agricultural — imple- ments, machinery ...	9	Brandy ...	23	Colza oil ...	26
Air-bricks ...	12	Brassware ...	32	Combs ...	24
Ale and porter ...	23	Bricks—air, clay, fire	12	Confectionery ...	22
Alkali ...	14	"    bath ...	29	Copper—ore, regulus, sheet, ware, wire ...	32
Almond oil ...	26	Bristles ...	24	"    specie ...	31
Almonds ...	22	Broadcloths, &c. ...	15	Copra ...	25
Alum ...	14	Broom corn ...	25	Cordage ...	20
Anchors ...	11	Brooms—hair, brush- ware ...	35	"    iron, steel ...	32
Animal food ...	21	Brownware ...	29	Cordials ...	23
"    substances ...	24	Brushware, brooms... ..	35	Cork and corks cut ...	25
Animals and birds ...	33	Buckets and tubs, iron	32	Cornsacks ...	20
Antimony—crude, ore, regulus ...	32	Building materials ...	12	Cotton and flax manu- factures ...	17
Apparel ...	19	Butter ...	21	Cotton seed oil ...	26
Arms and ammunition	8	Canary seed ...	25	Cotton — piece goods, waste, wick	17
Arrowroot ...	22	Candles ...	24	"    raw ...	25
Arsenic ...	14	Canes ...	25	Curiosities ...	36
Artificial flowers ...	19	Canvas ...	20	Currants ...	22
Asphalte ...	14	Caps and hats — felt, silk, straw, &c. ...	19	Cutlery ...	9
Axle—arms, boxes ...	10	Caps, percussion ...	8	Dogs ...	33
Axles ...	10	Carbolic acid ...	14	Doors ...	12
Bacon ...	21	Cards, playing ...	1	Drake ...	25
Bagging ...	20	Carpeting ...	15	Drapery ...	18
Bags, sacks ...	20	Carriages, carriage ma- terials ...	10	Dress ...	19
"    paper ...	25	Cartridges, cartridge cases ...	8	Dried fruit ...	22
Bark ...	25	Carts, waggons, &c. ...	10	Drinks and stimulants	23
Barley ...	22	Carving, figures, &c. ...	4	Druggeting ...	15
Basket and wicker ware	25	Casks ...	25	Drugs ...	14
Bass ...	25	Castor oil ...	26	Dyes ...	14
Bath bricks... ..	29	Cattle ...	33	Dynamite ...	8
Beans ...	22	Cement ...	12	Earthenware ...	29
Bêche de mer ...	21	Chaff ...	25	Eggs ...	21
Beef—salted ...	21	Chain cables ...	11	Electro-plated ware ...	32
Beer ...	23	Chandeliers & gasaliers	13	Emus ...	33
Beeswax ...	24	Cheese ...	21	Engine-packing ...	20
Benzine ...	26	Chemicals ...	14	Engines, steam ...	9
Birds ...	33	Chicory ...	23	Engravings ...	3
Biscuits ...	22	China matting ...	20	Essences & essential oils	14
Bitters ...	23	"    ware ...	29	Explosives ...	8
Black oil ...	26	Chinese oil ...	26	Fancy goods ...	35
"    sand ...	32	Chocolate ...	23	Feathers ...	24
Blankets ...	15	Cider ...	23	"    ornamental ...	19
Blasting powder ...	8	Cigars ...	23	Felt—sheathing, &c. ...	20
Blue ...	25	Clay tobacco pipes ...	4	"    hoods... ..	19
Boats ...	11	Clocks ...	6	Fencing wire ...	32
Boilers, steam ...	9	Clover seed ...	25	Fibre ...	25
Bolts and nuts ...	32	Coal ...	28	Firearms ...	8
Bone-dust ...	24	Cocoa beans ...	23	Firebricks ...	12
Bones ...	24	Cocoanut fibre ...	25	Fireworks ...	5
Bonnets ...	19	"    oil ...	26	Firewood ...	25
Books, printed ...	1	Cocoanuts ...	22	Fish—fresh, preserved, salted, shell ...	21
Boots ...	19	Cod, codliver oil ...	26	"    ova ...	33
Boot-webbing ...	20	Coffee ...	23	Flannels—piece ...	15
Borax ...	14	Coir and other matting	20		
Bottled fruit ...	22				
Bottles ...	29				

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Flax ...	25	Hats and caps—felt,		Machinery—agricultu-	
„ manufactures ...	17	silk, straw, &c. ...	19	ral, weaving	
Flock ...	24	Hatters' materials ...	19	and spinning	9
Floorcloth ...	20	Hay ...	25	Machines, tools, and	
Flour ...	22	Hemp ...	25	implements ...	9
„ sacks ...	20	Hides ...	24	Maize ...	22
Flowers, artificial ...	19	Holloware ...	35	Maizena and corn flour	22
Food, animal ...	21	Honey ...	21	Malt ...	22
„ vegetable ...	22	Hoofs ...	24	Manufactured articles	
Fresh fish, meat ...	21	Hops ...	23	of cotton, woollens,	
Fruit—bottled, dried,		Horned cattle ...	33	silks, &c. ...	18
green, currants, rai-		Horns ...	24	Manufactures of fibrous	
sins ...	22	Horses ...	33	materials	20
Fuel ...	28	Hosiery ...	19	„ mixed metals	32
Furniture, furniture		Implements, agricul-		Manures ...	14
springs ...	13	tural ...	9	Marble ...	29
Furs ...	19	Indefinite articles ...	36	Matches ...	14
Fuse ...	8	Indiarubber goods ...	25	Materials, building ...	12
Galvanized iron—cord-		Ink—printing, coloured,		„ carriage ...	10
age, buckets, tubs,		and writing ...	14	„ hatters' ...	19
guttering, sheet,		Instruments, musical... 2		„ printing ...	35
ware ...	32	„ optical ...	6	„ telegraphic	35
Gasaliers & chandeliers	13	„ scientific	6	„ watchmakers'	6
Gin ...	23	„ surgical	7	Mats ...	20
Ginger, ground ...	23	Iron—bar, castings, gal-		Matting—china, coir ...	20
Glass—bottles, plate,		vanized, hoop, ores,		Meal, linseed ...	25
window, ware ...	29	pig, pipes, plate, rod,		„ oat ...	22
Gloves ...	19	scrap, sheet, ware,		Meats—fresh, preserved	21
Glucose ...	22	wire, &c. ...	32	Medicinal oil ...	26
Glue, glue pieces ...	24	Ironmongery ...	35	„ roots ...	14
Glycerine ...	14	„ saddlers'	10	Medicines, patent ...	14
Goat skins ...	24	Isinglass ...	21	Meerschaum pipes ...	4
Goats ...	33	Ivory ...	24	Metals, other than gold	
Gold—leaf, plate, spe-		Jaconet frilling and		and silver ...	32
cie ...	31	ruffling, &c. ...	19	Methylated spirits ...	14
Goods manufactured,		Jams and preserves ...	22	Milk, preserved ...	23
unenumerated ...	36	Jewellery ...	31	Millet ...	25
Grain ...	22	Jute ...	25	Millinery ...	19
Gram ...	22	„ piece goods ...	20	Millstones ...	29
Grass seeds ...	25	Kangaroo skins ...	24	Mineral earths, clays, &c.	32
Grates and stoves ...	32	Kerosene oil ...	26	„ oil, undefined	26
Grease ...	24	„ shale ...	28	Miscellaneous articles	
Greasy wool ...	24	Lamps and lampware	13	of trade ...	35
Grindery ...	35	Lard ...	21	Molasses ...	22
Grindstones ...	29	„ oil ...	26	Mouldings ...	4
Guano ...	14	Lead—ore, pig, pipe,		Musical instruments ...	2
Gum ...	25	sheet ...	32	Muslins ...	17
Gun caps ...	8	Leather, leatherware ...	24	Mustard ...	23
Gunny bags ...	20	Leeches ...	33	Mutton-bird oil ...	26
Gunpowder ...	8	Lime ...	12	Nails ...	32
Gutta-percha goods ...	25	Limejuice ...	23	Naphtha ...	14
Haberdashery ...	18	Linen piece goods ...	17	Natural history, speci-	
Hair—curled, seating	24	Linseed meal ...	25	mens of ...	36
Hams ...	21	„ oil ...	26	Neatsfoot oil ...	26
Hardware ...	35	Liquorice ...	22	Nets and netting ...	20
Hares ...	33	Lithofracteur ...	8	Nut oil ...	26
Harmoniums ...	2	Live animals ...	33	Nuts ...	22
Harness ...	10	Lubricating oil ...	26	Oakum ...	25
		Macaroni ...	22	Oars ...	11

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Oatmeal ...	22	Poultry ...	33	Sewing machines ...	9
Oats ...	22	Powder — blasting,		Shale ...	28
Oilcake ...	25	sporting ...	8	Sheep ...	33
Oilcloth ...	20	Precious stones ...	31	" skins ...	24
Oilmen's stores ...	35	Preserved fish, meats	21	Shell—pearl, tortoise	24
Oils of all kinds ...	26	" milk ...	23	Shellfish ...	21
" in bottles ...	26	" vegetables...	22	Ships, boats, &c. ...	11
Olive oil ...	26	Preserves ...	22	Shoes ...	19
Onions ...	22	Printing ink ...	14	Shot ...	8
Opium ...	14	" materials ...	35	Silk—manufactures,	
Opossum skins ...	24	" paper ...	25	mixtures; silks ...	16
Optical instruments ...	6	Prints, pictures, &c. ...	3	Silver—plate, specie...	31
Ordnance stores ...	35	Provisions, preserved		Skins ...	24
Ore — antimony, cop-		and salted ...	21	Slate slabs ...	29
per, iron, lead, tin	32	Pulse ...	22	Slates, roofing ...	12
" bags ...	20	Pulu ...	25	Slops ...	19
Ores, mineral earths,		Pumice stone ...	29	Snuff ...	23
clays, &c....	32	Putty ...	29	Soap ...	24
Organs ...	2	Quartz ...	31	Soda—ash, bicarbonate,	
Ornamental feathers ...	19	Quicksilver ...	32	caustic, crystals, ni-	
Ova ...	33	Rabbits' skins ...	24	trate, silicate ...	14
Oxalic acid ...	14	Rags ...	25	Specie ...	31
Paintings ...	3	Railway rails, chairs, &c.	32	Specimens of natural	
Paints ...	14	Raisins ...	22	history ...	36
Palm oil ...	26	Rape oil ...	26	Spelter ...	32
Paper—bags, hangings,		Rattans ...	25	Sperm oil ...	26
patterns, printing,		Raw cotton ...	25	Spices ...	23
wrapping, writing ...	25	" sugar ...	22	Spinning and weaving	
Parasols ...	19	Refined sugar ...	22	machinery ...	9
Patent leather ...	24	Regulus ...	32	Spirits, methylated ...	14
" medicines ...	14	Resin ...	25	" other ...	23
Peanuts ...	22	Ribbons ...	16	Split pease ...	22
Pearl barley ...	22	Rice ...	22	Sponges ...	24
" shell ...	24	Rock salt ...	23	Starch ...	25
Pease ...	22	Roots, medicinal ...	14	Stationery ...	1
Pepper ...	23	Rope ...	20	Steam boilers, engines	9
" ground ...	23	Rugs ...	15	Stearine ...	24
Perfumed spirits ...	23	Rum ...	23	Steel, cordage ...	32
Perfumery ...	23	Rye ...	22	Stimulants ...	23
Personal effects ...	36	Sacks, bags ...	20	Stone, clay, earthen-	
Phormium, N. Z. ...	25	Saddlery ...	10	ware, and glass	29
Photographic goods ...	35	Saddlers' ironmongery	10	" grind, mill, ware,	
Pianofortes ...	2	Saddle-trees...	10	&c. ...	29
Pickles ...	23	Sago ...	22	Stoves ...	32
Picric acid ...	14	Salad oil ...	26	Straw ...	25
Pigs ...	33	Salt ...	23	" hats ...	19
Pine oil ...	26	Salted beef, pork, fish	21	Sugar—candy, raw, re-	
Pipes—iron, lead ...	32	Saltpetre ...	23	fined ...	22
" tobacco ...	4	Sashes ...	12	Sulphur ...	14
Pistols ...	8	Sauces ...	23	Surgical instruments...	7
Pitch ...	25	Sausage skins ...	24	Tackle for sports and	
Plants ...	34	Scientific instruments	6	games ...	5
Plaster of paris ...	29	Scoured wool ...	24	Tallow ...	24
Platedware ...	32	Screws ...	32	" oil ...	26
Plumbago ...	32	Seal oil ...	26	Tanks, iron...	32
Pollard ...	25	" skins ...	24	Tapioca ...	22
Porcelain ...	29	Seeds—canary, clover,		Tar ...	25
Pork, salted...	21	grass ...	25	Tares ...	25
Potatoes ...	22	Seed oil ...	26	Tarpaulins, linen ...	17

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Tea ...	... 23	Upholstery ...	... 13	Wheat ...	... 22
Telegraphic materials	35	Utensils ...	... 9	Whiskey ...	... 23
"    wire	... 32	Varnish ...	... 25	Whiting ...	... 29
Tents, linen ...	... 17	Vegetable food	... 22	Wicker and basket ware	25
Timber, all kinds	... 25	"    oil	... 26	Wine ...	... 23
Tin—block, foil, ore,		"    substances	25	"    spirits of	... 23
plates, ware	... 32	Vegetables—fresh, pre-		Wire netting	... 32
Tobacco ...	... 23	served ...	... 22	Wooden tobacco pipes	4
"    pipes	... 4	Vermicelli ...	... 22	Woodenware	... 25
Tools ...	... 9	Vestas ...	... 14	Wool ...	... 24
Tortoise shell	... 24	Vinegar ...	... 23	"    and worsted manu-	
Toys ...	... 5	Waggons ...	... 10	factures	... 15
Travellers' samples	... 35	Walnuts ...	... 22	Woollen piece goods	... 15
Turnery ...	... 4	Washed wool	... 24	Woolpacks ...	... 20
Turpentine ...	... 14	Watches ...	... 6	Works of art	... 3
Turtles ...	... 33	Watchmakers' materials	6	Writing paper	... 25
Tweeds ...	... 15	Weaving and spinning		Yarn ...	... 15
Twine ...	... 20	machinery	... 9	Zinc — ingots, sheet,	
Umbrellas ...	... 19	Whalebone ...	... 24	perforated	... 32
Unserviceable cordage	20				

## IMPORTS AND EXPORTS, 1883.

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

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS.</b>			
<i>Order 1.—Books, &amp;c.</i>			
Free ...	Books, printed ...	220,711	85,080
3s. per dozen packs	Cards, playing ...	2,810	559
20 p.c. and free	Stationery ...	84,402	44,460
<i>Order 2.—Musical Instruments.</i>			
25 per cent. ...	Harmoniums ...	408	106
"    ... ..	Organs ...	7,623	3,685
"    ... ..	Pianofortes ...	79,184	13,669
Free ...	Others, undescribed ...	10,712	2,694
<i>Order 3.—Prints, Pictures, &amp;c.</i>			
Free ...	Paintings and engravings ...	36,176	15,403
"    ... ..	Works of art... ..	8,054	357
<i>Order 4.—Carving, Figures, &amp;c.</i>			
25 per cent. ...	Mouldings, gilt ...	188	89
Free ...	"    picture frame ...	7,560	...
25 per cent. ...	"    other, unenumerated ...	...	808
"    ... ..	Pipes, tobacco—clay ...	812	160
"    ... ..	"    "    meerschaum ...	3,054	1,369
12s. per gross	"    "    wooden, &c. ...	20,716	5,112
25 per cent. ...	Turnery ...	213	1,283

IMPORTS AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>			
<i>Order 5.—Tackle for Sports and Games.</i>			
20 per cent. ...	Fireworks ... ..	976	94
Free ...	Toys ... ..	12,204	620
<i>Order 6.—Watches, Philosophical Instruments, &amp;c.</i>			
20 per cent. ...	Clocks ... ..	16,857	3,146
Free ...	Instruments, optical ... ..	14,080	1,962
" ...	" scientific ... ..	28,919	10,810
20 per cent. ...	Watches ... ..	60,817	20,595
Free ...	Watchmakers' materials ... ..	4,744	52
<i>Order 7.—Surgical Instruments.</i>			
Free ...	Instruments, surgical ... ..	10,611	231
<i>Order 8.—Arms, Ammunition, &amp;c.</i>			
Free ...	Arms, pistols, &c. ... ..	183	40
" ...	" sporting ... ..	12,043	1,574
" ...	Ammunition, &c., caps ... ..	3,468	230
" ...	" cartridges ... ..	5,687	301
" ...	" cartridge cases ... ..	759	20
4d. per lb. ...	" dynamite ... ..	12,038	10,666
1½d. coil ...	" fuse ... ..	9,441	1,003
1d. per lb. ...	" lithofracteur ... ..	...	3,468
" ...	" powder, blasting ... ..	20,706	862
3d. per lb. ...	" " sporting ... ..	6,600	403
Free ...	" " fine ... ..	838	...
1d. per lb. ...	" shot ... ..	975	473
<i>Order 9.—Machines, Tools, and Implements.</i>			
20 per cent. ...	Agricultural implements, undescribed ... ..	23,505	19,062
25 per cent. ...	Boilers, steam ... ..	3,059	3,485
Free ...	Cutlery ... ..	23,307	1,534
25 per cent. ...	Engines, steam ... ..	36,820	17,706
Free ...	Machinery, agricultural ... ..	37,408	20,434
" ...	" weaving and spinning ... ..	10,485	...
25 per cent. and free	" undescribed ... ..	145,584	142,510
Free ...	Sewing machines ... ..	118,619	38,614
" ...	Tools and utensils ... ..	48,573	4,479
<i>Order 10.—Carriages, Harness, &amp;c.</i>			
Dray, 25 p. c., other 3s. to 10s. ₤ arm	Axles and arms ... ..	10,891	1,753
25 per cent. ...	Axle-boxes ... ..	320	...
£10 to £50 each & 20 per cent.	Carriages and carts, waggons, &c. ... ..	5,048	8,334
25 per cent. ...	Carriage materials ... ..	12,637	1,713
" ...	Saddlery and harness ... ..	4,148	22,205
Free ...	Saddlers' ironmongery ... ..	11,276	262
10s. and 20s. dozen	Saddle-trees ... ..	1,240	882

IMPORTS AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>			
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>			
Free ...	Anchors ... ..	92	62
25 per cent. ...	Boats ... ..	73	1,809
Free ...	Chain cables ... ..	1,518	684
Ash free, other 25 per cent.	Oars ... ..	1,023	222
<i>Order 12.—Building Materials. (See also Order 29 post.)</i>			
25 per cent. ...	Bricks, air ... ..	48	6
Free ...	„ clay ... ..	883	712
20s. per 1,000	„ fire ... ..	1,755	201
Free ...	Cement ... ..	26,055	2,126
5s. each ...	Doors ... ..	3,540	1,295
Free ...	Lime ... ..	91	464
2s. per pair ...	Sashes, window ... ..	64	689
Free ...	Slates, roofing ... ..	18,888	37
<i>Order 13.—Furniture.</i>			
25 per cent. ...	Furniture and upholstery ... ..	68,299	57,441
10 per cent. ...	Furniture springs ... ..	429	...
25 per cent. ...	Gasaliers and chandeliers ... ..	3,441	...
„ ...	Lamps and lampware ... ..	1,717	2,023
<i>Order 14.—Chemicals.</i>			
3d. per lb. ...	Acid, acetic ... ..	3,834	714
6d. per lb. pure & 6d. per gal.	„ carbolic ... ..	713	...
2d. per lb. ...	„ oxalic ... ..	230	...
3d. per lb. ...	„ picric ... ..	59	...
5s. per cwt. and free	„ undescribed ... ..	8,446	1,891
Free ...	Alkali, potash ... ..	...	136
„ ...	„ soda ash ... ..	4,568	53
„ ...	„ „ bicarbonate ... ..	1,815	47
„ ...	„ „ caustic ... ..	6,738	937
40s. per ton ...	„ „ crystals ... ..	118	431
Free ...	„ „ nitrate ... ..	9,307	22
„ ...	„ „ silicate ... ..	1,163	467
„ ...	Alum ... ..	796	33
„ ...	Arsenic ... ..	199	50
„ ...	Asphalte ... ..	45	58
„ ...	Borax ... ..	534	...
Various & free	Drugs and chemicals ... ..	75,544	23,969
Free ...	Dyes ... ..	14,671	621
„ ...	Essences and essential oils ... ..	8,194	3,484
Crude ld., pure 3d. lb.	Glycerine ... ..	...	1,174
Free ...	Guano ... ..	6,696	4,762



IMPORTS AND EXPORTS, 1883—*continued.*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>			
<i>Order 14.—Chemicals—continued.</i>			
Free	Ink, printing ... ..	5,192	1,552
6d. per lb.	„ „ coloured ... ..	972	...
Free	„ writing ... ..	1,430	122
„	Manures, undescribed ... ..	1,901	27,869
Various	Matches and vestas ... ..	41,041	9,540
25 per cent.	Medicines, patent ... ..	29,367	8,936
Free	Medicinal roots, &c. ... ..	254	82
„	Naphtha ' ... ..	642	...
20s. per lb.	Opium ... ..	57,986	14,818
40s. to 80s. per ton and free	Paints and colours ... ..	70,131	7,586
1s. per gallon	Spirits, methylated ... ..	1,127	556
Free	Sulphur ... ..	6,124	135
„	Turpentine ... ..	12,274	373
<b>CLASS II.—TEXTILE FABRICS AND DRESS.</b>			
<i>Order 15.—Wool and Worsted Manufactures.</i>			
20 per cent.	Blankets ... ..	60,864	9,036
„	Carpeting and druggeting ... ..	72,047	7,028
15 per cent.	Flannels, piece ... ..	57,012	5,856
20 per cent.	Rugs, woollen ... ..	9,948	1,866
15 per cent.	Woollen piece goods, broad and narrow cloths, tweeds, &c.	382,483	63,061
7½ per cent.	„ „ dress goods ... ..	238,775	26,895
15 per cent.	„ „ shirtings ... ..	9,150	...
Free	„ „ unenumerated ... ..	22,728	...
„	„ manufactures unenumerated ... ..	12,055	96
„	Yarn ... ..	7,263	73
<i>Order 16.—Silk Manufactures.</i>			
20 per cent.	Silks and satins, dress ... ..	189,657	26,321
„	„ dress goods, mixed with other material	4,639	428
10 per cent.	„ pongees ... ..	7,393	188
20 per cent.	„ ribbons ... ..	14,583	232
„	„ velvets and crapes ... ..	4,999	300
20 per c. & free	„ other manufactures of ... ..	26,711	1,442
<i>Order 17.—Cotton and Flax Manufactures.</i>			
Free	Cotton piece goods (all cotton) ... ..	782,695	58,786
„	„ manufactures, such as counter- panes, &c.	53,801	10,121
„	„ waste ... ..	3,916	962
„	„ wick ... ..	1,946	675
„	Linen piece goods ... ..	25,753	583
„	„ manufactures, such as table linen, towels, &c.	1,649	387
20 per cent.	„ tents and tarpaulins ... ..	938	...
<i>Order 18.—Drapery and Haberdashery.</i>			
Free	Haberdashery ... ..	348,672	70,916

IMPORTS AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports. £	Value of Exports. £
<b>CLASS II.—TEXTILE FABRICS AND DRESS—<i>continued.</i></b>			
<i>Order 19.—Dress.</i>			
25 per c. & free	Apparel and slops ... ..	316,047	311,597
Free ...	Bonnets, straw, untrimmed ... ..	151	...
25 per cent. ...	„ fancy and trimmed ... ..	3,329	299
4s. to 33s. per dozen pairs and free	Boots and shoes ... ..	123,246	64,015
Free ...	Feathers, ornamental ... ..	21,115	3,187
„ ...	Flowers, artificial ... ..	12,267	152
25 per cent. ...	Frillings and ruffings ... ..	11,739	6,447
„ ...	Furs, dressed ... ..	893	2,286
20 per cent. ...	Gloves ... ..	95,803	11,141
Free ...	Hats and caps, straw, untrimmed ... ..	63,067	858
48s. per dozen	„ dress ... ..	1,591	...
30s. per dozen	„ covered with felt, plush, silk, &c. ... ..	244	...
15s. per dozen	„ felt (men's and women's), also pith ... ..	38,764	26,304
8s. per doz. ...	„ „ (boys' and youths') ... ..	7,828	
5s. per doz. ...	„ „ hoods ... ..	1,715	...
25 per cent. ...	„ others unenumerated ... ..	11,582	...
Free ...	Hatters' materials ... ..	3,343	155
20 per c. & free	Hosiery ... ..	141,694	6,617
„ ...	Millinery ... ..	...	163
6d. to 1s. each	Umbrellas and parasols, cotton ... ..	922	2,869
2s. 6d. each ...	„ „ silk ... ..	6,540	
1s. each ...	„ „ fancy ... ..	353	
<i>Order 20.—Manufactures of Fibrous Materials.</i>			
Free ...	Bagging ... ..	...	476
6d. per dozen	Bags and sacks, bran bags ... ..	9,537	1,897
1s. per dozen...	„ „ corn and flour sacks ... ..	85,457	36,985
Free ...	„ „ gunny bags ... ..	25,746	2,146
„ ...	„ „ ore (Victorian) ... ..	...	154
7s. per doz. ...	„ „ woolpacks ... ..	47,053	28,836
6d. per dozen and free	„ „ undescribed ... ..	19,283	5,281
Free ...	Boot webbing ... ..	8,853	285
„ ...	Canvas ... ..	12,890	2,119
5s. to 28s. ₤ cwt.	Cordage ... ..	8,819	29,097
Free ...	„ unserviceable ... ..	1,141	...
11s. 3d. per cwt. and free	Engine packing ... ..	588	530
Free ...	Felt, sheathing ... ..	2,264	268
¼d. & ½d. per yd.	Jute piece goods ... ..	23,226	2,606
25 per cent. ...	Mats ... ..	2,649	1,014
20 per cent. ...	Matting, china ... ..	4,173	89
„ ...	„ coir and other ... ..		493
Free ...	Nets and netting ... ..	835	...
20 per cent ...	Oil and other floor cloths ... ..	30,503	2,426
1½d. per lb. ...	Twine and lines ... ..	12,440	3,834
Free ...	„ sewing or seaming ... ..	13,075	...

## IMPORTS AND EXPORTS, 1883—continued.

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

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS III.—FOOD, DRINKS, ETC.</b>			
<i>Order 21.—Animal Food.</i>			
Free ...	Bêche de mer ...	10	35
2d. per lb. ...	Butter ...	981	76,417
" ...	Cheese ...	3,034	41,424
Free ...	Eggs ...	6,475	1,604
" ...	Fish, fresh ...	2,799	31
2d. per lb. ...	" preserved ...	108,479	11,764
Free ...	" salted ...	29,182	1,270
" ...	" shell ...	22,042	991
2d. per lb. ...	Honey ...	48	221
10 p. c. and free	Isinglass ...	4,390	766
Free ...	Lard ...	288	2,510
" ...	Meats, fresh ...	1,977	* 12,903
2d. per lb. ...	" preserved ...	1,804	76,149
" ...	" bacon ...	311	10,156
5s. per cwt. ...	" beef, salted ...	194	9,393
2d. per lb. ...	" hams ...	6,326	3,092
5s. per cwt. ...	" pork, salted ...	680	17,872
<i>Order 22.—Vegetable Food.</i>			
2d. per lb. ...	Arrowroot ...	3,277	493
2d. per lb., old free	Biscuit ...	88	27,663
Free ...	Cocoanuts ...	528	60
2d. per lb. ...	Confectionery ...	13,109	18,319
2s. per cental	Flour ...	16,053	267,908
2d. per lb. ...	Fruit, bottled ...	2,742	633
" ...	" dried ...	12,953	4,701
" ...	" " currants ...	41,494	10,365
" ...	" " raisins ...	37,253	14,125
9d. per bushel	" fresh ...	98,796	19,064
2s. per cental	Grain and pulse, barley ...	31,490	4,134
5s. per cental	" " " pearl ...	60	2,189
2s. per cental	" " beans and pease ...	766	4,619
" ...	" " gram ...	1,660	509
1s. per cental	" " maize ...	59,704	84
3s. per bushel	" " malt... ...	6,638	18,621
2s. per cental	" " oats ...	62,400	10,661
" ...	" " pease, split ...	930	150
" ...	" " peanuts ...	233	...
6s. per cental	" " rice ...	99,849	51,573
1s. per cental	" " rye ...	...	56
2s. per cental	" " wheat ...	5,123	356,156
2d. per lb. ...	Jams and preserves ...	10,978	26,238
" ...	Liquorice ...	3,215	178
" ...	Macaroni and vermicelli ...	1,674	209
" ...	Maizena and corn flour ...	6,546	1,647
3s. p. cwt. & free	Molasses ...	27,144	7,813
2d. per lb. ...	Nuts ...	2,870	268
" ...	" almonds... ...	4,911	854

\* Of this amount, £12,220 represented the value of frozen meats. The quantity exported was 9,444 cwt.

IMPORTS AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports. £	Value of Exports. £
<b>CLASS III.—FOOD, DRINKS, ETC.—<i>continued.</i></b>			
<b>Order 22.—Vegetable Food—<i>continued.</i></b>			
2d. per lb. ...	Nuts, walnuts ...	125	59
6s. per cental	Oatmeal ...	1,446	22,512
20s. per ton ...	Onions ...	3	31,599
10s. per ton ...	Potatoes ...	230	110,885
Free ...	Sago ...	3,060	1,122
3s. per cwt. ...	Sugar, glucose ...	20,448	1,655
" ...	" raw ...	793,315	...
" ...	" refined... ...	517,616	257,311
Free ...	Tapioca ...	11,326	1,585
" ...	Vegetables, fresh ...	1,077	30,635
2d. lb.; 5s. cwt.	" preserved, salted, &c. ...	1,511	962
<b>Order 23.—Drinks and Stimulants.</b>			
10 per cent. ...	Aërated and mineral waters ...	1,541	4,188
9d. per gallon	Beer (ale and porter) ...	197,263	15,714
3d. per lb. ...	Chicory ...	1,066	3,020
" ...	Chocolate and cocoa ...	19,147	2,965
9d. per gallon	Cider and perry ...	439	25
Free ...	Cocoa beans ...	4,997	...
3d. per lb. ...	Coffee ...	46,211	20,840
Free ...	Ginger ...	1,629	675
6d. per lb. ...	Hops ...	93,400	49,761
20 p.c. and free	Limejuice ...	1,502	804
Free ...	Milk, preserved ...	17,280	2,557
2d. per lb. ...	Mustard ...	13,702	1,365
Free ...	Pepper ...	10,105	4,511
2d. per lb. ...	" ground ...	74	
10 per cent. ...	Perfumery* ...	5,543	794
Qts. 2s. 9d., pts. 1s. 9d., per doz. btls .	Pickles ...	4,504	1,950
20s. per ton ...	Salt ...	22,866	2,623
Free ...	" rock ...	559	925
" ...	Saltpetre ...	1,848	219
3 per cent. ...	Sauces ...	6,420	1,128
Free ...	Spices ...	8,759	2,507
2d. per lb. ...	" ground ...	477	
10s. per gallon	Spirits, brandy ...	175,519	34,890
" ...	" cordials and bitters ...	5,311	11,487
" ...	" gin ...	31,837	6,659
" ...	" of wine ...	2,058	730
20s. per gallon	" perfumed ...	8,067	826
10s. per gallon	" rum ...	30,642	4,367
" ...	" whiskey ...	129,394	29,093
" ...	" other, undescribed ...	26,457	5,096
3d. per lb. ...	Tea ...	563,908	395,046
3s. per lb. ...	Tobacco (manufactured) ...	98,317	91,545
1s. per lb. ...	" (unmanufactured) ...	21,866	2,793
6s. per lb. ...	" cigars ...	90,794	51,086

\* See also Spirits, perfumed.

IMPORTS AND EXPORTS, 1883—*continued.*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
CLASS III.—FOOD, DRINKS, ETC.— <i>continued.</i>			
<i>Order 23.—Drinks and Stimulants—contd.</i>			
3s. per lb. ...	Tobacco, snuff ... ..	796	127
6d. per gallon	Vinegar ... ..	13,166	1,140
6s. per gallon	Wine ... ..	90,752	36,304
8s. per gallon	„ sparkling ... ..	68,217	7,700
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.			
<i>Order 24.—Animal Substances.</i>			
Free ...	Beeswax ... ..	368	385
„ ...	Bones ... ..	1,504	1,287
„ ...	Bonedust ... ..	...	8,900
„ ...	Bristles ... ..	1,519	948
2d. per lb. ...	Candles ... ..	21,603	9,672
10 per cent. ...	Combs ... ..	6,980	474
Free ...	Feathers (not ornamental) ... ..	...	25
„ ...	Flock ... ..	125	1,685
2d. per lb. ...	Glue ... ..	1,466	393
Free ...	„ pieces ... ..	...	667
10 per cent. ...	Grease ... ..	2,248	207
Free ...	Hair ... ..	1,577	1,958
2d. per lb. ...	„ curled ... ..	3,003	615
Free ...	„ seating ... ..	3,730	70
„ ...	Hides ... ..	104,324	4,118
„ ...	Horns and hoofs ... ..	59	1,673
„ ...	Ivory ... ..	1,197	...
7½ per cent. ...	Leather, calf and kid ... ..	74,055	...
20 per cent. ...	„ cut into shapes ... ..	2,253	587
Free ...	„ imitation ... ..	6,206	66
10 per cent. ...	„ patent and colored fancy ... ..	30,441	3,947
20 per c. & free	„ undescribed ... ..	17,861	376,008
25 per cent. ...	Leatherware ... ..	33,372	6,815
Free ...	Sausage skins ... ..	7,575	7,421
„ ...	Skins, goat ... ..	...	50
„ ...	„ kangaroo ... ..	3,798	1,492
„ ...	„ opossum ... ..	631	2,673
„ ...	„ rabbit ... ..	2,198	30,364
„ ...	„ sheep, with wool ... ..	15,419	79,187
„ ...	„ „ without wool ... ..	176	3,772
„ ...	„ undescribed ... ..	3,429	...
2d. per lb. ...	Soap, common ... ..	475	12,080
4d. per lb. ...	„ fancy ... ..	3,840	1,010
Free ...	Sponges ... ..	2,546	239
„ ...	Stearine ... ..	...	13,486
Free ...	Tallow ... ..	19,231	232,400
„ ...	Whalebone ... ..	165	135
„ ...	Wool,* greasy ... ..	1,733,841	3,975,906
„ ...	„ scoured ... ..	159,890	1,503,627
„ ...	„ washed ... ..	149,857	575,030
„ ...	„ Angora ... ..	...	50

\* The quantity of wool imported amounted to 45,520,395 lbs., valued at £2,043,588, of which all but 16,448,050 lbs., valued at £688,369, was brought overland from New South Wales. The quantity of wool exported amounted to 109,616,710 lbs., valued at £6,054,613, of which 16,542,087 lbs., valued at £841,465, was entered as the produce of places outside Victoria.

IMPORTS AND EXPORTS, 1883—*continued.*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued.</i></b>			
<i>Order 25.—Vegetable Substances.</i>			
Free ...	Bark ... ..	19,837	30,488
” ...	Bass ... ..	561	63
2d. per lb. ...	Blue ... ..	1,962	2,116
2s. per cental	Bran ... ..	1,682	10,511
Free ...	Canes and rattans ... ..	1,302	109
25 p. c. and free	Casks, empty... ..	3,238	5,262
Free ...	Copra ... ..	...	1,300
” ...	Cork ... ..	1,182	14
4d. per lb. ...	Corks, cut ... ..	24,142	3,386
Free ...	Cotton, raw ... ..	2,721	1,958
” ...	Drake ... ..	24	...
” ...	Fibre, cocoanut ... ..	302	375
” ...	” undescrbed ... ..	15,191	1,225
” ...	Firewood ... ..	1,990	...
” ...	Flax, “Phormium,” N. Z. ... ..	6,257	...
” ...	Gum ... ..	7,522	2,776
” ...	Gutta-percha goods ... ..	64	...
” ...	Hay and chaff ... ..	717	125,919
” ...	Hemp ... ..	42,503	801
” ...	Indiarubber goods ... ..	24,745	946
” ...	Jute ... ..	6,057	...
” ...	Meal, linseed ... ..	81	41
” ...	Millet, broom corn, &c. ... ..	7,666	91
” ...	Oakum ... ..	...	17
10s. per cwt.	Paper bags ... ..	550	5,923
Free ...	” printing ... ..	141,511	8,810
4s. per cwt. ...	” wrapping ... ..	11,250	6,363
Free ...	” writing, uncut ... ..	33,557	2,679
2d. per lb. ...	” writing, cut ... ..	659	
4s. per cwt. ...	” undescrbed ... ..	15,151	...
2d. per lb. ...	” ” cut ... ..	617	...
25 per cent.	” and cardboard boxes ... ..	463	...
Free ...	Paperhangings ... ..	32,442	2,202
2d. per lb. ...	Paper patterns ... ..	...	2,643
Free ...	Pitch and tar ... ..	3,024	2,045
2s. per cental	Pollard ... ..	432	2,423
Free ...	Rags ... ..	1,762	4,611
” ...	Resin ... ..	6,855	238
10 per cent. ...	Seeds, canary ... ..	633	96
Free ...	” clover ... ..	52	...
” ...	” grass ... ..	6,481	1,764
” ...	” undescrbed ... ..	9,463	9,044
2d. per lb. ...	Starch ... ..	8,524	1,325
2s. per cental	Tares ... ..	72	...
Various ...	Timber ... ..	706,424	36,695
2s. per gallon	Varnish ... ..	15,206	4,472
25 per cent. ...	Wicker and basket ware ... ..	2,312	1,920
” ...	Woodenware ... ..	62,791	22,360

IMPORTS AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued.</i></b>			
<i>Order 26.—Oils.*</i>			
6d. per gal. ...	Almond ... ..	379	...
Free ...	Black ... ..	2,472	172
1s. doz. pts., or 6d. per gal.	Castor ... ..	52,685	13,016
6d. per gal. ...	Chinese ... ..	8,610	1,488
Free ...	Cocoanut ... ..	21	661
" ...	Cod ... ..	5,316	148
1s. doz. pts., 6d. gal., or free	Codliver ... ..	2,243	31
6d. per gallon	Colza ... ..	5,126	968
" " ...	Dugong ... ..	18	...
" " ...	Kerosene ... ..	52,787	9,012
" " ...	Lard ... ..	1,029	195
" " ...	Linseed ... ..	31,558	3,757
1s. doz. pts., 6d. gal., or free	Lubricating ... ..	2,605	...
1s. doz. pts., or 6d. per gal.	Medicinal ... ..	4	...
6d. per gallon	Mineral ... ..	16	...
Free ...	" unrefined ... ..	7,222	...
6d. per gallon	Mutton Bird ... ..	42	...
" ...	Neatsfoot ... ..	6	1,255
" ...	Niger seed ... ..	33	...
6d. gal. and free	Nut ... ..	3	...
6d. per gallon	Olive ... ..	2,851	971
Free ...	Palm ... ..	3,749	548
6d. per gal. ...	Pine ... ..	203	...
" and free	Rape ... ..	475	...
6d. per gal. ...	Resin ... ..	84	59
1s. per doz. pts.	Salad ... ..	11,471	1,066
6d. per gal. ..	Seed ... ..	911	...
" ...	Sperm ... ..	422	39
" ...	Tallow ... ..	...	6,954
" ...	Vegetable ... ..	68	...
Free ...	Oils undescribed ... ..	491	...

**CLASS V.—MINERALS AND METALS.***Order 27.—Articles connected with Mining.†*

<i>Order 28.—Coal, &amp;c.</i>			
Free ...	Coal... ..	375,947	175
" ...	Coke, charcoal ... ..	3,430	686
" ...	Kerosene shale ... ..	6,062	...

\* 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 AND EXPORTS, 1883—*continued.*\*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<i>CLASS V.—MINERALS AND METALS—continued.</i>			
<i>Order 29.—Stone, Clay, Earthenware, and Glass.</i>			
(See also Order 12 <i>ante.</i> )			
Free ...	Bricks, bath ...	435	2
20 per cent. ...	Brownware ...	3,291	1,492
2s. 6d. per cub. foot	Chinaware and porcelain ...	26,150	5,659
1s. 4d. per cub. foot	Earthenware ...	53,133	11,003
3d. to 6d. per doz. and 6d. per cub. foot	Glass, bottles ...	30,704	2,315
Free ...	„ plate ...	17,231	2,096
„ ...	„ window ...	25,768	1,790
1s. to 2s. 6d. per cub. foot	Glassware ...	38,771	12,517
20 per cent. ...	Marble, wrought ...	4,243	5,193
Free ...	„ unwrought ...	5,498	129
„ ...	Plaster of paris ...	408	13
„ ...	„ American ...	4,293	...
„ ...	Putty ...	1,414	126
„ ...	Slate slabs ...	707	...
„ ...	Stones, grind ...	814	172
„ ...	„ mill ...	363	43
„ ...	„ unwrought ...	4,124	906
20 per cent. ...	„ wrought ...	3,306	45,361
„ ...	Stoneware ...	...	285
Free ...	Whiting ...	3,052	253
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>			
Free ...	Gold ...	612,897	1,665,261
10 per cent. ...	Gold-leaf ...	2,218	99
20 per cent. and 1s. to 4s. dwt.	Jewellery ...	67,423	19,989
8s. per oz. ...	Plate, gold ...	207	...
2s. per oz. ...	„ silver ...	6,370	3,280
Free ...	Precious stones, cameos, &c. ...	5,322	409
„ ...	Silver ...	1,229	7,846
„ ...	„ ore ...	2	...
„ ...	Specie, copper ...	1	60
„ ...	„ gold ...	166,768	2,251,278
„ ...	„ silver ...	26,600	1,060
„ ...	Quartz ...	1,098	...
<i>Order 32.—Metals other than Gold and Silver.</i>			
Free ...	Antimony, crude ...	...	1,093
„ ...	„ ore ...	...	1,273
25 per c. & free	Brassware ...	29,717	661
Free ...	Copper ...	8,174	1,683
„ ...	„ ore and regulus ...	28	3,120
„ ...	„ sheet ...	10,521	433



IMPORTS AND EXPORTS, 1883—*continued.*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
CLASS V.—MINERALS AND METALS— <i>continued.</i>			
<i>Order 32.—Metals other than Gold and Silver—continued.</i>			
Free ...	Copperwire ... ..	524	...
25 per c. & free	Copperware ... ..	4,382	831
20 per cent. ...	Electro-plated ware ... ..	18,754	...
25 per cent. ...	Grates and stoves ... ..	2,159	1,778
Free ...	Iron, bar and rod ... ..	96,025	9,331
25 per cent. ...	„ bolts and nuts ... ..	19,742	239
„ ...	„ castings ... ..	14,090	2,084
„ ...	„ galvanized buckets and tubs ... ..	18	825
Free ...	„ „ cordage ... ..	1,608	309
„ ...	„ „ guttering, &c. ... ..	...	5,445
„ ...	„ „ sheet ... ..	241,953	15,512
„ ...	„ hoop ... ..	7,698	1,488
„ ...	„ pig ... ..	38,504	268
40s. per ton ...	„ pipes, cast ... ..	68,569	2,817
Free ...	„ „ wrought ... ..	69,971	4,133
„ ...	„ plate ... ..	28,155	1,262
„ ...	„ railway rails, &c. ... ..	646,465	1,638
„ ...	„ scrap ... ..	1,554	...
„ ...	„ sheet ... ..	7,541	828
„ ...	„ tanks ... ..	11,991	4,368
„ ...	„ wire, fencing and undescribed ... ..	69,591	26,642
„ ...	„ „ telegraphic ... ..	296	1,776
25 per cent. ...	Ironware, galvanized ... ..	389	...
Free ...	Lead, ore ... ..	6,989	300
„ ...	„ pig ... ..	11,529	381
2s. 6d. per cwt.	„ pipe ... ..	...	1,273
„ ...	„ sheet ... ..	3,071	1,473
25 per cent. ...	Metal, manufactures of ... ..	112,032	52,191
Free ...	„ yellow ... ..	6,367	1,036
„ ...	Metals, undescribed ... ..	226	...
20 per cent. ...	Metalware, mixed ... ..	9,584	2,215
3s. per cwt. ...	Nails ... ..	29,243	6,539
12s. per cwt. ...	„ horseshoe ... ..	6,541	...
Free ...	Ores, mineral earths, clays, &c. ... ..	4,775	3,728
20 per cent. ...	Platedware ... ..	27,525	8,114
Free ...	Plumbago ... ..	208	...
„ ...	Quicksilver ... ..	9,660	314
„ ...	Screws ... ..	7,178	135
„ ...	Spelter ... ..	96	1,718
„ ...	Steel ... ..	27,794	1,929
„ ...	„ cordage ... ..	2,758	422
„ ...	Tin, block ... ..	12,078	8,179
„ ...	„ foil ... ..	1,349	186
„ ...	„ ore ... ..	4,059	33
„ ...	„ „ black sand ... ..	6	430
„ ...	„ plates ... ..	24,792	2,253
25 per cent. ...	Tinware ... ..	4,556	2,310
„ ...	Wire netting ... ..	5,035	75
Free ...	Zinc, ingots ... ..	63	35
25 per cent. ...	„ perforated ... ..	663	...
Free ...	„ sheet ... ..	1,910	143

IMPORTS AND EXPORTS, 1883—*continued.*\*\* For the position of any article, see Index *ante.*

Rate of Import Duty.	Articles.	Value of Imports.	Value of Exports.
		£	£
<b>CLASS VI.—LIVE ANIMALS AND PLANTS.</b>			
<i>Order 33.—Animals and Birds.</i>			
Free	Birds	...	30
"	Deer	...	30
"	Dogs	...	299
"	Hares	...	36
5s. each	Horned cattle*	312,500	194,659
"	Horses*	101,331	269,031
...	Kangaroos	...	8
Free	Leeches	...	55
2s. each	Pigs	2,354	1,653
Free	Poultry	100	188
6d. each	Sheep*	506,751	339,493
Free	Other	672	...
<i>Order 34.—Plants.</i>			
Free	Plants	4,324	8,736
<b>CLASS VII.—MISCELLANEOUS MATTERS.</b>			
<i>Order 35.—Miscellaneous Articles of Trade, &amp;c.</i>			
25 per cent.	Brushware and brooms, hair	12,853	3,418
"	" undescrbed	2,466	2,714
Free	Fancy goods	94,819	19,479
"	Grindery	23,775	9,842
"	Hardware and ironmongery, undescrbed	177,880	49,347
"	Holloware	10,840	396
20 and 10 p. c.	Oilmen's stores, unenumerated	14,435	20,604
Free	Ordnance stores, undescrbed	102,352	786
"	Photographic goods	4,936	2,551
"	Printing materials	24,360	11,580
"	Telegraphic materials (except wire)	16,175	6,477
"	Travellers' samples	58,650	82,245
<i>Order 36.—Indefinite Articles.</i>			
Free	Curiosities	293	817
...	Exhibition goods	...	7,660
10 p.c. and free	Goods, manufactured	60,794	6,112
Free	Personal effects	36,513	30,123
"	Specimens of natural history	997	877
Total		17,743,846	16,398,863

NOTE.—The value of the overland traffic included in this table was as follows:—Imports, £2,358,834; exports, £1,593,660. The former consisted chiefly of wool and live stock. The exports also include goods exported for drawback valued at £765,342.

Imports,  
exports,  
and trade,  
1883.

686. In 1883, the total declared value of the imports having been £17,743,846, and that of the exports £16,398,863, the excess of imports over exports was £1,344,983, and the whole value of the external trade of the colony was £34,142,709.

\* For numbers of cattle, horses, and sheep imported overland, see final paragraphs of this Part.

687. The value of imports was less in 1883 than in 1882 by £1,004,235; but the value of exports was greater than in that year by £205,284. The value of the total trade was thus less than in the previous year by about £800,000. Imports and exports, 1882 and 1883, compared.

688. The imports in 1883, as indicated by their values, were higher than in any year of the colony's history except 1882; the exports in 1883, according to the same standard, exceeded those in any previous year. Imports and exports, 1883 and former years.

689. In the year under review, the value per head of imports was lower by £1 14s. 3d., and of exports by 6s. 1d., than in 1882. The total value of external trade per head was thus lower in 1883 than in 1882 by £2 0s. 4d. The following table shows the value of imports and exports per head in each of the thirty-three years ended with 1883:— Imports and exports per head.

## IMPORTS AND EXPORTS PER HEAD, 1851 TO 1883.

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
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	1	18	3	8	39	4	9
1883	19	6	10	17	17	7	37	4	5

\* 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  
Austral-  
asian  
colonies.

690. 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 ten years ended with 1882:—

## 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	1873	16,533,856	21	12	0	15,302,454	19	19	10
	1874	16,953,985	21	16	0	15,441,109	19	17	1
	1875	16,685,874	21	3	10	14,766,974	18	15	1
	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	0
	1882	18,748,081	21	1	1	16,193,579	18	3	8
Mean of 10 years	...	16,346,229	19	19	4	15,064,483	18	7	10
New South Wales	1873	11,088,388	20	3	5	11,815,829	21	9	10
	1874	11,293,739	19	14	8	12,345,603	21	11	5
	1875	13,490,200	22	13	1	13,671,580	22	19	2
	1876	13,672,776	22	2	4	13,003,941	21	0	8
	1877	14,606,594	22	12	3	13,125,819	20	6	4
	1878	14,768,873	21	15	8	12,965,879	19	2	6
	1879	14,198,847	19	17	8	13,086,819	18	6	7
	1880	13,950,075	19	6	10	15,525,138	21	10	6
	1881	17,409,326	22	16	4	16,049,503	21	0	8
	1882	21,281,130	26	12	5	16,716,961	20	18	3
Mean of 10 years	...	14,575,995	21	15	5	13,830,707	20	16	7
Queensland	1873	2,885,499	20	11	10	3,542,513	25	5	7
	1874	2,962,439	19	2	0	4,106,462	26	9	6
	1875	3,328,009	19	6	1	3,857,576	22	7	6
	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
Mean of 10 years	...	3,635,754	18	13	5	3,689,084	19	10	10
South Australia*	1873	3,841,100	19	13	8	4,587,859	23	10	2
	1874	3,983,290	19	15	8	4,402,855	21	17	4
	1875	4,203,802	20	5	1	4,805,051	23	3	1
	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
Mean of 10 years	...	4,949,699	20	12	11	4,869,836	20	12	8

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

IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Imports.			Exports.				
		Total Value.	Value per Head.			Total Value.	Value per Head.		
		£	£	s.	d.	£	£	s.	d.
Western Australia	1873	297,328	11	11	0	265,217	10	6	0
	1874	364,263	14	0	4	428,837	16	10	1
	1875	349,840	13	4	5	391,217	14	15	8
	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
Mean of 10 years	...	381,378	13	13	5	436,430	15	11	11
Tasmania	1873	1,107,167	10	13	9	893,556	8	12	6
	1874	1,257,785	12	1	5	925,325	8	17	7
	1875	1,185,942	11	8	3	1,085,976	10	9	0
	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
Mean of 10 years	...	1,305,609	11	18	0	1,272,450	11	11	3
New Zealand	1873	6,464,687	22	9	4	5,610,371	19	9	11
	1874	8,121,812	25	9	4	5,251,269	16	9	4
	1875	8,029,172	22	7	6	5,828,627	16	4	10
	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
Mean of 10 years	...	7,585,283	18	19	4	5,952,143	14	16	4

NOTE.—For the imports and exports of the different colonies during 1883, see General Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

691. It will be remarked that in 1882 both gross imports and gross exports were considerably above the average in all the colonies except Queensland, in which colony, although the gross imports were much above, the gross exports were somewhat below, the average. In Victoria, Queensland, and South Australia, moreover, the imports; in New

Gross im-  
ports and  
exports of  
colonies.

Zealand, the exports ; and in New South Wales, Western Australia, and Tasmania, both imports and exports, were larger in the last than in any previous year.

Imports and exports of colonies per head.

692. Per head of the population, the imports were above, and the exports below, the average in Victoria, Queensland, and South Australia; both imports and exports were above it in New South Wales, Western Australia, and Tasmania; and both were below it in New Zealand.

Order of colonies in respect to imports and exports.

693. In 1879, the total value of exports, in 1881 the total value of imports, and in 1882—for the first time—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. It should be remembered, however, that the Victorian figures are each year largely swelled by the value of wool from the neighbouring colonies brought to Melbourne for convenience of shipment, and this appears in the returns of both imports and exports. The following is the order in which the colonies usually stand in regard to the total value of imports and exports:—

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

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

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

694. The value of imports and exports per head in 1882 was greatest in New South Wales, Victoria being fourth on the list. Over a series of years Victoria stood third in the case of imports per head, and fourth in the case of exports per head; whilst in both cases New South Wales was at the head of the list. Tasmania stood at the bottom of the list as regards both imports and exports per head over a series of years, and as regards the former in 1882 also; but as regards exports per head in 1882, New Zealand stood below Tasmania. The following lists show the order of the colonies in regard both to the imports and the exports per head during the year 1882, and in the ten years 1873 to 1882:—

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

- | Order in 1882.        | Order in a Series of Years. |
|-----------------------|-----------------------------|
| 1. New South Wales.   | 1. New South Wales.         |
| 2. Queensland.        | 2. South Australia.         |
| 3. South Australia.   | 3. Victoria.                |
| 4. Victoria.          | 4. New Zealand.             |
| 5. New Zealand.       | 5. Queensland.              |
| 6. Western Australia. | 6. Western Australia.       |
| 7. Tasmania.          | 7. Tasmania.                |

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

Order in 1882.	Order in a Series of Years.
1. New South Wales.	1. New South Wales.
2. Western Australia.	2. South Australia.
3. South Australia.	3. Queensland.
4. Victoria.	4. Victoria.
5. Queensland.	5. Western Australia.
6. Tasmania.	6. New Zealand.
7. New Zealand.	7. Tasmania.

695. 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 ten years ended with 1882:—

External  
trade in  
Australia  
and Austral-  
asia.

IMPORTS AND EXPORTS OF AUSTRALIA AND AUSTRALASIA,  
1873 TO 1882.

(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 ...	1873	34,646,171	20	9	9	35,513,872	21	0	0
	1874	35,557,716	20	5	7	36,724,866	20	18	11
	1875	38,057,725	20	18	11	37,492,398	20	12	8
	1876	37,466,909	19	19	0	36,289,472	19	6	5
	1877	40,025,798	20	10	7	37,644,664	19	6	2
	1878	40,465,491	19	19	9	36,865,517	18	4	2
	1879	37,736,723	17	19	6	34,232,634	16	6	2
	1880	37,529,431	17	19	10	41,001,545	19	13	1
	1881	43,840,367	20	3	9	40,752,499	18	15	4
	1882	53,564,217	23	16	7	42,387,938	18	17	0
Mean of 10 years	...	39,889,055	20	4	3	37,890,540	19	6	0
Ditto, with Tasmania and New Zealand ...	1873	42,218,025	20	5	5	42,017,799	20	3	6
	1874	44,937,313	20	12	11	42,901,460	19	14	3
	1875	47,272,839	20	14	9	44,407,001	19	9	7
	1876	45,505,083	19	4	0	43,093,920	18	3	7
	1877	48,307,887	19	12	0	45,389,111	18	8	4
	1878	50,545,966	19	15	8	44,196,737	17	6	0
	1879	47,378,783	17	16	5	41,276,857	15	10	6
	1880	45,060,665	16	17	0	48,866,168	18	5	6
	1881	52,728,556	18	19	0	48,368,941	17	7	8
	1882	63,844,359	22	3	8	50,633,335	17	11	10
Mean of 10 years	...	48,779,947	19	12	1	45,115,133	18	4	1

Australian  
and Austral-  
asian trade  
in 1882.

696. It will be observed that in 1882 the total imports and exports of the Australian continent were considerably above the average, as also were the imports per head, but the exports per head were below the average. This was also the case in regard to the continent with the addition of Tasmania and New Zealand.

Intercolonial  
trade.

697. It must be borne in mind that in the foregoing table the 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 the year 1882 :—

#### INTERCOLONIAL TRADE, 1882.

Colony.	Imports.	Exports.
	£	£
Victoria ... ..	5,914,327	5,225,839 *
New South Wales...	7,103,054	7,459,529
Queensland ... ..	4,013,893	2,110,020
South Australia ...	2,262,837	1,836,434
Western Australia ...	284,770	128,510
Total ... ..	19,578,881	16,760,332
Tasmania ... ..	1,141,910	1,187,925
New Zealand ... ..	1,863,865	1,342,144
Grand Total ... ..	22,584,656	19,290,401

Proportion  
of inter-  
colonial to  
total trade.

698. From the figures in the last two tables it is ascertained that the intercolonial import trade of the colonies on the Australian continent amounts to 37 per cent. of the whole import trade, and their intercolonial export trade amounts to 40 per cent. of the whole export trade; but if the continental colonies be combined with Tasmania and New Zealand, these proportions would be reduced to 35 and 38 per cent. respectively.

External  
trade of  
British  
dominions.

699. The following table shows the imports and exports during 1882 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 :—



IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1882.  
(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* ...	436,639,092	12	5	1	327,649,972	9	3	11
Malta ...	26,614,804†	177	13	10	25,933,289‡	173	2	9
ASIA.								
India ...	60,436,155	0	5	11	83,068,198	0	8	2
Ceylon ...	4,370,965	1	11	8	3,411,134	1	4	10
Straits Settlements §	16,290,555	38	9	6	14,711,468	34	14	11
Labuan ...	127,314	20	4	3	133,385	21	3	7
AFRICA.								
Mauritius ...	2,842,008	7	10	7	4,019,093	10	13	0
Natal* ...	2,213,538	5	7	2	731,809	1	15	5
Cape of Good Hope	9,660,641	7	14	6	4,568,956	3	13	1
St. Helena...	94,211	18	12	5	43,473	8	11	1
Lagos ...	428,883	5	13	11	581,064	7	14	4
Gold Coast	392,975	0	19	8	340,019	0	17	0
Sierra Leone	398,815	6	11	8	420,017	6	18	8
Gambia ...	173,890	12	5	9	254,711	18	0	0
AMERICA.								
Canada ...	24,879,062	5	15	6	21,278,584	4	18	5
Newfoundland	1,739,629	9	13	8	1,458,587	8	2	6
Bermudas*	277,401	19	17	9	109,156	7	16	6
Honduras*	232,882	8	9	8	250,633	9	2	8
British Guiana	2,099,633	8	6	6	3,208,631	12	14	5
West Indies—								
Bahamas ...	216,575	4	19	6	161,309	3	14	1
Turk's Island	26,822	5	13	5	24,895	5	5	2
Jamaica ...	1,321,962	2	5	6	1,549,058	2	13	6
St. Lucia*	133,501	3	9	3	222,719	5	15	6
St. Vincent*	152,333	3	15	1	152,530	3	15	7
Barbadoes*	1,162,867	6	15	4	1,193,295	6	18	10
Grenada*	136,374	3	4	4	184,221	4	6	11
Tobago*	46,927	2	11	11	48,245	2	13	5
Virgin Islands*	5,982	1	2	7	4,966	0	18	9
St. Christopher*	188,920	6	9	9	261,488	8	19	5
Nevis* ...	48,369	4	1	6	84,466	7	2	4
Antigua*	179,718	5	2	0	270,846	7	13	8
Montserrat*	28,780	2	17	3	38,120	3	15	7
Dominica*	72,327	2	11	3	65,453	2	6	5
Trinidad	2,399,794	15	13	5	2,452,033	16	0	3
AUSTRALASIA AND SOUTH SEAS.								
Australia, Tasmania, and New Zealand ¶	63,844,359	22	3	8	50,633,335	17	11	10
Fiji* ...	303,329	2	6	8	190,517	1	9	3
Falkland Islands*	37,185	23	18	11	**88,564	57	0	7
Total ...	660,218,577	2	12	3	549,798,239	2	3	6

\* 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 transhipment.

§ Exclusive of the trade between the Settlements.

|| Imports for consumption.

¶ Including Intercolonial trade. For imports and exports of the different Australasian colonies, see table following paragraphs 690 and 697 ante.

\*\* Figures for the year 1880.

Revival of  
external  
trade of  
British  
possessions.

700. On comparing the totals in this table with the corresponding ones for the previous year, an increase is observed in the total value of the imports of Great Britain and her dependencies to the extent of nearly forty-five millions sterling, or about 7 per cent., and an increase in the value of the exports of over thirty millions sterling, or 6 per cent. The increase in the import trade was made up of an increase of twenty-three millions, or  $5\frac{1}{2}$  per cent., in that of the United Kingdom, and twenty-two millions, or 11 per cent., in that of other British possessions; whilst the increase in the export trade was the result of an increase of only eight millions, or  $2\frac{1}{2}$  per cent., in that of the United Kingdom, and an increase of twenty-two millions, or 11 per cent., in that of other British possessions. From a comparison of the figures for a period of seven years, it appears that the total trade both of the United Kingdom and other British possessions was much larger in 1882 than in any of the previous six years. The imports and exports of other British possessions have each increased by about 40 per cent. during the period, and now amount to over two hundred millions sterling per annum; whilst the exports of the United Kingdom have also largely increased, and have amounted during the last three years to over three hundred millions sterling. The following is a summary for the seven years referred to of the imports and exports of the United Kingdom, other British possessions, and of the whole British Empire:—

IMPORTS AND EXPORTS OF THE UNITED KINGDOM AND OTHER  
BRITISH POSSESSIONS, 1876 TO 1882 (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 ...	412,209,	158,507,	570,716,	286,241,	166,074,	452,315,
1877 ...	431,572,	164,360,	595,932,	292,144,	171,645,	463,789,
1878 ...	401,194,	185,009,	586,203,	272,170,	179,760,	451,930,
1879 ...	387,147,	172,866,	560,013,	277,368,	177,984,	455,352,
1880 ...	427,483,	172,636,	600,119,	305,304,	188,191,	493,495,
1881 ...	413,887,	201,669,	615,556,	319,586,	199,889,	519,475,
1882 ...	436,639,	223,580,	660,219,	327,650,	222,148,	549,798,

Victorian  
trade com-  
pared with  
other British  
possessions.

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

Australasian  
trade com-  
pared with  
other British  
possessions.

702. 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 much greater than that of any other possession.

Trade per  
head com-  
pared with  
other British  
possessions.

703. The value of imports per head in Victoria, and in most of the other Australasian colonies, is more than half as large again, and the value of exports per head is twice as large, as in the United Kingdom.

Moreover, omitting the small colonies of Malta (where transhipments are included), the Falkland Islands, and Labuan, 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.

704. The total value and value per head of the general imports and general exports of the principal Foreign countries during 1882 is given in the following table, which has been compiled in the office of the Government Statist, Melbourne, chiefly from official documents :—

External  
trade of  
Foreign  
countries.

### GENERAL IMPORTS AND EXPORTS OF FOREIGN COUNTRIES, 1882.

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

Countries.	Imports.			Exports.					
	Total Value (000's omitted).	Value per Head.			Total Value (000's omitted).	Value per Head.			
<b>EUROPE.</b>									
Austria-Hungary ...	£ 67,676,†	£	s.	d.	£ 83,075,†	£	s.	d.	
Belgium ...	122,022,	21	16	7	109,481,	19	12	0	
Denmark ...	14,122,	7	3	5	10,749,	5	9	2	
France ...	257,530,	6	16	8	207,160,	5	9	11	
German Empire ...	245,595,	5	8	7	247,985,	5	9	8	
Greece ...	6,673,	3	7	5	3,426,	1	14	6	
Holland ...	82,676,†	19	16	4	62,732,†	15	0	9	
Italy ...	58,574,	2	1	2	50,990,	1	15	10	
Portugal ...	9,047,	2	3	6	6,744,	1	12	5	
Russia ...	83,546,	0	19	11§	90,107,	1	1	5§	
Spain ...	26,083,	1	11	4	26,836,	1	12	3	
Sweden and Norway ...	25,182,	3	17	7	19,170,	2	19	1	
<b>ASIA.</b>									
China * ...	22,750,	0	1	4	19,218,	0	1	1	
Japan ...	5,889,	0	3	3	7,449,	0	4	1	
Persia ...	1,000,	0	2	7	500,	0	1	4	
<b>AFRICA.</b>									
Egypt * ...	5,789,	0	17	1	11,288,	1	13	3	
Morocco ...	774,	0	2	6	1,759,	0	5	9	
<b>AMERICA.</b>									
Argentine Confederation ...	12,348,†	4	3	11	12,175,†	4	2	9	
Brazil ...	17,361,	1	11	3	22,235,	2	0	0	
Chili ...	10,735,	4	12	9	14,869,	6	12	9	
Mexico ...	6,892,	0	14	1	6,805,	0	13	11	
United States ...	159,815,	3	3	4	166,658,	3	6	1	
Uruguay ...	3,786,†	8	12	11	4,389,†	10	0	5	
Total ...	1,245,865,	1	12	8	1,185,800,	1	11	1	

NOTE.—The figures for Persia are only estimates; those for Portugal and Mexico are for 1880; those for Denmark, Russia, Spain, and Brazil are for 1881; all the rest are for 1882. In the cases of the Argentine Confederation, Chili, and Uruguay, the official values are given, which are 25 per cent. below the real values.

\* Exclusive of bullion and specie.

† Exports of home produce only.

‡ Imports for home consumption only.

§ These calculations are based upon the population of Russia in Europe. The imports are in the proportion of 16s. 8d. and the exports of 17s. 11d. to the population of the whole Russian empire.

|| Exclusive of the trade carried on in native vessels. The original values are given in Haikwan Taels, each of which has been assumed to be equal to 5s. 8½d., which was the average value during 1882. The value of a *tael* fluctuates, however, from year to year between 5s. 7d. and 6s. 11d.

Trade in  
Australasia  
and other  
countries  
compared.

705. It will be at once seen that the imports and exports of the United Kingdom in 1882\* represent a far higher value than those of any other country in the world, and that those of France and Germany come next in this respect ; then follow in succession, according to their total trade, the United States, Belgium, Russia, Austria-Hungary, and Holland, which are the only other countries possessing a larger external trade than the Australasian colonies taken collectively.\* The external commerce of Victoria† is much greater than that of Denmark, Greece, or Portugal, but is not so extensive as that of Sweden and Norway, or Spain ; it is, however, larger than that of most of the extra-European countries shown in the table.

Trade per  
head in  
Australasia  
and other  
countries  
compared.

706. 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 Belgium and Holland. 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, South Australia, and Queensland is as large as, and that of New South Wales is even larger than, that of Belgium.

Imports and  
exports the  
produce of  
various  
countries.

707. 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 1883, will be found in the following table :—

IMPORTS AND EXPORTS THE PRODUCE OF DIFFERENT  
COUNTRIES, 1883.

Articles the Produce or Manufacture of—	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Victoria ... ..	...	...	13,292,294	81·06
The United Kingdom ...	8,507,964	47·95	1,140,251	6·95
Other British possessions ...	6,608,862	37·25	1,231,311	7·51
Foreign States ... ..	2,627,020	14·80	735,007	4·48
Total ... ..	17,743,846	100·00	16,398,863	100·00

\* See table following paragraph 699 *ante*.

† See table following paragraph 690 *ante*.

708. It will be observed that 81 per cent. of the exports of 1883 were set down as the produce or manufacture of Victoria. This is the highest proportion that has prevailed since 1866, as will be seen by the following table, which 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 seventeen years ended with 1883 :—

## EXPORTS OF VICTORIAN PRODUCE, 1867 TO 1883.

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 4	77·63
1883 ... ..	13,292,294	14 9 10	81·06

709. 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. According to the table, the export trade of local productions has shown a steady and considerable improvement since the unusual depression which prevailed in 1879, whilst the total value thereof was much higher in 1883 than in any of the previous years shown in the table. The value per head in 1883, however, was not so high as in 1868, 1871, 1873, or 1874, but was above that in any other year since 1867.

710. 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 1883, the names of all the most important articles being given :—

**EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE  
OF VICTORIA, 1877 TO 1883.**

(See Index following paragraph 685 *ante*.)

Order.	Articles.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
		£	£	£	£	£	£	£
1	Stationery ...	13,227	20,588	21,950	20,084	19,441	21,891	23,387
9	Agricultural implements	10,492	11,424	10,619	8,476	14,198	15,592	14,119
10	Machinery ...	51,728	68,538	50,929	54,995	82,166	123,180	138,407
10	Saddlery and harness	9,262	14,554	14,244	14,649	21,383	22,883	22,417
13	Furniture and upholstery	28,678	45,567	28,604	29,015	31,282	37,651	46,832
14	Manure ...	2,535	7,612	16,871	11,171	13,206	16,111	27,869
14	Drugs and chemicals	4,682	6,514	8,267	4,916	6,212	7,725	15,400
15	Woollens and woollen piece goods	15,972	23,913	18,510	12,213	6,947	15,692	12,546
19	Apparel & slops	138,771	204,525	189,607	178,308	226,203	258,393	245,998
19	Boots and shoes	34,643	43,286	48,906	54,131	45,856	47,250	39,958
20	Cordage ...	14,681	20,627	15,711	15,038	16,879	26,721	27,613
21	Butter, cheese	36,339	67,350	59,714	82,490	100,987	113,852	117,835
21	Hams, bacon, lard	5,391	7,176	13,584	15,007	16,155	12,195	15,422
21	Beef and pork, salted	2,515	7,583	14,850	10,779	14,073	24,509	26,901
21	Preserved meats	123,406	74,837	69,054	142,368	102,306	49,674	76,015
22	Biscuit... ..	22,147	30,934	26,779	27,656	30,237	32,031	27,663
22	Confectionery	15,156	17,176	14,549	14,440	17,749	20,621	15,712
22	Flour ... ..	113,612	186,515	107,947	244,693	206,932	286,627	250,674
22	Grain & pulse—							
22	Wheat ... ..	32,263	96,613	140,558	597,382	668,234	631,473	353,309
22	Other* ... ..							17,275
22	Fruit ... ..	4,853	12,655	9,663	11,753	6,804	12,724	18,573
22	Jams and preserves	4,061	6,005	9,023	12,513	6,778	7,328	23,276
22	Oatmeal ... ..	5,590	9,613	9,799	8,800	12,368	19,673	22,512
22	Onions... ..	5,131	10,394	7,433	11,238	20,364	35,398	31,599
22	Potatoes .. ..	77,840	72,983	59,895	58,307	57,091	110,544	110,885
22	Sugar, refined, and molasses	150,967	139,688	144,721	166,963	208,782	214,777	216,501
22	Vegetables ...	2,123	2,500	1,554	4,646	4,258	4,565	30,706
23	Wine ... ..	3,172	5,192	7,837	4,558	5,388	11,894	11,493
24	Bones ... ..	1,815	1,895	1,932	2,037	1,630	2,319	1,287
24	Bone-dust ... ..	27,720	7,663	6,059	15,131	12,144	12,503	8,900
24	Candles ... ..	9,060	3,941	686	1,090	1,331	480	341
24	Glue pieces ...	2,708	2,729	970	1,524	1,112	1,819	667
24	Hides ... ..	2,997	9,417	20,217	9,953	6,239	6,838	4,118
24	Horns and hoofs	2,651	3,843	2,806	3,314	1,118	2,586	1,673
24	Leather ... ..	201,583	215,717	227,312	294,043	297,427	329,146	359,870
24	Skins — sheep, &c.	30,037	19,614	30,323	85,554	104,352	129,267	117,538
24	Soap ... ..	7,702	14,882	10,564	11,661	11,596	15,229	12,709
24	Stearine ... ..	28,441	26,616	37,556	42,431	48,626	32,213	13,486
24	Tallow... ..	90,455	103,879	150,867	192,394	247,372	186,484	232,400
24	Wool †... ..	4,372,936	4,330,628	3,564,721	4,234,045	4,070,589	4,792,084	5,213,198
25	Bark and timber	68,717	100,817	40,371	59,840	35,917	43,471	50,239
25	Bran and pollard	3,453	17,115	4,469	15,785	9,426	4,182	11,487
25	Hay and chaff	38,838	26,850	15,688	52,879	81,196	146,199	125,919
25	Seeds ... ..	3,670	8,036	8,607	10,815	14,097	13,894	2,083
26	Oil—neatsfoot, and ex tallow	16,518	18,980	16,267	12,378	17,575	18,568	8,209

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

\* Not including malt.

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

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE  
OF VICTORIA, 1877 TO 1883—*continued.*

(See Index following paragraph 685 *ante.*)

Order.	Articles.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
		£	£	£	£	£	£	£
31	Gold—bullion	2,037,027	1,385,769	857,294	772,212	1,588,738	1,381,088	1,569,819
31	„ specie	2,814,907	2,399,741	1,352,883	2,919,610	3,090,999	2,208,221	2,251,278
32	Minerals, metals, &c., exclusive of gold	57,876	76,059	50,350	65,550	62,847	45,280	75,846
33	Horned cattle	22,072	70,132	57,908	49,066	83,110	131,035	193,188
„	Horses ... ..	115,235	143,654	135,577	182,553	185,295	299,874	268,911
„	Sheep ... ..	178,878	217,950	97,885	96,690	184,126	163,458	327,598
34	Plants ... ..	1,819	5,132	4,623	5,001	6,170	7,261	8,736
35	Hardware and manufactures of metals	14,865	22,321	25,761	25,268	31,292	69,415	28,057
„	Oilmen's stores	5,292	10,256	16,286	10,121	11,497	12,795	13,133
...	All other articles	182,577	208,601	210,697	232,933	312,467	334,105	410,707
	Total ...	11,269,086	10,676,499	8,069,857	11,220,467	12,480,567	12,570,788	13,292,294

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

711. It will be observed that in 1883 the value of exports of Victorian-produced biscuit, flour, and grain amounted to only £648,921, which was less by £300,000 than in 1882, less by £250,000 than in 1881, and less by £220,000 than in 1880; that the value of exports of wool entered as Victorian amounted to £5,213,198, which exceeded by over £400,000 the value in 1882, and was also much above that in any of the other years named; that the value of exports of Victorian gold (bullion and specie) amounted to £3,821,097, or to over £230,000 more than in 1882, but to less than in 1877 or 1881 by nearly a million sterling; also that the value of the exports of the three articles combined amounted to 73 per cent. of the total value of the exported produce of the colony. It will also be noticed that in 1883, as compared with 1882, a falling-off, according to value, took place in the exports of home-produced agricultural implements, saddlery and harness, woollens and woollen piece goods, apparel and slops, boots and shoes, biscuit, confectionery, flour, onions, wine, bones and bone-dust, candles, glue pieces, hides horns and hoofs, skins, soap, stearine (which decreased by about two-thirds), hay, seeds, oil, horses, hardware, &c. (which decreased by more than half); but that the values of the exports of all the other home-produced articles named in the table were higher in the year under review than in the previous one—especially in the case of manure, drugs and chemicals, fruit, jams, vegetables, leather, tallow, minerals and metals other than gold, cattle, sheep, and “all other articles,” the values of all

of which—except tallow—were far higher in 1883 than in any of the previous years.

Exports of home produce from Australasian colonies.

712. 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 seven years 1876 to 1882, also the proportion of the value of such articles to that of the total exports :—

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1876 TO 1882.

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 4	77·63
New South Wales ...	1876	10,691,953	17 5 11	82·22
	1877	10,704,758	16 11 5	81·55
	1878	10,716,511	15 16 1	82·65
	1879	10,775,644	15 1 10	82·34
	1880	12,679,782	17 11 7	81·67
	1881	12,895,493	16 18 0	80·35
	1882	13,208,459	16 10 6	79·01
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
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
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



EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1876 TO 1882—*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.	
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
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

713. It will be remarked that in all the colonies except Queensland and South Australia the value of the exports of home produce was highest in the last year named; but in only one colony, viz., Western Australia, was the proportion per head highest in that year; whereas in Queensland, South Australia, and New Zealand the proportion in the last year was either lower than in any previous one, or considerably below the average. It is probable, however, that the same circumstance which, it has been stated,\* makes the returns of Victorian home produce exported not absolutely reliable, may operate against the truthfulness of the returns in the other colonies; consequently, some caution should be exercised in drawing deductions from the figures.

Improved export trade of home produce.

714. New South Wales being a coal-producing country, and being, moreover, from the extent of her territory, able to raise a very large quantity of wool and other pastoral produce, which is only partially counterbalanced by the larger quantities of grain and gold produced in Victoria, the value of home products exported from the former has generally, of late years, been in excess of that from the latter. This was the case in all the years shown except 1877, the difference in 1882 in favour of New South Wales being over £600,000. Victoria is, however, in advance of every Australasian colony except New South Wales in regard to the value of home produce exported. The

Order of colonies in respect to exports of home produce.

\* See paragraph 709 *ante.*

following is the order in which the colonies stood in this respect according to the returns of 1882 :—

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF EXPORTS OF HOME PRODUCE, 1882.

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

715. In respect to the value of exports of domestic produce per head of the population in 1882, Victoria stood fourth on the list, at the top of which stood Western Australia, whose exports seem to consist almost entirely of home products; and at the bottom, New Zealand. South Australia, which was as low as sixth on the list in 1881, rose to the third place in 1882. The following was the order of the colonies in this particular :—

ORDER OF COLONIES IN REFERENCE TO VALUE PER HEAD OF EXPORTS OF HOME PRODUCE, 1882.

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

716. In the same year the value of articles of domestic produce bore a lower proportion to that of the total exports in Victoria than in any other colony, which is probably owing to the total exports of Victoria 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 :—

ORDER OF COLONIES IN REFERENCE TO PROPORTION OF EXPORTS OF HOME PRODUCE TO TOTAL EXPORTS, 1882.

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

717. The aggregate value of the exports of home produce from all the Australasian colonies amounted in 1877 to over 38 millions sterling, in 1878 to over 36 millions, in 1879 to only about 33 millions, in 1880 and 1881 to about 40 millions, and in 1882 to over 41 millions; or in the first two years to 82 per cent., in the next two years to 81 per cent., in 1881 to nearly 83 per cent., and in 1882 to 82 per cent., of the total exports.

718. In 1883, 49 per cent. of the Victorian imports, according to value, were from, and a similar, but somewhat smaller, proportion of the exports were to, the United Kingdom. Nearly 32 per cent. of the

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

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

Exports of Australasian produce.

Trade with various countries, 1883.

former, and 35 per cent. of the latter, were conveyed between Victoria and the neighbouring colonies, chiefly New South Wales. Nearly 12 per cent. of the exports were to Ceylon, the articles being chiefly gold and specie sent by the mail steamers, intended generally, no doubt, for further shipment to the United Kingdom. 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,  
1883.

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
<b>BRITISH COUNTRIES.</b>				
The United Kingdom ...	£ 8,710,290	49·09	£ 7,371,491	44·95
Australasia—				
New South Wales ...	3,906,715	22·01	3,776,761	23·03
Queensland ...	199,019	1·12	16,626	·10
South Australia ...	499,833	2·82	535,737	3·27
Western Australia ...	10,668	·06	89,466	·54
Tasmania ...	371,091	2·09	588,736	3·59
New Zealand ...	671,528	3·80	737,454	4·49
Fiji ...	13,192	·07	44,583	·28
Mauritius ...	706,653	3·98	45,184	·28
Hong Kong ...	134,902	·76	3,660	·03
India ...	341,466	1·92	127,973	·78
Ceylon ...	53,332	·30	1,937,812*	11·82
Straits Settlements ...	27,489	·15	...	...
Other British possessions ...	79,675	·45	12,394	·07
<b>Total ...</b>	<b>15,725,853</b>	<b>88·62</b>	<b>15,287,877</b>	<b>93·23</b>
<b>FOREIGN COUNTRIES.</b>				
Belgium ...	80,990	·46	490,787	2·99
France ...	122,226	·69	290,200	1·77
Germany ...	128,682	·73	34,739	·21
Sweden and Norway ...	240,951	1·36	...	...
Java (Dutch Possession) ...	315,427	1·78	7,901	·05
China ...	462,383	2·60	...	...
United States ...	529,413	2·98	184,798	1·13
Others ...	137,921	·78	102,561	·62
<b>Total ...</b>	<b>2,017,993</b>	<b>11·38</b>	<b>1,110,986</b>	<b>6·77</b>
<b>Grand Total ...</b>	<b>17,743,846</b>	<b>100·00</b>	<b>16,398,863</b>	<b>100·00</b>

719. With the exception of Ceylon, to which, as has been just explained, the greater portion of the gold and specie intended to be sent to England by the mail steamers is entered as an export, most of the British colonies and possessions out of Australasia send to Victoria much more largely than they receive therefrom. It will be observed

Imports from in excess of exports to certain countries.

\* Most of the goods represented by this value were doubtless intended for re-shipment to the United Kingdom.

that in 1883 this was especially the case in regard to Hong Kong, India, and Mauritius. The same circumstance occurs in the case of several Foreign countries, and especially Sweden and Norway, Java, China, and the United States.

Trade with various countries at three periods.

720. The next table shows the value of the Victorian imports from and exports to different countries in 1883 and in the first year of each of the two previous quinquennia :—

IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1873, 1878, AND 1883.

Countries.	Imports therefrom.			Exports thereto.		
	1873.	1878.	1883.	1873.	1878.	1883.
	£	£	£	£	£	£
The United Kingdom	7,873,134	7,389,239	8,710,290	9,741,608	6,458,484	7,371,491
New South Wales ...	3,366,963*	4,121,948	3,906,715	703,494*	2,474,909	3,776,761
Queensland ...	60,648	14,429	199,019	82,435	47,346	16,626
South Australia ...	146,795*	350,148	499,833	361,880*	699,973	535,737
Western Australia ...	2,312	24,050	10,668	55,833	81,357	89,466
Tasmania ...	239,724	285,768	371,091	410,571	507,544	588,736
New Zealand ...	999,358	813,112	671,528	975,146	1,026,292	737,454
Total Australasia	4,815,800	5,609,455	5,658,854	2,589,359	4,837,421	5,744,780
Other British possessions	1,833,058	1,470,706	1,356,709	2,821,328	3,553,350	2,171,606
The United States ...	545,875	595,713	529,413	119,926	23,941	184,798
Other Foreign States	1,465,989	1,096,767	1,488,580	30,233	52,511	926,188
Total ...	16,533,856	16,161,880	17,743,846	15,302,454	14,925,707	16,398,863

Trade at three periods compared.

721. It will be observed that the value of imports from the United Kingdom at the last period was greater than at either of the former periods, but that as compared with the first period there was a falling-off in the value of exports to the United Kingdom. The external trade with the Australasian colonies, except New Zealand, generally shows increase, the most marked case being that of the exports to New South Wales, but both imports from and exports to New Zealand show a falling-off. The trade with Foreign States generally shows increase, but that with "Other British Possessions" shows a slight diminution.

Trade with neighbouring colonies, 1876 to 1883.

722. During the five years ended with 1880, the value of imports to Victoria from the neighbouring colonies generally increased, but since then a falling-off has taken place, and in 1883 the value was less than in any year since 1878. The value of the exports from Victoria to the neighbouring colonies, which had steadily increased until 1878, underwent a marked diminution in 1879, but has since been gradually recovering itself, and in 1883 was far higher than in any previous year,

\* Exclusive of Border traffic.

being then, for the first time, in excess of the value of the imports from the other colonies :—

TRADE BETWEEN VICTORIA AND THE OTHER AUSTRALASIAN COLONIES, 1876 TO 1883.

Year.	Imports from the Neighbouring Colonies.	Exports to the Neighbouring Colonies.	Excess in favour of	
			Imports.	Exports.
	£	£	£	£
1876 ...	5,477,747	3,811,085	1,666,662	...
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

723. In 1883, 85 per cent. of the imports were landed, and the same proportion of the exports were shipped, at the port of Melbourne. About an eighth of the imports entered the colony at the Murray ports, but only about a tenth of the exports were sent away therefrom. The chief of these ports is Echuca, at which  $6\frac{3}{4}$  per cent. of the total imports were landed. The only important port of shipment in Victoria, except Melbourne, is Geelong, from which, in 1883, 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, 1883.

Ports.	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Melbourne ... ..	15,164,815	85·47	14,027,403	85·54
Geelong ... ..	181,829	1·03	683,749	4·17
Portland ... ..	17,104	·10	60,168	·37
Belfast ... ..	600	·00	751	·00
Warrnambool ... ..	20,664	·12	33,132	·20
Murray ports and places—				
Cowana ... ..	1,361	·01	14,783	·09
Echuca ... ..	1,199,925	6·76	270,884	1·66
Narung ... ..	7,079	·04	775	·00
Swan Hill ... ..	48,471	·27	6,264	·04
Tocumwall ... ..	50,085	·28	22,793	·14
Wahgunyah ... ..	388,963	2·19	57,401	·35
Wodonga ... ..	545,011	3·07	264,153	1·61
Howlong ... ..	8,620	·05	5,295	·03
Yarrawonga ... ..	5,839	·03	6,921	·04
Ports unspecified ... ..	...	...	889,595*	5·42
Stations, Border, &c. ... ..	103,480	·58	54,796	·34
Total ... ..	17,743,846	100·00	16,398,863	100·00

724. 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

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

Imports and exports at each port.

Exports coastwise from three ports.

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 :—

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

Chief articles  
exported  
coastwise.

725. 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.

Imports of  
principal  
articles at  
three  
periods.

726. The values of sixty-five of the principal articles imported in 1883 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, 1873, 1878, AND 1883.

(See Index following paragraph 685 *ante*.)

Order.	Articles.	Value of Imports.		
		1873.	1878.	1883.
		£	£	£
1	Books ... ..	146,150	180,163	220,711
	Stationery ... ..	71,753	60,933	84,402
2	Musical instruments ... ..	59,156	71,397	97,927
6	Watches, clocks, and watchmakers' materials	42,465	67,755	82,418
9	Cutlery ... ..	49,055	26,562	23,307
	Machinery ... ..	98,496	110,546	233,356
	Sewing machines ... ..	95,636	71,869	118,619
	Tools and utensils ... ..	85,403	37,103	48,573
12	Building materials ... ..	52,065	62,058	51,324
13	Furniture and upholstery ... ..	35,338	57,578	68,299
14	Drugs and chemicals ... ..	89,593	74,043	75,544
	Matches and vestas ... ..	62,054	41,494	41,041
	Opium ... ..	144,013	71,308	57,986
	Paints and colours ... ..	33,634	64,351	70,131

IMPORTS OF PRINCIPAL ARTICLES, 1873, 1878, AND 1883—*continued.*(See Index following paragraph 685 *ante.*)

Order.	Articles.	Value of Imports.		
		1873.	1878.	1883.
		£	£	£
15	Carpeting and druggeting ...	62,665	59,834	72,047
	Woollens and woollen piece goods ...	913,648	866,179	793,015
16	Silks ...	293,043	256,549	247,982
17	Cottons ...	638,147	663,262	836,496
	Linen piece goods, &c. ...	55,516	41,110	28,340
18	Drapery ...	128,331	... *	... *
	Haberdashery ...	210,678	269,855	348,672
19	Apparel and slops ...	292,253	370,350	316,047
	Boots and shoes ...	275,631	213,435	123,246
	Gloves ...	52,497	81,303	95,803
	Hats, caps, and bonnets ...	105,593	138,096	128,241
	Hosiery ...	144,456	128,521	141,694
	Millinery ...	25,862	... *	... *
20	Bags and sacks (including woolpacks)	218,925	149,559	187,076
21	Butter and cheese ...	4,299	3,570	4,015
	Fish ...	126,011	126,540	162,502
	Meats—fresh, preserved, and salted ...	7,280	8,642	11,292
22	Flour and biscuit ...	2,759	6,389	16,141
	Fruit (including currants and raisins)	144,426	130,562	193,238
	Grain—oats ...	90,142	92,447	62,400
	"    wheat ...	13,296	8,176	5,123
	"    other (including malt and rice)	518,807	422,060	201,330
	Sugar and molasses ...	1,304,631	1,089,734	1,358,523
23	Beer, cider, and perry ...	209,772	187,425	197,702
	Coffee ...	71,479	66,122	46,211
	Hops ...	75,277	56,952	93,400
	Spirits ...	405,302	371,143	409,285
	Tea ...	757,591	540,930	563,908
	Tobacco, cigars, and snuff ...	334,460	268,864	211,773
	Wine ...	173,282	147,569	158,969
24	Candles ...	107,361	35,088	21,603
	Hides, skins, and pelts ...	53,408	105,381	129,975
	Leather, leatherware, and leathern cloth	96,040	138,836	164,188
	Wool † ...	1,841,515	2,362,697	2,043,588
25	Paper (including paper bags) ...	181,988	166,801	203,295
	Timber ...	588,498	533,626	706,424
26	Oil of all kinds ...	253,957	247,158	192,896
28	Coal ...	245,596	356,994	375,947
29	Earthenware, brownware, & chinaware	61,839	66,474	82,574
	Glass and glassware ...	80,098	87,214	112,474
31	Gold (exclusive of specie) ...	991,410	673,370	612,897
	Specie—gold ...	42,589	320,600	166,768
	"    other ...	65,384	9,616	26,601
	Jewellery... ...	45,896	52,502	67,423
32	Iron and steel (exclusive of railway rails, telegraph wire, &c.)	495,041	715,745	691,367
	Nails and screws ...	82,789	48,292	42,962
33	Live stock ...	842,988	617,179	922,936
35	Fancy goods ...	38,519	45,594	94,819
	Hardware and ironmongery ...	81,844	157,358	178,269
	Oilmen's stores ...	26,445	14,749	14,435
	<b>Total</b> ...	<b>14,944,075</b>	<b>14,517,612</b>	<b>15,139,550</b>

\* In 1878 and 1883 articles formerly comprised under the heads of Drapery, and Millinery, were distributed under other headings.

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

Ten chief  
articles of  
import,  
1883.

727. Of all the articles named in the table the most important, according to value, are wool—principally overland from New South Wales, sugar, live stock, cottons, woollens, gold—inclusive of specie, timber, iron and steel, tea, and spirits—in the order named; the values of which varied in 1883 from over two millions sterling for wool to about £400,000 for spirits. The aggregate value of these ten items amounted in 1883 to about three-fifths of the total value of all the articles named in the table.

Imports  
of three  
periods  
compared.

728. The total value of the articles named in the table was greater in 1883 than in 1878 by nearly two-thirds of a million sterling, but greater than in 1873 by only £200,000. The only articles which showed marked decrease at the last period, as compared with either of the former ones, are cutlery, building materials, matches and vestas, opium, woollens, silks, linen piece goods, boots and shoes, grain of all kinds, coffee, spirits, tobacco, candles, gold, nails and screws, and oilmen's stores; but an increase took place in most of the other items. Many of the decreases referred to are in all probability chiefly owing to the increased production of the articles in the colony. Of the numerous items which show considerable increase, as compared with either of the former periods, the more important are books and stationery, musical instruments, watches and clocks, machinery, sewing machines, cottons, haberdashery, gloves, fish, fruit, hops, hides and skins, leather, &c., paper, timber, coal, earthenware chinaware and glass, live stock, fancy goods, and hardware and ironmongery.

Exports of  
principal  
articles at  
three  
periods.

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

#### EXPORTS OF PRINCIPAL ARTICLES, 1873, 1878, AND 1883.

(See Index following paragraph 685 *ante*.)

Order.	Articles.	Value of Exports.		
		1873.	1878.	1883.
		£	£	£
1	Books ... ..	18,475	66,464	85,080
	Stationery ... ..	46,317	44,400	44,460
9	Machinery ... ..	62,347	114,582	184,135
15	Woollens and woollen piece goods ...	64,640	128,121	106,807
18	Drapery * ... ..	132,169	... *	... *
19	Apparel and slops ... ..	129,514	283,862	311,597
	Boots and shoes ... ..	56,220	125,359	64,015
21	Butter and cheese ... ..	7,386	68,542	117,841
	Meats—fresh and preserved ... ..	242,183	75,627	89,052
	„ salted (including hams and bacon)	4,710	16,497	40,513
22	Flour and biscuit ... ..	61,599	222,654	295,571
	Grain—wheat ... ..	6,940	88,626	356,156

\* See footnote (\*) on page 345 *ante*.



EXPORTS OF PRINCIPAL ARTICLES, 1873, 1878, AND 1883—*continued.*(See Index following paragraph 685 *ante.*)

Order.	Articles.	Value of Exports.		
		1873.	1878.	1883.
		£	£	£
	Grain—oats ... ..	4,057	12,307	10,661
	„ other (including malt and rice)	71,337	103,567	81,935
	Potatoes ... ..	27,938	72,983	110,885
	Sugar and molasses ... ..	158,761	262,722	266,779
23	Coffee ... ..	27,203	31,743	20,840
	Spirits ... ..	85,261	147,840	93,148
	Tea ... ..	269,794	258,421	395,046
	Tobacco, cigars, and snuff ... ..	170,966	223,492	145,551
	Wine ... ..	44,484	67,637	44,004
24	Bones and bone-dust ... ..	11,974	9,558	10,187
	Candles ... ..	9,537	22,291	9,672
	Horns and hoofs ... ..	4,702	3,843	1,673
	Hides ... ..	6,137	9,417	4,118
	Skins and pelts ... ..	47,522	19,706	117,538
	Leather, leatherware & leathern cloth	222,471	224,546	387,423
	Soap ... ..	5,285	15,114	13,090
	Tallow ... ..	233,091	103,879	232,400
	Wool * ... ..	5,738,638	5,810,148	6,054,613
25	Bark ... ..	12,813	75,129	30,488
	Hay, straw, and chaff ... ..	9,785	26,850	125,919
	Timber ... ..	10,194	51,167	36,695
26	Oil of all kinds ... ..	62,390	73,137	40,340
31	Gold (exclusive of specie) † ... ..	5,168,614	1,495,449	1,665,261
	Specie—gold † ... ..	1,098,015	2,399,741	2,251,278
	„ silver ... ..	19,160	1,715	1,060
32	Antimony ore, regulus, &c. ... ..	14,406	33,143	2,366
	Copper ore, regulus, &c. ... ..	17,709	38,896	5,236
	Tin, tin ore, and black sand ... ..	18,434	4,298	8,642
33	Live stock ... ..	103,630	440,908	804,836
35	Hardware and ironmongery ... ..	66,103	82,190	49,347
	Total ... ..	14,572,911	13,356,571	14,716,258

730. It appears from this table that the staple articles of Victorian export are wool—of which the value in 1883 was £6,055,000, and gold (inclusive of specie), valued at £3,917,000—which two articles alone contribute two-thirds of the total value of all the articles named in the table; next in order are live stock, £805,000, and breadstuffs, £652,000; then tea, leather, apparel and slops, sugar, and tallow, in the order named—the values of which varied in 1883 between £400,000 and £230,000. It will be noticed, however, that, of these, tea and sugar (excepting the process of refining) are not produced in Victoria, and are merely re-exports. The value of the nine articles just named amounted in 1883 to over 13 millions sterling, which leaves the small balance of only  $1\frac{3}{4}$  millions distributed over the other 33 heads.

Nine chief articles of export, 1883.

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

† The relative proportions of these items exported were affected by the opening of the Melbourne Mint, which took place in 1872.

Exports of three periods compared.

731. It will be observed that the figures for 1883 in the majority of cases compare favorably with those for the former periods. One important exception, however, is gold (including specie), of which the value in 1883, although greater than in 1878 by £20,000, was less than in 1873 by over 2½ millions sterling. Of all articles of export those which show the most remarkable expansion at the last period are live stock, wheat and flour, and leather and skins—the exports in 1883 of the first having increased since 1878 by £360,000, the second by about £340,000, and the third by about £260,000. Only a few of the articles show a considerable decrease at the last period; the most important of these are boots and shoes—exports of which have gradually fallen off since 1880, also tobacco, antimony, and copper.

Excess of imports over exports, &c., 1837 to 1883.

732. In twenty-eight out of the forty-seven years ended with 1883 the value of imports to Victoria exceeded that of exports therefrom, but in the other nineteen years the value of exports was the greater. The following is a statement of the amounts by which the imports exceeded the exports in those years in which the excess was in favour of the former, and the amounts by which the exports exceeded the imports in those years in which the excess was in the opposite direction; also the net excess of imports during the whole period:—

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, 1837 TO 1883.

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	...	1864 ...	1,076,431	...
1838 ...	45,232	...	1865 ...	106,789	...
1839 ...	127,038	...	1866 ...	1,882,165	...
1840 ...	306,507	...	1867 ...	...	1,050,347
1841 ...	164,094	...	1868 ...	...	2,273,328
1842 ...	78,644	...	1869 ...	444,636	...
1843 ...	...	66,446	1870 ...	...	14,256
1844 ...	...	105,785	1871 ...	...	2,215,825
1845 ...	...	215,304	1872 ...	...	179,873
1846 ...	...	109,640	1873 ...	1,231,402	...
1847 ...	...	230,815	1874 ...	1,512,876	...
1848 ...	...	301,683	1875 ...	1,918,900	...
1849 ...	...	275,495	1876 ...	1,508,867	...
1850 ...	...	296,871	1877 ...	1,204,617	...
1851 ...	...	366,472	1878 ...	1,236,173	...
1852 ...	...	3,381,807	1879 ...	2,581,368	...
1853 ...	4,781,093	...	1880 ...	...	1,397,665
1854 ...	5,883,847	...	1881 ...	466,418	...
1855 ...	...	1,485,399	1882 ...	2,554,502	...
1856 ...	...	527,491	1883 ...	1,344,983	...
1857 ...	2,176,697	...	Total ...	38,742,374	14,790,656
1858 ...	1,119,040	...	Deduct	} 14,790,656	...
1859 ...	1,755,032	...	excess of		
1860 ...	2,131,026	...	exports	} 23,951,718	...
1861 ...	...	296,154	Net excess		
1862 ...	448,365	...	of imports		
1863 ...	552,431	...			

733. It will be observed that in the forty-seven years of which mention is made in the table the imports exceeded the exports by nearly £24,000,000, or an average of £510,000 per annum; and it should be mentioned that this excess 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.

Balance of trade in forty-seven years.

734. The imports exceeded the exports by the largest amount in 1854, the next in 1853, the next in 1879, and the next in 1882. The excess of exports over imports was greatest in 1852, next in 1868, next in 1871, next in 1855, and next in 1880.

Years in which excess of imports or exports was highest.

735. In 1882 the imports exceeded the exports in all the Australasian colonies except Western Australia. The imports were in excess of the exports in Victoria and New Zealand in all of the years mentioned below, except one; also in Tasmania and New South Wales with four exceptions; but in Western Australia in all the years but one, in Queensland in all but three, and in South Australia in all but five, 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 ten years ended with 1882, and the net result for each colony over the whole period:—

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

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN AUSTRALASIAN COLONIES, 1873 TO 1882.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 10 Years of—	
				Imports over Exports.	Exports over Imports.
		£	£	£	£
Victoria ...	1873	1,231,402	...	} 12,817,458	...
	1874	1,512,876	...		
	1875	1,918,900	...		
	1876	1,508,867	...		
	1877	1,204,617	...		
	1878	1,236,173	...		
	1879	2,581,368	...		
	1880	...	1,397,665		
	1881	466,418	...		
	1882	2,554,502	...		
New South Wales ...	1873	...	727,441	} 7,452,876	...
	1874	...	1,051,864		
	1875	...	181,380		
	1876	668,835	...		
	1877	1,480,775	...		
	1878	1,802,994	...		
	1879	1,112,028	...		
	1880	...	1,575,063		
	1881	1,359,823	...		
	1882	4,564,169	...		

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1873 TO 1882—*continued.*

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 10 Years of—	
				Imports over Exports.	Exports over Imports.
		£	£	£	£
Queensland ...	1873	...	657,014	}	533,300
	1874	...	1,144,023		
	1875	...	529,567		
	1876	...	749,022		
	1877	...	292,593		
	1878	245,658	...		
	1879	...	353,145		
	1880	...	360,864		
	1881	523,259	...		
	1882	2,784,011	...		
South Australia ...	1873	...	746,759	}	798,630
	1874	...	419,565		
	1875	...	601,249		
	1876	...	239,987		
	1877	...	1,020		
	1878	364,590	...		
	1879	251,423	...		
	1880	6,992	...		
	1881	836,307	...		
	1882	1,347,898	...		
Western Australia ...	1873	32,111	...	}	550,521
	1874	...	64,574		
	1875	...	41,377		
	1876	...	11,256		
	1877	...	10,645		
	1878	...	49,441		
	1879	...	87,585		
	1880	...	145,514		
	1881	...	97,939		
	1882	...	74,301		
Tasmania ...	1873	213,611	...	}	331,591
	1874	332,460	...		
	1875	99,966	...		
	1876	2,020	...		
	1877	...	108,304		
	1878	9,117	...		
	1879	...	33,622		
	1880	...	142,708		
	1881	...	124,432		
	1882	83,483	...		
New Zealand ...	1873	854,316	...	}	16,331,413
	1874	2,870,543	...		
	1875	2,200,545	...		
	1876	1,231,706	...		
	1877	645,946	...		
	1878	2,740,138	...		
	1879	2,631,459	...		
	1880	...	190,681		
	1881	1,396,179	...		
	1882	1,951,262	...		
Total ...	...	48,858,747	12,210,600	37,731,968	1,083,821
Deduct excess of exports ...	...	12,210,600	...	1,083,821	...
Net excess of imports ...	...	36,648,147	...	36,648,147	...

736. It will be observed that during the ten years to which the table relates goods to the value of nearly 13 millions sterling were received by Victoria, of over 7 millions by New South Wales, of over three-quarters of a million by South Australia, of a third of a million by Tasmania, and of over 16 millions by New Zealand, in excess of the values of the goods sent away; but that goods to the value of over half a million were sent away by Queensland and by Western Australia above the value of the goods received.

Colonies in which imports exceed exports, and contrary.

737. During the period alluded to it will be found that the Australian continent, taken as a whole, received goods to the value of £19,985,143 more than it exported, whereas the surplus received by the continent, with the addition of Tasmania and New Zealand, amounted to £36,648,147.

Imports in excess of exports, &c., in Australia and Australasia.

738. 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 year 1875 the excess of imports over exports was 98 millions; in 1876, 126 millions; in 1877, 139 millions; in 1878, 129 millions; in 1879, 110 millions; in 1880, 122 millions; in 1881, 94 millions; and in 1882, 109 millions.

Excess of imports in United Kingdom.

739. The following are the British possessions in which in 1882 the imports exceeded the exports, and the contrary†:—

British possessions in which imports exceed exports, &c., 1882

**BRITISH POSSESSIONS IN WHICH IMPORTS, 1882, EXCEEDED EXPORTS, AND THE CONTRARY.**

Imports exceeded Exports in—	Exports exceeded Imports in—
United Kingdom,	India,
Malta,	Labuan,
Ceylon,	Mauritius,
Straits Settlements,	Lagos,
Natal,	Sierra Leone,
Cape of Good Hope,	Gambia,
St. Helena,	Honduras,
Gold Coast,	British Guiana,
Canada,	Jamaica,
	St. Lucia,
	St. Vincent,
	Barbadoes
	Grenada,
	Tobago,
	St. Christopher,
	Nevis,
	Antigua,
	Montserrat,
	Trinidad,
	Falkland Islands.

740. Taking the British dominions as a whole, the imports in 1882 exceeded the exports in the same year by £110,420,000; if, however, the United Kingdom be omitted, the excess in favour of the imports will be found to have been only £1,431,000.

Excess of imports over exports in British dominions.

741. During 1882, the imports of all the European countries respecting which particulars are given in a previous table ‡ exceeded the

Excess of imports over exports in Foreign countries.

\* 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 699 *ante*.

‡ See table following paragraph 704 *ante*.

exports, with the exception of Austria-Hungary, Germany, and Spain, but in seven of the eleven Foreign countries out of Europe the exports preponderated. The aggregate imports of Foreign countries exceeded the exports by 60 millions sterling, or by 5 per cent.

Transshipments, 1870 to 1883.

742. The following table shows the value of goods transhipped in Victorian ports without being landed during the fourteen years ended with 1883. These goods are not included in the lists of imports and exports :—

TRANSHIPMENTS IN VICTORIAN PORTS, 1870 TO 1883.\*

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

Falling-off of transshipments.

743. It will be observed that the transhipments were greatest during the five years 1874 to 1878, in consequence of heavy transhipments having taken place from and to the mail steamers on the Suez route *viâ* Point de Galle, the terminus of which was, until February 1880, Melbourne. The large decrease, commencing in 1879, was due principally to the falling-off in the quantities of gold coin and bullion received from New South Wales for transhipment.

Transshipments to various countries.

744. The countries from which goods were received for transhipment, and to which they were transhipped, in 1883, 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, 1883.\*

Countries.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
United Kingdom	£ 276,341	£ 364,175
Australasia—		
New South Wales	156,908†	247,334
New Zealand	57,992	87,119
Queensland	...	1,385
South Australia	229,375‡	143,757
Tasmania	183,817§	151,278
Western Australia	205	21,289
Other British Possessions—		
Fiji ...	6,436	4,648
Canada	5	...
Cape Town	460	...
Mauritius	22,559	1,530

\* The full values of the transhipments 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 1882 the number of such packages was 46,509, and in 1883, 50,013.

† Includes wool, £31,002.

‡ Includes wool, £162,442.

§ Includes wool, £56,469.

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1883—  
continued.

Countries.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
Other British Possessions— <i>continued.</i>	£	£
Ceylon ... ..	1,855	715
India ... ..	50,779	2,930
Hong Kong ... ..	88	12
Malden Island ... ..	...	244
Foreign States—		
Denmark ... ..	55	...
France ... ..	14,744	29,735
Germany ... ..	8,518	10
Norway ... ..	121	...
United States... ..	14,589	2,539
Reunion ... ..	3,641	35
China ... ..	26,896	35
Guam ... ..	...	307
Java ... ..	291	...
Philippine Islands ... ..	3,752	350
Total ... ..	1,059,427	1,059,427

745. The Customs revenue in 1883 was less than in 1882 by **£52,000**. This decrease is due to the expiration on the 31st August, 1882, by effluxion of time, of the beer duty. In other respects there is but little difference between the figures for the two years. The following are the amounts received under the different heads in the last three years :—

CUSTOMS REVENUE, 1881 TO 1883.

Heads of Revenue.	Year ended 31st December.		
	1881.	1882.	1883.
	£	£	£
Import duties ... ..	1,643,988	1,823,924	1,832,792
Export duty ... ..	...	3	...
Wharfage and harbour rates*	23,759	29,476	27,346
Excise duties on—			
Spirits ... ..	53,361	52,204	53,680
Beer ... ..	96,048	61,841†	...
Tobacco, cigars, and snuff ... ..	51,223	70,619	68,651
Licences to sell and manufacture tobacco ... ..	1,686	1,445	2,216
Ports and harbours‡	23,064	29,044	28,415
Fees ... ..	7,498	6,946	7,227
Fines and forfeitures ... ..	1,190	59	677
Miscellaneous ... ..	6,882	4,584	6,868
Total ... ..	1,908,699	2,080,145	2,027,872

\* Including the proportion of wharfage rates received from the Melbourne Harbour Trust, amounting to £20,762 in 1881, £26,524 in 1882, and £24,755 in 1883.

† For eight months only.

‡ The amounts in this line are made up of tonnage rates at 1s. per ton, and pilotage at outports. The former amounted to £22,777 in 1881, £28,800 in 1882, and £28,215 in 1883; and the latter to £287 in 1881, £244 in 1882, and £200 in 1883.

Taxation on imports.

746. The import duties received amounted to  $9\frac{3}{4}$  per cent. of the total value of imports in 1882, and to over 11 per cent. in 1883.\*

Pilotage rates.

747. The pilotage rates collected by the Customs on account of the Pilot Board, but not included in the Customs revenue, amounted in 1882 to £31,780, and in 1883 to £30,472.

Drawbacks.

748. 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 1883 the amount paid as drawback was larger than in any previous year, but the value of the goods was not so great as in 1882 or in the years 1875 to 1877. This will be seen by the following figures:—

#### EXPORTS FOR DRAWBACK, 1872 TO 1883.

Year.	Value of Goods Exported for Drawback.	Amount Paid as Drawback.	Year.	Value of Goods Exported for Drawback.	Amount Paid as Drawback.
	£	£		£	£
1872 ...	461,559	29,083	1878 ...	573,454	69,168
1873 ...	522,752	43,685	1879 ...	493,816	59,933
1874 ...	753,033	62,895	1880 ...	606,055	68,018
1875 ...	831,799	79,055	1881 ...	725,957	92,412
1876 ...	832,292	81,915	1882 ...	784,806	93,414
1877 ...	854,509	87,021	1883 ...	765,342	95,241

Drawbacks on Victorian manufactured goods.

749. 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 1883, goods to the value of £173,377, or 23 per cent. of the whole exports for drawback, had undergone some such process. The amount paid as drawback on such goods was £9,767, or about 10 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, 1883.

Articles.	Value.	Amount paid as Drawback.
	£	£
Apparel and slops ...	95,891	7,020
Boots and shoes ...	3,102	56
Confectionery ...	14,828	610†
Jams and preserves ...	21,709	446
Meats, preserved ...	31,663	939
Paper bags ...	2,829	250
Rice (Victorian dressed) ...	1,555	360†
Harness ...	1,800	86
<b>Total</b> ...	<b>173,377</b>	<b>9,767</b>

\* See also paragraph 253 ante.

† Estimated.



750. Partly, no doubt, owing to the increased number of large steamers trading to Melbourne, the tonnage of vessels entering and leaving Victorian ports was greater in 1883 than in any former year; but these seem to have to a certain extent supplanted smaller vessels, as the number of vessels in that year was the smallest during the last sixteen years. The following table contains a statement of the number, tonnage, and crews of vessels inwards and outwards during the sixteen years ended with 1883 :—

## VESSELS ENTERED AND CLEARED, 1868 TO 1883.

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

751. Of the vessels inwards and outwards during 1883, 65 per cent., embracing 48 per cent. of the tonnage, were Colonial; 26 per cent., embracing 40 per cent. of the tonnage, were British; and 9 per cent., embracing 12 per cent. of the tonnage, were Foreign. Of the crews entering and leaving Victorian ports in that year, 50 per cent. were attached to Colonial, 39 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, 1883.

Nationality.	Vessels Entered.			Vessels Cleared.		
	Number.	Tons.	Men.	Number.	Tons.	Men.
Colonial ...	1,304	697,430	30,784	1,333	710,999	31,369
British ...	534	582,803	24,003	545	602,631	23,773
Foreign ...	185	184,519	6,843	186	185,949	6,827
Total ...	2,023	1,464,752	61,630	2,064	1,499,579	61,969

Foreign  
vessels.

752. The following are the nationalities of the Foreign vessels, the numbers entered and cleared of each nationality during 1883 being shown. In that year, of Foreign vessels visiting Victorian ports, the greatest number were German, the next French, and the next Norwegian. In the previous year the American vessels were more numerous than either the French or the Norwegian:—

## FOREIGN VESSELS ENTERED AND CLEARED, 1883.

Country.	Vessels Entered.	Vessels Cleared.	Both.
Germany ... ..	54	57	111
France ... ..	41	38	79
Norway ... ..	38	35	73
United States ... ..	29	29	58
Sweden ... ..	12	16	28
Italy ... ..	3	3	6
Austria ... ..	2	2	4
Russia ... ..	2	1	3
Portugal ... ..	1	2	3
Holland ... ..	1	1	2
Denmark ... ..	...	2	2
Hawaii ... ..	1	...	1
Peru ... ..	1	...	1
Total ... ..	185	186	371

Crews, and  
proportion  
to tonnage.

753. 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 the worst; although in 1883 the latter appear to have much improved in this respect. It is to be remembered, however, that most of the Colonial and many of the British vessels are steamers, whilst a larger proportion of the Foreign ones are 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:—

	1879.	1880.	1881.	1882.	1883.
Colonial vessels had 1 man to	20 tons	20 tons	20 tons	21 tons	22 tons
British       "       "	25 "	22 "	24 "	26 "	25 "
Foreign       "       "	31 "	30 "	36 "	48 "	27 "
All       "       "	22 tons	21 tons	23 tons	24 tons	24 tons

Steam  
and sailing  
vessels.

754. The steamers and sailing vessels which entered and left Victorian ports in 1883, together with their tonnage and crews, were as follow:—

## STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1883.

Description of Vessels.	Vessels.	Tons.	Crews.
INWARDS.			
Steamers ... ..	1,444	1,132,961	54,042
Sailing vessels ... ..	579	331,791	7,588
Total ... ..	2,023	1,464,752	61,630
OUTWARDS.			
Steamers ... ..	1,468	1,150,080	54,479
Sailing vessels ... ..	596	349,499	7,490
Total ... ..	2,064	1,499,579	61,969

755. 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 45 tons. Crews in steam and sailing vessels.

756. Ninety-seven per cent. of the vessels, embracing 99 per cent. of the tonnage, in 1883 arrived with cargoes. In the same year, 79 per cent. of the vessels, embracing a similar proportion 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.

## VESSELS WITH CARGOES AND IN BALLAST, 1883.

State of Vessels.	Vessels.		Tons.	
	Number.	Percentage.	Number.	Percentage.
INWARDS.				
With cargoes ... ..	1,954	96·59	1,445,604	98·69
In ballast ... ..	69	3·41	19,148	1·31
Total ... ..	2,023	100·00	1,464,752	100·00
OUTWARDS.				
With cargoes ... ..	1,621	78·54	1,191,290	79·44
In ballast ... ..	443	21·46	308,289	20·56
Total ... ..	2,064	100·00	1,499,579	100·00

757. In the same year, 79 per cent. of the vessels inwards, embracing 92 per cent. of the tonnage, were entered at Melbourne, and 79 per cent. of the vessels outwards, embracing 91 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 :— Vessels at each port.

## SHIPPING AT EACH PORT, 1883.

Ports.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
Melbourne ... ..	1,598	1,349,397	1,622	1,364,422
Geelong ... ..	60	39,253	53	39,807
Portland ... ..	7	2,428	8	4,551
Belfast ... ..	5	199	5	199
Warrnambool ... ..	25	8,188	50	18,778
Murray ports—				
Wahgunyah ... ..	1	150	1	150
Echuca ... ..	151	23,827	146	29,730
Swan Hill ... ..	143	37,565	143	37,565
Cowana ... ..	33	3,745	33	3,745
Yarrawonga... ..	...	...	3	632
Total ... ..	2,023	1,464,752	2,064	1,499,579

Shipping at  
Murray  
ports.

758. Taking the Murray ports as a whole, it will be observed that 654 vessels, or not quite a sixth of the total number, were entered and cleared thereat; but the burden of these vessels amounted in the aggregate to only 137,109 tons, or less than a twentieth part of the total tonnage entered and cleared.

Shipping in  
Austral-  
asian  
colonies.

759. The following table shows the number and tonnage of vessels entered and cleared in each Australasian colony during the ten years ended with 1882\* :—

## SHIPPING IN AUSTRALASIAN COLONIES.

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Victoria	1873	2,187	756,103	2,226	762,912	4,413	1,519,015
	1874	2,100	777,110	2,122	792,509	4,222	1,569,619
	1875	2,171	840,386	2,223	833,499	4,394	1,673,885
	1876	2,086	810,062	2,150	847,026	4,236	1,657,088
	1877	2,192	939,661	2,219	935,324	4,411	1,874,985
	1878	2,119	951,750	2,173	961,677	4,292	1,913,427
	1879	2,084	963,087	2,083	977,135	4,167	1,940,222
	1880	2,076	1,078,885	2,115	1,101,014	4,191	2,179,899
	1881	2,125	1,219,231	2,123	1,192,671	4,248	2,411,902
	1882	2,089	1,349,093	2,079	1,341,791	4,168	2,690,884
New South Wales	1873	2,161	874,804	2,212	887,674	4,373	1,762,478
	1874	2,217	1,016,369	2,168	974,525	4,385	1,990,894
	1875	2,376	1,109,086	2,294	1,059,101	4,670	2,168,187
	1876	2,313	1,074,425	2,265	1,053,300	4,578	2,127,725
	1877	2,361	1,136,206	2,301	1,101,775	4,662	2,237,981
	1878	2,469	1,267,374	2,307	1,192,130	4,776	2,459,504
	1879	2,391	1,268,377	2,396	1,272,347	4,787	2,540,724
	1880	2,108	1,242,458	2,043	1,190,321	4,151	2,432,779
	1881	2,254	1,456,239	2,103	1,330,261	4,357	2,786,500
	1882	2,437	1,686,620	2,340	1,610,045	4,777	3,296,665

\* For later information, see third folding sheet *ante* and Appendix A *post*.

SHIPPING IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Queensland	1873	582	176,172	569	176,352	1,151	352,524
	1874	713	302,825	657	269,925	1,370	572,750
	1875	868	395,234	831	368,948	1,699	764,182
	1876	954	454,822	895	419,520	1,849	874,342
	1877	1,055	490,077	1,049	466,767	2,104	956,844
	1878	1,111	541,850	1,117	524,908	2,228	1,066,758
	1879	1,261	637,695	1,251	618,699	2,512	1,256,394
	1880	1,225	633,673	1,221	621,903	2,446	1,255,576
	1881	1,312	761,899	1,351	771,909	2,663	1,533,808
	1882	1,492	962,600	1,467	917,991	2,959	1,880,591
South Australia...	1873	799	265,437	732	250,203	1,531	515,640
	1874	720	265,899	720	268,651	1,440	534,550
	1875	844	316,823	790	294,558	1,634	611,381
	1876	881	346,812	890	385,518	1,771	732,330
	1877	864	340,201	843	332,575	1,707	672,776
	1878	1,026	452,738	1,035	453,535	2,061	906,273
	1879	1,092	467,729	1,039	465,162	2,131	932,891
	1880	1,045	590,085	1,111	610,819	2,156	1,200,904
	1881	1,072	640,885	1,081	628,606	2,153	1,269,491
	1882	1,113	675,441	1,099	661,777	2,212	1,337,218
Western Australia	1873	137	69,669	150	70,568	287	140,237
	1874	144	65,351	153	67,476	297	132,827
	1875	154	66,919	151	67,242	305	134,161
	1876	173	79,108	157	75,018	330	154,126
	1877	142	73,596	148	77,537	290	151,133
	1878	155	80,655	161	82,098	316	162,753
	1879	162	84,951	162	85,086	324	170,037
	1880	165	123,985	168	126,444	333	250,429
	1881	185	145,048	183	139,998	368	285,046
	1882	202	172,698	201	171,549	403	344,247
Tasmania	1873	661	118,353	681	119,759	1,342	238,112
	1874	607	119,706	620	119,801	1,227	239,507
	1875	631	129,102	664	133,107	1,295	262,209
	1876	639	141,181	616	136,303	1,255	277,484
	1877	678	159,308	680	160,209	1,358	319,517
	1878	693	159,063	688	156,791	1,381	315,854
	1879	705	189,087	723	192,808	1,428	381,895
	1880	654	205,217	655	208,086	1,309	413,303
	1881	694	192,024	689	191,738	1,383	383,762
	1882	733	208,934	718	208,484	1,451	417,418
New Zealand	1873	739	289,297	704	281,847	1,443	571,144
	1874	856	399,296	822	385,533	1,678	784,829
	1875	926	416,727	940	417,820	1,866	834,547
	1876	878	393,180	866	393,334	1,744	786,514
	1877	812	388,568	848	400,609	1,660	789,177
	1878	926	456,490	886	428,493	1,812	884,983
	1879	894	473,940	908	475,752	1,802	949,692
	1880	730	395,675	786	424,041	1,516	819,716
	1881	765	42,134	762	413,487	1,527	833,621
	1882	795	461,285	769	438,551	1,564	899,836

Shipping in colonies in 1882 and former years.

760. It will be noticed that in the last of the years named in the table the tonnage of vessels trading to all the colonies, except New Zealand, was greater than in any of the former years; also that in all the colonies, except Victoria and New Zealand, the number of vessels was likewise greatest in the last year. In Victoria the number of vessels in that year was exceeded in all the years but one, and in New Zealand in all the years but three; whilst the tonnage of vessels trading to New Zealand was exceeded in one previous year.

Order of colonies in respect to shipping.

761. Of late years the vessels trading to New South Wales have exceeded 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. steamers now go on to Sydney, whilst the San Francisco steamers do not come on to Melbourne; but, with this exception, Victoria has always been 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 number of ships and their tonnage do not cause any variation in the positions of the respective colonies on the list:—

ORDER OF COLONIES IN REFERENCE TO AMOUNT OF SHIPPING ENTERED AND CLEARED, 1882.

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

Shipping in Australia and Australasia.

762. 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 each of the ten years ended with 1882:—

SHIPPING\* IN AUSTRALIA AND AUSTRALASIA.

Year.	Vessels Entered and Cleared in—			
	Australia.		Australia with Tasmania and New Zealand.	
	Number.	Tons.	Number.	Tons.
1873 ... ..	11,755	4,289,894	14,540	5,099,150
1874 ... ..	11,714	4,800,640	14,619	5,824,976
1875 ... ..	12,702	5,351,796	15,863	6,448,552
1876 ... ..	12,764	5,545,611	15,763	6,609,609
1877 ... ..	13,174	5,893,719	16,192	7,002,413
1878 ... ..	13,673	6,508,715	16,866	7,709,552
1879 ... ..	13,921	6,840,268	17,151	8,171,855
1880 ... ..	13,277	7,319,587	16,102	8,552,606
1881 ... ..	13,789	8,286,747	16,699	9,504,130
1882 ... ..	14,519	9,549,605	17,534	10,866,859

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

763. An increase in the aggregate tonnage of the vessels trading to the Australasian colonies is usually observable from year to year. Both the number and the tonnage of vessels were much greater in 1882 than in any previous year, not only as regards the Australian continent, but as regards that continent combined with Tasmania and New Zealand.

Increase in tonnage and vessels to Australia and Australasia.

764. The following is the tonnage of vessels entered at and cleared from British possessions throughout the world in the year 1882. The information is derived entirely from official documents:—

Shipping in British possessions.

SHIPPING IN BRITISH POSSESSIONS, 1882.  
(Exclusive of Coasting trade.)

Country or Colony.	Tonnage of Vessels Entered or Cleared.	Country or Colony.	Tonnage of Vessels Entered or Cleared.
EUROPE.		AMERICA—continued.	
	Tons.		Tons.
United Kingdom ...	61,491,255	West Indies—	
Gibraltar ...	8,540,455	Bahamas ...	266,397
Malta ...	9,595,054	Turk's Island ...	172,640
		Jamaica ...	787,049
ASIA.		St. Lucia ...	403,299
India ...	7,368,886	St. Vincent ...	137,225
Ceylon ...	3,212,434	Barbadoes ...	526,802
Straits Settlements ...	5,632,838	Grenada ...	207,778
Labuan ...	48,794	Tobago ...	50,514
Hong Kong ...	9,914,788	Virgin Islands ...	8,876
		St. Christopher ...	306,983
AFRICA.		Nevis ...	35,534
Mauritius ...	540,326	Dominica ...	220,725
Natal ...	488,124	Montserrat ...	29,163
Cape of Good Hope ...	2,039,165	Antigua ...	253,988
St. Helena ...	105,372	Trinidad ...	839,963
Lagos ...	353,488		
Gold Coast ...	347,972	AUSTRALASIA AND SOUTH SEAS.	
Sierra Leone ...	502,420	Australia, Tasmania, and	
Gambia ...	161,035	New Zealand * ...	10,866,859
		Fiji ...	87,525
AMERICA.		Falkland Islands ...	40,470
Canada ...	7,936,562		
Newfoundland ...	602,498	Total ...	135,138,602
Bermudas ...	189,673		
Honduras ...	177,015		
British Guiana ...	648,658		

765. 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 exceeds that to any other British possession.

Shipping compared with that of other British possessions.

\* Including vessels engaged in the intercolonial trade. For figures relating to each Australasian colony, see paragraph 759 *ante*.

Shipping in  
Foreign  
countries

766. In the next table a statement is given of the tonnage of vessels trading to the principal Foreign countries during 1881. The information has been derived from official documents :—

## SHIPPING IN FOREIGN COUNTRIES, 1881.

Country.				Inwards.	Outwards.	Both.
				Tons.	Tons.	Tons.
Argentine Confederation	...	...	...	1,318,700	1,166,236	2,484,936
Austria (exclusive of Hungary)	...	...	...	5,219,352	5,213,258	10,432,610
Belgium	...	...	...	3,362,564	3,331,098	6,693,662
Denmark	...	...	...	2,466,861	2,447,665	4,914,526
France	...	...	...	12,296,693	12,538,846	24,835,539
Germany	...	...	...	6,377,616	6,518,619	12,896,235
Greece*	...	...	...	1,783,180	1,888,144	3,671,324
Holland	...	...	...	3,436,416	3,606,822	7,043,238
Italy	...	...	...	4,781,130	4,429,872	9,211,002
Japan*	...	...	...	615,784	617,501	1,233,285
Russia	...	...	...	4,662,506	4,680,980	9,343,486
Spain	...	...	...	4,725,062	9,253,237	13,978,299
Sweden and Norway	...	...	...	5,453,928	5,654,294	11,108,222
United States †	...	...	...	15,630,541	15,793,997	31,424,538
Total	...	...	...	72,130,333	77,140,569	149,270,902

Vessels built  
and regis-  
tered.

767. Five vessels were built in Victoria during 1883. These were all small, their average burden being only 88 tons. The vessels registered numbered 24, of an average burden of 275 tons. The following were the classes and sizes of the vessels :—

## VESSELS BUILT AND REGISTERED, 1883.

Vessels Built.				Vessels Registered.			
Description.	No.	Tons.		Description.	No.	Tons.	Men.
Barge	1	382		Barge	1	382	6
Ketch	1	19		Barque	2	733	15
Steamer	3	39		Ketch	7	277	21
				Lighter	1	73	1
				Ship	1	1,190	15
				Steamer	12	3,950	158
Total	5	440		Total	24	6,605	216

Vessels on  
the register.

768. The vessels on the register at the end of 1883 numbered 329, viz., 88 steamers and 241 sailing vessels. The former in the aggregate measured 18,056 tons and carried 869 men; and the latter measured 43,045 tons and carried 1,404 men.

\* The figures for Greece are for 1875, and those for Japan for 1878-9.

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



769. The licences issued in 1883 to lighters numbered 128, and to boats 591. The former were to be employed in the conveyance of goods, and the latter for ferry, passenger, and other purposes. Lighters and boats.

770. 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 at length succeeded in securing the passing of an Act (40 Vict. No. 552) for the establishment of a Harbour Trust, which came into force on the 1st January, 1877. Melbourne Harbour Trust.

771. Under this Act, Commissioners were appointed, whose principal objects are—(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 scheme for the permanent improvement of the port. The following is a brief summary of the improvements, with their cost, which were either completed or in progress at the end of 1883 †:— Objects of Trust.

	Cost to 31st December, 1883.
Wharfs and approaches ... ..	£103,975
Harbour improvements ... ..	67,824
Reclamations ... ..	9,115
Dredging and landing silt ... ..	223,771
Plant ... ..	224,310

772. In the general scheme of harbour improvement submitted by Sir John Coode, it is 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 to be avoided by cutting through the bank a channel which will reunite with the river lower down. This will materially straighten the river's course, and will reduce the distance from the wharfs at Melbourne to Improvements recommended by Sir John Coode.

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

† For receipts and expenditure of the Melbourne Harbour Trust, see table following paragraph 300 *ante*

its mouth from  $7\frac{3}{4}$  to  $6\frac{3}{4}$  miles. It is estimated that the quantity of dredgings it will be necessary to remove from the river for this purpose will 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 will be available for raising the low-lying lands bordering upon the river, as also will a further quantity of silt and earth, estimated at about 6,000,000 cubic yards, to be raised from the bay, which it is proposed in parts to deepen extensively by dredging. It is also contemplated to construct a dock at Melbourne, which will admit of extension by the formation of additional basins if required. In 1882, the Trust possessed nine dredges, four of which are capable of a nominal lifting power of 400, 170, 120, and 120 tons per hour respectively. The estimated cost of the works recommended, 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 700 or 800 tons register, drawing 15 feet 6 inches, commonly get to the Melbourne wharfs at ordinary tides, and those drawing over 16 feet at spring tides, whilst a steamer of 1,700 tons register, and drawing 16 feet 5 inches, and an intercolonial steamer drawing as much as 17 feet 6 inches, arrived there in 1882.\* The depth of the river has been altogether increased by 2 feet 3 inches since the formation of the Trust.

Silt raised.

773. The total quantity of dredgings actually raised in 1883 amounted to 1,128,245 cubic yards, viz., 601,283 cubic yards from the bay, and 556,962 cubic yards from the entrance channel to the river and the river itself. The river dredgings exceeded those in the previous year by 87,135 cubic yards, and the bay dredgings by 124,453 cubic yards. Since the establishment of the Trust, the total river dredgings have amounted to 2,032,856 cubic yards, and the Bay dredgings to 1,374,258 cubic yards, together making a total of 3,407,114 cubic yards. Of this quantity, 1,012,900 cubic yards were deposited in the sea, and 2,394,214 were landed for roads and reclamation works.

Post Office Act 1883.

774. An Act † to consolidate and amend the law relating to the Post Office was passed during the year 1883, and came into force on the 1st January, 1884. The following account of its most important provisions has been taken from the Report of the Post Office and Telegraph Department for the year 1883 ‡ :—

“By the passing of the Post Office Act 1883, many important changes, some of which will prove of great benefit to the public as well as in the working of the department, have been effected. The Act repealed the Post Office Statute 1866,

\* See “Report of the Melbourne Harbour Trust Commissioners for the year 1882,” page 76.

† The Post Office Act 1883 (47 Vict. No 781).

‡ Parliamentary Paper No. 51, Session 1884.

the two Amending Acts passed respectively in 1873 and 1876, and, besides containing many new and useful provisions, consolidates all previous enactments found necessary for carrying on the business of the Post Office, Telegraphs, Money Order Office, and Savings Banks.

“The rates of postage on letters have not been altered, but while the charge of twopence for a single letter for places in Victoria or the other Australasian colonies has still been maintained, the weight allowed to be forwarded for that sum has been increased from half an ounce to one ounce. The packet rate to the neighbouring colonies has been reduced one-half, making the charges the same as for places within Victoria. A new feature, also, is the establishment of a special charge for books and magazines. They can now be forwarded to any part of Australasia at the low rate of one penny for four ounces, and the postage for the same weight to the United Kingdom is only double that amount. Newspapers can now be transmitted to the other colonies at the rate of one halfpenny each, and journals in bulk parcels, posted by registered newspaper proprietors or news-vendors, are forwarded there, or to places within Victoria, for one penny per pound. The postal definition of a newspaper has been altered so as to include periodicals published at intervals of three months, allowing quarterly numbers of a monthly publication to pass for a single rate; and a departure from the practice followed in all other countries has been made by permitting senders of newspapers to write their names thereon.

“The inconvenience occasioned by there being three different kinds of stamps for payment of postage, duties, and fees, which stamps could be only used for the special purpose for which they were printed, has been remedied by a provision to the effect that these stamps are available for indiscriminate use for any of the above purposes. Thus, a postage stamp may be used in payment of postage, duties, or fees, and in like manner a duty or fee stamp may be used in payment of postage, duties, or fees. It is intended to further simplify matters by issuing only duty stamps, which will meet all requirements.

“Under authority of the Minister, any person or firm may perforate stamps with letters, figures, or designs, but such stamps are not to be purchased on commission, exchanged, or accepted as Savings Bank deposits. The object of this precaution is to prevent speculations from persons who purchase large supplies of stamps.

“A most important provision has been introduced, authorizing the Postmaster-General, by notice in the *Government Gazette*, to prohibit delivery of letters, packets, parcels, and newspapers, and stop issue and payment of money orders, for persons engaged in lotteries, race sweeps, or other illegal occupations.

“The provision allowing the return of unclaimed letters, before they become ‘dead’ by effluxion of time, will doubtless be found very useful. If the sender of a letter endorses it with a request that, ‘if undelivered’ before the expiration of a specified time, it may be returned to him, the letter will, as soon as possible after the date named, be sent back unopened. Under the previous law a letter could not, except by order of the Governor in Council, be returned to the writer before it had remained unclaimed the prescribed period—one, three, or six months, according to whether it was posted in Victoria, the other colonies, or some place beyond the seas.

“The time for retaining unclaimed newspapers from the Australasian colonies and England has been reduced from three and six months respectively to one month and three months, to prevent inconvenient accumulation of old newspapers in the various post offices throughout the colony.

“Letter bills, telegrams, books of record, and other official documents may be destroyed after they are three years old. Such documents have hitherto been kept, and, though perfectly useless, necessitated large storage accommodation being provided.

“Any person registering a letter can have the contents also registered without additional charge, but such supplementary registration does not render the department liable in case of loss.

“Letters, telegrams, &c., addressed to hotels or boarding-houses, must, if unclaimed for two months, be sent to the nearest post office, otherwise the occupier or manager of the establishment will incur the liability of being fined to the extent of two pounds.

“The establishment of a parcels post has been legalized, but as yet no steps have been taken in the matter. The experiment of an inland parcels post in England having, it is understood, proved anything but a financial success, does not encourage the adoption of a similar system here until at least further experience may have been obtained. The question of a parcels post between Ceylon and Victoria has been again opened up by the authorities of the former country, and is being carefully considered with a view to the ultimate adoption of the most favorable course that may be attainable for providing the service on sound financial principles.

“It has been decided to take advantage of the authority to issue postal notes, or money orders for fixed sums, up to the value of one pound, as soon as the necessary arrangements can be made.

“The law regarding Savings Banks has been altered by giving to the Postmaster-General power to hand to the husband of a deceased depositor any amount there may be to her credit, upon his satisfactorily proving that the money was the joint savings of himself and wife, and that it was deposited in her name with his knowledge and consent. Formerly the amount that could be dealt with in the absence of a will was limited to one hundred pounds.

“The Telegraph law has been altered in some important points. By making the word ‘telegraph’ in the Act to include in its meaning the designative term ‘telephone,’ provision has been made for bringing this new and rapidly increasing means of electrical communication under the control of the department. In the hands of the Postmaster-General alone has now been vested authority for constructing, granting leases of, or otherwise providing for the public use of lines for telegraphic or telephonic purposes, and penalties are provided in the event of any unauthorized persons erecting private lines or charging for the transmission of messages by wire. Power is given to open the streets for the purpose of laying pneumatic tubes and pipes for underground wires. Persons sending false messages are now liable to a fine of one hundred pounds, or imprisonment for a stated term, at the discretion of the legal tribunal dealing with such cases.

“The minimum of several penalties has been reduced from five pounds to two pounds.

“It is now an offence to post letters, packets, and newspapers containing any indecent or obscene prints, photographs, writing, or articles. Formerly punishment could only be inflicted when indecent words or marks were outside letters, &c., posted.

“Up to the present time the Act has been found to work smoothly, and the very liberal concessions with regard to the increase of the weight for letters, and changes in the newspaper and book rates, appear to have proved satisfactory to the public; but sufficient time has not yet elapsed to allow of its being ascertained how far the changes may eventually affect the revenue of the department.”

775. 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. A satisfactory increase is to be observed in all the items :—

#### POSTAL RETURNS, 1882 AND 1883.

Year.	Number of Post Offices.	Number Despatched and Received of—			
		Letters.*	Newspapers.	Packets.	Total.
1882 ...	1,218	28,877,977	12,383,928	4,972,486	46,234,391
1883 ...	1,295	30,962,167	13,982,222	5,401,330	50,345,719
Increase ...	77	2,084,190	1,598,294	428,844	4,111,328

\* Including post cards. These were first issued on the 1st April, 1876. The number issued in 1883 was 1,851,521, as against 1,618,083 in 1882.

776. The letters despatched and received were, to each head of the population, in the proportion of 32·4 in 1882, and of 33·75 in 1883. Proportion of letters per head.

777. On the 1st July, 1881, the fee for registering letters was reduced from 6d. to 4d. This led in 1881 to an increase of 56,000 in the number of letters registered in Victoria, in 1882 to a further increase of 38,000, and in 1883 to a still further increase of 24,000. The following figures show the number of registered letters in the last two years :— Registered letters.

REGISTERED LETTERS.					
1882	...	...	...	...	335,696
1883	...	...	...	...	360,027
					<hr style="width: 100%;"/>
	Increase		...	...	24,331
					<hr style="width: 100%;"/>

778. The dead and irregularly posted letters numbered, in 1882, 189,165, or 1 in every 152; and in 1883, 204,488, or 1 in every 151, of the total number received. Dead letters, &c. In the former year, 3,834, and in the latter year, 3,442, contained articles of value. The total value of notes, cheques, cash, &c., included was, in 1882, £25,945, for £24,202 of which, or 93 per cent., owners were found during the year; and in 1883, £20,950, for £19,605 of which, or 94 per cent., owners were found. In 1882, 3,853, or 1 in every 7,494 letters posted, and in 1883, 3,989, or 1 in every 7,762, were without addresses or were imperfectly addressed. Of these, 167 in 1882, and 230 in 1883, were envelopes without correspondence, covering cash, cheques, &c., to the value of over £2,500 and £4,000 respectively. The letters bearing obscene or libellous addresses were extremely few, no more than 3 in 1882 and 4 in 1883 having been detained for that reason. In 1882, 2,833 letters, and in 1883, 2,850 letters, were refused by the persons to whom addressed, chiefly on account of postal charges. Ten letters in 1882, and 4 letters in 1883, bore obliterated or defaced stamps. Besides letters, 11,075 packets and 20,303 newspapers were received at the Dead Letter Office during the year 1883.

779. The dead and irregularly posted letters were dealt with as follow Disposal of dead letters in the two years :—

DISPOSAL OF DEAD AND IRREGULARLY POSTED LETTERS,  
1882 AND 1883.

			1882.		1883.
Returned, delivered, &c.	...	...	170,119	...	194,166
Destroyed or on hand	...	...	19,046	...	20,322
			<hr style="width: 100%;"/>		<hr style="width: 100%;"/>
Total	...	...	189,165	...	204,488
			<hr style="width: 100%;"/>		<hr style="width: 100%;"/>

Inland and foreign correspondence.

780. The following table shows the relative extent of inland, inter-colonial, and British and foreign postal communication :—

INLAND, INTERCOLONIAL, AND FOREIGN CORRESPONDENCE, 1883.

Nature of Correspondence.	Inland (Posted).	Intercolonial.		British and Foreign.	
		Despatched.	Received.	Despatched.	Received.
Letters and post cards	26,250,000	1,496,766	2,035,953	536,147	643,301
Newspapers ...	9,850,000	946,337	1,034,522	722,058	1,429,305
Packets ...	4,850,000	234,308	72,956	61,071	182,995
Total ...	40,950,000	2,677,411	3,143,431	1,319,276	2,255,601

Postal returns of United Kingdom.

781. The following are the postal returns of the United Kingdom for the year 1882 :—

POSTAL RETURNS OF THE UNITED KINGDOM, 1882.\*

Country.	Millions delivered in 1882 of—		
	Letters.	Newspapers and Packets.	Total.
England and Wales ...	1,078,	353,	1,431,
Scotland ...	117,	45,	162,
Ireland ...	86,	31,	117,
Total United Kingdom	1,281,	429,	1,710, †

Proportion of letters to population of United Kingdom.

782. Per head of population, 40·28 letters were delivered in England and Wales, 30·58 in Scotland, and 17·05 in Ireland, during 1882. Taking the United Kingdom as a whole, the letters delivered in that year were in the proportion of 35·95 to each inhabitant.

Letters per head in various countries.

783. By the following table, extracted from *l'Almanach de Gotha*, ‡ showing the number of letters per head in the principal countries of the world, it will be observed that Australia occupies a position, in regard to the extent of her correspondence, second only to Great Britain, which heads the list; also that the proportion in Australia is more than twice as high as that in any of the other countries named—except Switzerland, the United States, Belgium, Germany, Holland, and Luxemburg :—

\* The postal year referred to commenced with the second quarter of 1882, and ended with the first quarter of 1883.

† Exclusive of 144 millions of post cards.

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

## LETTERS PER HEAD IN VARIOUS COUNTRIES.

Country.	Number of Letters per Head.	Country.	Number of Letters per Head.
Great Britain ...	40·5	Algeria ...	3·3
Australia ...	35·0	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 ...	15·6	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

784. A conference of representatives of Australasian colonies was held in Sydney in May, 1883, its main object being to decide upon the desirability or otherwise of the colonies joining the Postal Union, the provisions of which have been explained in previous issues of this work. The representatives of Victoria, New South Wales, South Australia, and Tasmania resolved it was desirable to apply for admission to the Union under the understanding that each colony should be allowed a separate voice in the conduct of its affairs, but the representative of Queensland dissented. Western Australia and New Zealand were not represented at the conference, and the latter has since intimated its decision not to enter the Union at present.

785. The following are the resolutions agreed to by the conference :—

“That this conference, having had under its consideration the various despatches from the Imperial Government and other memoranda and statistics respecting the Universal Postal Union, is of opinion—

“1. That the Australasian colonies should apply for admission to the said Postal Union.

“2. That the stipulations suggested by the Postmaster-General of England, in the despatch dated 6th November, 1882, as precedent to such entry, be insisted upon.

“3. That each of the Australasian colonies parties to this agreement be accorded a separate voice in the affairs of the Union.

“4. That each colony continue the management and responsibility of its existing subsidized line, but that any other colony using such line shall pay to the subsidizing colony the full amount of the postage upon all postal matter despatched from such colony; the subsidizing colony

paying all transit rates on homeward mails, and receiving the proportion of Union transit rates due on outward mails, and any contribution from England in respect of the postal matter carried by each line.

- “5. That if on annual investigation it be shown that, by adopting Postal Union rates, any such subsidizing colony incurs a greater loss than it at present incurs (subject, in the case of New South Wales and New Zealand, to modification consequent upon the reduced Pacific mail contract now being entered into), an adjustment shall be made of such excess loss whereby it shall be borne by the subsidizing colony and the other colonies using such line in proportion to the postal matter carried.
- “6. In the event of New South Wales concluding a contract with the Orient Company, it shall be at the risk of that colony only; but any other colony transmitting postal matter thereby shall pay the said company a rate not less than 10s. a pound on letters and 6d. per pound on newspapers and packets transmitted homeward thereby.
- “7. That no future postal subsidy shall be subject to this agreement except by the unanimous approval of the colonies assenting hereto.”

Application  
for ad-  
mission to  
the Union.

786. A copy of these resolutions was transmitted to the Imperial authorities, with a request that application might be made to the International Bureau of Postal Administrations at Berne, in Switzerland, for admission into the Union. Some delay has been occasioned in consequence of Dr. Stephan, Postmaster-General of Germany, and one of the most active agents in extending the Postal Union system, objecting to resolution 3, which provides that each colony shall be accorded a separate voice in the affairs of the Union, and stating his intention of strongly opposing it; it is, however, expected that the application of the assenting colonies will shortly be granted. The Imperial Post Office authorities have been authorized to fix the precise date at which the colonies interested should enter the Union, after the approval of their application has been notified, in order to obviate the delay which a reference to each of the Colonial Governments would necessarily entail.

Subsidized  
mail ser-  
vices.

787. Four ocean services are at present subsidized by the Australasian colonies for the conveyance of mails to and from the United Kingdom. The following account of these has been supplied for this work by Mr. S. W. McGowan, Deputy Postmaster-General of Victoria:—

“1. The fortnightly service between Melbourne and Ceylon, *viâ* Adelaide and King George's Sound, carried out by the Peninsular and Oriental Company, to which a subsidy of £85,000 per annum is paid by Victoria. This service is arranged to dovetail with that between Ceylon and Brindisi, maintained by the British Government, by which Australian mails to and from Brindisi and Colombo are conveyed free of charge. The mails are carried across the continent of Europe by special train, and the average course of post is—from London to Melbourne 38 days, and from Melbourne to London 40½ days. The time allowed for the conveyance of mails between Melbourne and Ceylon is 19 days, and the company are liable to a penalty of £100 for every complete day of 24 hours consumed on the voyage beyond that period, receiving a premium of £50 for every complete day occupied less than the time mentioned.

“2. The fortnightly service from Melbourne carried out by the Orient Company under contract with the Government of New South Wales. No specific subsidy is paid, but the company is paid fixed transit rates on the mail matter carried.



The mails despatched from Melbourne are, as a rule, landed at Suez, conveyed by train to Alexandria, and thence by P. and O. steamer to Brindisi, from which place they are taken across the continent of Europe by special train. The mails from London for Australia are carried across Europe by train to Brindisi, thence by P. and O. steamer to Alexandria, and from that place by train to Suez, where they are taken up by Orient steamers. Premiums at the rate of £5 per hour are paid to the company for early arrival of mails at either London or Melbourne, and penalties at the rate of £4 per hour are enforced in case of late arrival. The contract terminates on 30th November, 1886. The time allowed from Melbourne to London and *vice versa* is 39 days.

"3. The four-weekly service between Sydney and San Francisco, *viâ* Auckland, carried out by the Pacific Mail Steamship Company, which receives a subsidy of £50,000 per annum from New South Wales and New Zealand, the former paying £18,750, and the latter £31,250. The mails are conveyed across the United States, and by Atlantic steamers, under arrangement between the Governments of Great Britain and the United States. The time allowed for the voyage between Sydney and San Francisco is 28 days, and the average course of post from Sydney to London is about 44 days, and from London to Sydney about 43 days. The contract terminates in November, 1885; but New South Wales has power to withdraw from it in November, 1884, on giving 3 months' notice.

"4. The four-weekly service *viâ* Torres Straits, performed by the British-India Steam Navigation Company, which receives a subsidy of £55,000 per annum from the Queensland Government. The steamers run from Brisbane to Plymouth, calling at the northern Queensland ports; also at Batavia, whence there is a branch line to Singapore, by which route mails are transmitted with greater expedition than by the through vessels. The time allowed for the voyage between Brisbane and Plymouth is 56 days, and the course of post between Brisbane and London, *viâ* Singapore and Brindisi, is about 47 days. The company is required to carry immigrants to Queensland at a cost of £16 a head.

"In addition to the above, a four-weekly service between Marseilles and New Caledonia, by way of Australia, is maintained by the Messageries Maritimes Company under contract with the Government of France. By this line the ordinary course of post from Melbourne to London is about 42 days, and from London to Melbourne about 43½ days."

788. The average time occupied in the transmission of letters from Australia to London, and *vice versa*, by means of these routes during the past year was as follows:—

Time  
occupied  
by mail  
services

#### TIME OCCUPIED BY MAILS BETWEEN ENGLAND AND AUSTRALIA, 1883.

Direction.	Average Time occupied between London and—				
	Melbourne, <i>viâ</i> Brindisi and Ceylon.* (P. & O. steamers.)	Melbourne, <i>viâ</i> Brindisi, Naples, or Plymouth.† (Orient steamers.)	Melbourne, <i>viâ</i> Suez. (French steamers.)	Sydney, <i>viâ</i> San Fran- cisco. (Pacific steamers.)	Brisbane, <i>viâ</i> Brindisi and Torres Straits. (British-India steamers.)
	dys. hrs.	dys. hrs.	dys. hrs.	dys. hrs.	dys. hrs.
To Australia ...	38 1	44 4½	43 12	43 10¼	47 6
To United Kingdom	41 18	41 1	42 4	43 22	50 13

\* The Australian mails should reach London 57½ hours after their arrival at Brindisi; and the English mails should leave Brindisi 55¾ hours after their departure from London.

† On their passage from London to Melbourne, the Orient steamers in 10 instances came *viâ* the Cape of Good Hope; and in 16 instances *viâ* the Suez Canal. Returning to London, in 3 instances the mails were delivered *viâ* Brindisi, the average time being 40 days; 4 times *viâ* Plymouth, the average time being 43 days 6 hours; 18 times *viâ* Naples, the average time being 40 days 14¾ hours; and once *viâ* Venice, the time being 43 days.

Time  
occupied  
1882 and  
1883 com-  
pared.

789. On comparing the average 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 time occupied was longer by 1 day, but in their conveyance to the United Kingdom it was shorter by 15 hours, than in 1882. The shortest time occupied in the transmission of mails from Melbourne to London was 39 days and 5 hours in 1882, and 39 days and 5½ hours in 1883; and from London to Melbourne 36 days and 20 hours in 1882, and 36 days and 5 hours in 1883. It should be stated that the course of post on the homeward voyage (*i.e.*, from Melbourne to London) was disturbed during the latter year by the stringent quarantine regulations imposed by the Italian Government in consequence of the outbreak of cholera in Egypt, which caused delay to two of the steamers of 6 and 7 days respectively.

Money  
orders.

790. Money order offices in Victoria in connexion with the Post Office had been established in 319 places up to the end of 1883. Besides the issue and payment of money orders at these places, such orders are issued in favour of Victoria, and Victorian orders are paid at places in Great Britain and Ireland, the various Australasian colonies, Ceylon, India, the Cape of Good Hope, Canada, the United States, Germany, China, and Japan. The following comparative statement of the business in the last two years shows a satisfactory increase in all the items:—

#### MONEY ORDERS, 1882 AND 1883.

Year.	Number of Money Order Offices.	Money Orders Issued.		Money Orders Paid.	
		Number.	Amount.	Number.	Amount.
1882 ...	312	172,812	£ 483,055	194,586	£ 559,980
1883 ...	319	188,560	532,162	211,813	607,688
Increase	7	15,748	49,107	17,227	47,708

Average  
value of  
money  
orders.

791. The average amount for which money orders were issued during the two years named in the table was £2 16s. 2d.; the average amount for which money orders were paid was £2 17s. 5d.

Money or-  
ders.—Net  
transactions  
with United  
Kingdom  
and neigh-  
bouring  
colonies.

792. 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 1883 was much larger than in 1878, but only slightly larger than in 1873; whilst the net amount received from the neighbouring colonies has largely increased

at each successive quinquennium since 1873. The following table shows the net transactions with the United Kingdom and the neighbouring colonies during 1883 and the first year of the two previous quinquennia:—

**MONEY ORDERS.—NET TRANSACTIONS WITH UNITED KINGDOM AND NEIGHBOURING COLONIES, 1873, 1878, AND 1883.**

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.
		£		£
1873 ... ..	16,095	48,599	12,077	54,896
1878 ... ..	13,131	40,823	22,724	85,850
1883 ... ..	15,633	51,192	39,333	128,184

793. The money orders issued in each division of the United Kingdom in 1882 were of the following number and amount:—

**MONEY ORDERS\* IN THE UNITED KINGDOM, 1882.**

Country.	Money Orders Issued.	
	Number.	Amount.
		£
England and Wales ... ..	12,254,728	21,281,663
Scotland ... ..	1,235,062	2,144,554
Ireland ... ..	860,880	1,267,899
Total United Kingdom	14,350,670	24,694,116

794. The average value of each money order issued during 1882 both in England and Scotland was £1 14s. 8d., and in Ireland £1 9s. 5d., or in the United Kingdom £1 11s. 5d. The average value of money orders issued in Victoria† is about twice as high as these rates.

795. Twenty money orders were issued in Victoria during 1883 to every 100 of the population; whereas in the previous year as many as 46 money orders were issued to every 100 of the population in England and Wales, 32 to every 100 of the population in Scotland, and 17 to every 100 of the population in Ireland.

796. The value of stamps issued from the Post Office during 1883 amounted to £470,153, or £51,806 less than in 1882. This decrease is

\* Exclusive of money orders issued in the United Kingdom for payment abroad, which numbered 193,693, of the value of £511,556.

† See paragraph 791 *ante*.

more than accounted for by the abolition of the beer duty, the stamps sold for the payment of which amounted to £66,000 in 1882. Under other heads which were common to the two years, a net increase of £14,400 took place, resulting from an increase of about £16,000 under the head of postage stamps, and £1,600 under that of railway freight—less a decrease of over £2,100 in the receipts from fee stamps, and of £1,000 in those from duty stamps. Over half the total amount received for stamps in 1883 was for postage stamps, and much more than a fourth was for duty stamps. The following are the amounts under each head:—

VALUE OF STAMPS ISSUED, 1882 AND 1883.

Description.	Value.	
	1882.	1883.
	£	£
Postage ... ..	227,509	243,462
Fee ... ..	63,401	61,260
Railway freight ... ..	24,020	25,610
Duty—(a) Adhesive ... ..	109,714	111,087
„ (b) Impressed upon Cheques, Receipts, Bills of Exchange, Promissory Notes, Transfers of Freeholds, Conveyances, Mortgages, Drafts, &c. ... ..	31,147	28,734
Beer Duty ... ..	66,168	Nil.
Total ... ..	521,959	470,153

Post Office  
revenue and  
expendi-  
ture.

797. The electric telegraphs being incorporated with the Post Office, the expenditure accounts of the two departments are combined. The revenue accounts are, however, kept separate. The following are the figures of revenue and expenditure in the last two years:—

POST AND TELEGRAPH REVENUE AND EXPENDITURE,  
1882 AND 1883.

Year.	Net Revenue of the—			Expenditure of the Post Office and Telegraphs.†
	Post Office.*	Electric Telegraphs.	Total.	
	£	£	£	£
1882 ...	232,726	78,373	311,099	408,199
1883 ...	249,644	81,264	330,908	433,336
Increase ...	16,918	2,891	19,809	25,137

\* Including Money Order Office.

† In addition to the amounts in this column, £22,014 in 1882, and £22,043 in 1883, were expended on telegraph lines.

798. The expenditure of the Post and Telegraph Department exceeded the revenue by £97,100 in 1882, and by £102,428 in 1883, or a proportionate excess of 31 per cent. in both years; as a set-off against which deficits, it is pointed out that there has been a considerable extension of the postal and telegraph services in newly settled districts, where it will of necessity be many years before the business can be self-supporting; also that the following special items are included in the expenditure, viz., cost of the manufacture and issue of duty stamps, the amount derived from the sale of which does not form part of the revenue of the department, estimated at £4,000 in 1883; the subsidy paid towards the duplication of the telegraph cable between Penang, Singapore, Banjoewangie, and Port Darwin, amounting in 1883 to £14,552; and the net cost of steam postal communication with the United Kingdom, amounting in 1883 to £23,542,\* which items make a total of £42,094; and that the balance of the deficit, amounting to £60,334, is more than accounted for by the value of telegrams sent on the Government service, amounting to £28,919, and the value of unpaid postage for the transmission of official correspondence, estimated to amount to about £40,000.

Excess of expenditure over revenue.

799. In the Post Office Report for 1883 it is pointed out that in future it will not be possible to show the postal revenue accurately, in consequence of the stamps hitherto used to denote postage, fees under the Stamp Statute, and duties payable under the Stamp Duties Act, being made interchangeable from the 1st January, 1884.† It is stated, however, that it is intended to obtain more reliable records of the correspondence posted at the various post offices, from which it is hoped a fair estimate will be obtained of the postal business.

Exact postal revenue after 1883 not traceable.

800. The cost of steam postal communication with Great Britain *viâ* Suez, San Francisco, and Torres Straits, which amounted to £41,192 in 1882, and £41,923 in 1883, is included in the expenditure of the Post and Telegraph Department.

Cost of mail services to United Kingdom.

801. As a set-off against the cost of steam postal communication with the United Kingdom in 1883, £18,381 was, it is estimated, collected in Victoria for postages. The net cost to the colony in that year was thus £23,542 as against £19,052 in the previous year, which was distributed as follows amongst the three mail services:—

Net cost of mail services.

					Net Cost.
Point de Galle Service	...	...	...	...	£20,255
San Francisco	„	...	...	...	3,243
Torres Straits	„	...	...	...	44
					£23,542
	Total	...	...	...	£23,542

\* See paragraph 801 *post.*

† See paragraphs 774 and 796 *ante.*

Increased  
cost of mail  
service *via*  
Ceylon.

802. A comparison of the cost of postal communication with the United Kingdom *via* Ceylon, under the four-weekly contract in existence during 1879, and under the fortnightly contract in 1883, the latter being the third complete year during which the new contract has been in force, is shown in the following table :—

COST OF MAIL SERVICE VIA POINT DE GALLE, 1879 AND 1883.

Items of Receipt and Payment.	1879.	1883.	Increase.	Decrease.
RECEIPTS.				
	£	£	£	£
Postages collected in Victoria ... ..	15,261	18,381	3,120	...
Amount chargeable to Great Britain ... ..	14,741	...	...	14,741
"    "    New South Wales ... ..	13,236	18,377	5,141	...
"    "    South Australia ... ..	18,321	12,418	...	5,903
"    "    Tasmania ... ..	3,866	4,907	1,041	...
"    "    Queensland ... ..	1,602	2,772	1,170	...
"    "    Western Australia... ..	2,336	2,800	464	...
"    "    New Zealand ... ..	9,094	8,068	...	1,026
"    "    Fiji ... ..	80	179	99	...
"    "    France ... ..	1,100	...	...	1,100
Total ... ..	79,637	67,902	...	11,735*
PAYMENTS.				
Total amount of subsidy ... ..	90,000	85,000	...	5,000
Premiums for early arrival of mails ... ..	2,050	1,650	...	400
Cost of landing and shipping Suez mails ... ..	242	230	...	12
Amount due to Great Britain ... ..	...	1,277	1,277	...
Total ... ..	92,292	88,157	...	4,135*
Net cost to Victoria ... ..	12,655	20,255	7,600*	...

Falling-off  
in receipts  
of mail  
service.

803. It will be observed that in 1883, under the later contract, the receipts of the mail service were smaller by £11,735, and the payments were smaller by £4,135, than they had been in 1879, the last year of the old contract, resulting in a net increase in the cost of the service to Victoria of £7,600. The principal falling-off in the receipts was in those from the United Kingdom, which is due to the Imperial Government retaining 3½d. out of every 6d. of the postage on outward letters (1½d. being for the transit through France and Italy), instead of only 1d. as formerly; also all the outward newspaper and packet postage. The falling-off in the amount chargeable to South Australia has arisen mainly from the fact that that colony no longer contributes any amount towards the subsidy, whereas before the new contract came into operation it contributed £5,000 per annum. Another cause which tends materially to reduce the receipts is the competition offered by the

\* Net figures.

steamers of the Orient Company, which has recently concluded a contract with New South Wales for the conveyance of mails, but which even prior to that contract attracted a large proportion of correspondence. Moreover, the colonies of New South Wales and New Zealand, in order to protect their subsidized mail service *via* California, continue to charge 8d. on each letter and 2d. on each newspaper sent by the Victorian mail steamers, instead of 6d. and 1d., to which the Victorian rates have been reduced, the consequence being that the latter colony uses the Victorian mail service less, and the former only slightly more, under the accelerated fortnightly than they did under the slower four-weekly service. It should be stated, however, that New South Wales has recently agreed to abolish the differential rate referred to.

804. The amount paid by the Postal Department in 1883 for the conveyance of Inland Mails was £107,034; of which £41,726 was paid to the Victorian Railways. The number of miles travelled with mails during the year was 4,065,425 by road, and 1,854,218 by rail, or 5,919,643 in all. Whence it follows that the average cost per mile of conveying mails by road was nearly 4d., and by rail 5 $\frac{2}{5}$ d., resulting in a mean of 4 $\frac{1}{3}$ 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 something less than two-thirds of a penny ( $\cdot 63$ d.).

805. Telegraphic communication exists in Victoria between 365 stations within her own borders. Her lines are connected besides with the lines of New South Wales, and, by means of them, with Queensland and New Zealand; also with the lines of South Australia, and, by their means, with Western Australia, the Eastern Archipelago, Asia, Europe, and America; also with a submarine cable to Tasmania. During 1883, the lines were extended by 167 miles, and the length of wire was added to by 349 miles; a fair increase also occurred in the number of telegrams. The number of stations, the length of lines and wire, and the amount of business done in the last two years are given in the following table:—

ELECTRIC TELEGRAPHS, 1882 AND 1883.

Year.	Number of Stations.	Number of Miles of—		Number of Telegrams.		
		Line (poles).	Wire.	Paid.	Unpaid.*	Total.
1882 ...	337	3,493	6,922	1,008,642	410,127	1,418,769
1883 ...	365	3,660	7,271	1,037,429	437,543	1,474,972
Increase	28	167	349	28,787	27,416	56,203

\* These are Government telegrams.

Telephones.

806. Besides the telegraphic wires, there were in operation at the end of 1883, 716 telephone "exchange" wires, worked by two private companies; also 114 private wires for telephone and other purposes. The former yielded a revenue to the State of £3,065, and the latter of £1,338. As compared with the previous year, the telephone "exchange" wires increased by 318, and the private wires by 16; the revenue from the former was trebled, and that from the latter was more than doubled.

Telegrams to and from Europe.

807. During 1883, the number of telegrams which passed from Victoria to European and Asiatic countries, and *vice versa*, was 13,468, and the cost to the senders was £81,225. Taking the Australasian colonies as a whole, the telegrams to and from the same places numbered 43,334, and were transmitted at a charge of £251,278.

Course of a telegram to London.

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

AUSTRALIAN AND EUROPEAN TELEGRAMS—COURSE BETWEEN  
MELBOURNE AND LONDON.

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

Time occupied by telegrams sent to England.

809. During 1881, the average time occupied in the transmission of messages between Australia and England was 3 hours and 15 minutes. As an instance of the short time in which it is possible to send a message under the most favorable circumstances, it may be mentioned



that on the 1st October, 1880, a special message from the Governor of this colony to Queen Victoria, announcing the opening of the Melbourne International Exhibition, and consisting of 78 words, was sent from Melbourne to Balmoral, in Scotland, in 23 minutes, including all stoppages.

810. The following table shows the number of miles of electric telegraph open in each of the Australasian colonies at the end of each of the ten years ended with 1882:—

## ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Number of Miles of Telegraph Open.	
		Line.	Wire.
Victoria ...	1873	2,295	3,928
	1874	2,467	4,293
	1875	2,629	4,510
	1876	2,743	4,745
	1877	2,885	5,200
	1878	2,970	5,404
	1879	3,155	5,736
	1880	3,215	6,019
	1881	3,350	6,626
	1882	3,493	6,922
New South Wales*	1873	4,010	6,521
	1874	4,580	7,449
	1875	4,926	8,012
	1876	5,210	8,472
	1877	6,000	9,761
	1878	7,078	11,760
	1879	7,517	12,426
	1880	7,956	13,188
	1881	8,515	14,278
	1882	9,013	15,902
Queensland	1873	3,059	...
	1874	3,616	...
	1875	3,956	...
	1876	4,633	6,081
	1877	5,033	6,778
	1878	5,410	7,125
	1879	5,971	7,891
	1880	5,768	8,150
	1881	6,280	8,585
	1882	6,344	9,355
South Australia* ...	1873	3,060	3,807
	1874	3,144	3,900
	1875	3,147	3,904
	1876	3,470	4,305
	1877	4,061	5,153
	1878	4,217	5,686
	1879	4,393	5,934
	1880	4,754	6,904
	1881	4,946	7,227
	1882	5,093	8,071

\* The miles of telegraph line in South Australia in all the years prior to 1876, and in New South Wales prior to 1877, have been estimated from the miles of wire, which alone were returned.

Telegraphs  
in Austral-  
asian colo-  
nies.

ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Number of Miles of Telegraph Open.	
		Line.	Wire.
Western Australia ...	1873	750	...
	1874	763	...
	1875	766	...
	1876	1,159	...
	1877	1,567	...
	1878	1,569	1,581
	1879	1,569	1,581
	1880	1,555	1,593
	1881	1,585	1,593
	1882	1,585	1,593
Tasmania ...	1873	291	...
	1874	291	...
	1875	396	468
	1876	635	763
	1877	754	976
	1878	825	1,043
	1879	864	1,082
	1880	878	1,096
	1881	928	1,157
	1882	1,228	1,497
New Zealand ...	1873	2,389	...
	1874	2,632	...
	1875	3,156	...
	1876	3,170	7,093
	1877	3,307	7,530
	1878	3,434	8,035
	1879	3,605	9,300
	1880	3,706	9,401
	1881	3,824	9,653
	1882	4,011	12 800

NOTE.—For number of miles of electric telegraph open in each colony at the end of 1882, see Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

Order of colonies in respect to length of telegraphs.

811. The following is the order in which the respective colonies stood at the end of 1882 in regard to the number of miles of electric telegraph line open in each. The order was the same as in the seven previous years :—

ORDER OF COLONIES IN REFERENCE TO LENGTH OF TELEGRAPH LINE OPEN, 1882.

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

Length of telegraphs in Australia and Australasia.

812. On the continent of Australia there were 25,528 miles, and on that continent with the addition of Tasmania and New Zealand there were 30,767 miles, of telegraph line open at the end of 1882. At the same date at least 41,835 miles of wire were in work on the Australian

continent, and 56,132 on the continent with Tasmania and New Zealand added.

813. The lengths of telegraph line open at the end of 1882 in India, Ceylon, the Cape of Good Hope, and Australasia were as follow. These are the only British possessions outside the United Kingdom of which the particulars are at hand :—

#### TELEGRAPHS IN BRITISH POSSESSIONS, 1882.

					Miles of Line Open.	
India	...	...	...	...	20,631	
Ceylon	...	...	...	...	1,089	
Cape of Good Hope	...	...	...	...	3,466	
Australasia	...	...	...	...	30,767	

814. The following are the lengths of electric telegraph lines and wire open in some of the principal European countries, according to the latest returns. The information has been drawn from official sources, except in the case of the United Kingdom :—

#### ELECTRIC TELEGRAPHS IN THE UNITED KINGDOM AND FOREIGN COUNTRIES.

Country.	Year.	Number of Miles Open of—	
		Line.	Wire.
The United Kingdom	1883	27,103	132,459
Austria-Hungary	1881	31,569	91,670
Belgium	1882	3,633	16,188
Bosnia	1882	1,548	2,955
Bulgaria	1882	1,551	2,175
Denmark	1881	2,237	5,941
France*	1881	45,912	134,650
Germany	1881	45,138	162,109
Greece	1882	2,898	3,566
Holland	1882	2,566	9,618
Italy †	1882	17,256	58,357
Luxemburg	1882	193	333
Portugal	1882	2,775	7,039
Roumania	1882	2,870	5,986
Russia	1880	69,854	133,815
Servia	1882	1,398	2,023
Spain	1882	13,099	28,704
Sweden and Norway	1882	9,903	21,232
Switzerland	1882	4,188	10,145

NOTE.—The returns of Denmark were originally given in *lieues géographiques*, and those of Bosnia, Bulgaria, France, Greece, Luxemburg, Portugal, Roumania, Servia, and Spain in *kilomètres*. The *lieues* have been converted into their equivalent in English miles on the assumption that one of the former is equal to 4.7 of the latter; and the *kilomètres* have been similarly converted on the assumption that a *kilomètre* is equal to .621 of an English mile.

815. Since the purchase by the Government of the Melbourne and Hobson's Bay Company's lines in 1878, all the railways in Victoria have belonged to the State. The number of miles open at the end of 1883

\* Including 2,246 miles of cable.

† Including 108 miles of submarine cable, the property of the State.

was  $1,562\frac{1}{4}$ ; consisting of  $1,357\frac{1}{2}$  miles of single and  $204\frac{3}{4}$  of double line. The following table shows the names, lengths, and cost of construction of the different lines, and the distance travelled during 1883:—

RAILWAYS.—LENGTH, COST, AND DISTANCE TRAVELLED, 1883.

Names of Lines.	Length Open on 31st December, 1883.			Cost of Construction.*		Distance Travelled during the Year.
	Double Lines.	Single Lines.	Total.	Total.	Average per Mile.	
<i>Northern System.</i>						
Melbourne to Sandhurst ...	$100\frac{3}{4}$	...	$100\frac{3}{4}$	£ 5,332,767†	£ 52,931	} 1,587,304
Sandhurst to Echuca ...	...	$55\frac{1}{4}$	$55\frac{1}{4}$	666,635‡	12,066	
Lancefield Junction to Lancefield	...	$14\frac{1}{2}$	$14\frac{1}{2}$	61,550	4,245	
Carlsruhe to Daylesford ...	...	$22\frac{3}{4}$	$22\frac{3}{4}$	155,938	6,854	
Castlemaine to Dunolly ...	...	$47\frac{1}{2}$	$47\frac{1}{2}$	293,086	6,170	
Dunolly to St. Arnaud ...	...	33	33	158,041	4,789	
St. Arnaud to Donald ...	...	$23\frac{3}{4}$	$23\frac{3}{4}$	91,217	3,841	
Ballarat to Maryborough ...	...	$42\frac{1}{2}$	$42\frac{1}{2}$	264,381	6,221	
Ballarat Racecourse (Branch line)	...	2	2	6,937	3,468	
Maryborough to Avoca ...	...	15	15	60,768	4,051	
Sandhurst to Inglewood ...	...	30	30	152,742	5,091	
Inglewood to Charlton ...	...	$42\frac{3}{4}$	$42\frac{3}{4}$	148,129	3,465	
Eaglehawk to Kerang § (including Eaglehawk to Kerang Junction)	...	$36\frac{3}{4}$	$36\frac{3}{4}$	136,890§	3,725	
Charlton to Wycheproof ...	...	$16\frac{1}{2}$	$16\frac{1}{2}$	64,554	3,912	
Korong Vale to Boort ...	...	18	18	59,341	3,297	
Total ...	$100\frac{3}{4}$	$400\frac{1}{4}$	501	7,652,976	15,275	
<i>Western System.</i>						
Footscray Junction to Williamstown	6	...	6	435,807	72,635	} 1,545,882
Newport to Geelong ...	$1\frac{3}{4}$	$37\frac{1}{4}$	39	1,107,938¶	28,409	
West Geelong to Ballarat ...	$53\frac{1}{2}$	...	$53\frac{1}{2}$	1,748,478	32,682	
Geelong to Queenscliff ...	...	$20\frac{3}{4}$	$20\frac{3}{4}$	108,233	5,216	
Geelong and Colac (including Racecourse branch)	...	$52\frac{1}{2}$	$52\frac{1}{2}$	309,997	5,905	
Colac to Camperdown ...	...	28	28	103,698	3,704	
Warrenheip to Gerdons ...	...	13	13	83,029	6,387	
Ballarat to Ararat ...	...	57	57	321,888	5,647	
Ararat to Stawell ...	...	$18\frac{3}{4}$	$18\frac{3}{4}$	116,314	6,203	
Stawell to Horsham ...	...	$53\frac{1}{2}$	$53\frac{1}{2}$	238,936	4,466	
Horsham to Dimboola ...	...	$21\frac{1}{4}$	$21\frac{1}{4}$	66,327	3,121	
Ballarat to Scarsdale ...	...	$13\frac{1}{4}$	$13\frac{1}{4}$	50,335	3,799	
Ararat to Hamilton ...	...	$66\frac{1}{2}$	$66\frac{1}{2}$	312,746	4,703	
Hamilton to Portland (including line to Portland wharf)	...	54	54	272,440	5,045	
Total ...	$61\frac{1}{4}$	$435\frac{3}{4}$	497	5,276,166	10,616	

\* Exclusive of rolling-stock.

† Including the Melbourne and North Melbourne stations, which cost £657,977.

‡ Including a bridge over Murray at Echuca, which cost the Victorian Government £48,172.

§ Completed portion only, viz., from Eaglehawk to Mitiamo. The expenditure on this portion has been estimated. For incomplete section of this line, see next table.

|| Including the pier and breakwater, and western pier, which cost £168,295.

¶ Including the cost of the Geelong pier.

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

Names of Lines.	Length open on 31st December, 1883.			Cost of Construction.*		Distance Travelled during the Year.
	Double Lines.	Single Lines.	Total.	Total.	Average per Mile.	
	Miles	Miles	Miles	£	£	Miles.
<i>North-Eastern System.</i>						
Essendon Junction to Essendon (including Racecourse Line)	5	...	5	99,765	19,953	} 1,125,697
Essendon to Wodonga ...	14½	167½	182	1,667,046	9,160	
Wodonga to Murray River ...	...	2¼	2¼	31,224	13,877	
Tallarook to Yea ...	...	23¾	23¾	122,515	5,159	
Mangalore to Shepparton ...	...	45	45	233,645	5,192	
Shepparton to Numurkah ...	...	20½	20½	63,723	3,108	
Toolamba to Tatura ...	...	7	7	26,755	3,822	
Benalla to St. James ...	...	20½	20½	60,704	2,961	
Wangaratta to Beechworth ...	...	23	23	156,480	6,803	
Everton to Myrtleford ...	...	16½	16½	56,057	3,397	
Springs to Wahgunyah ...	...	14	14	66,676	4,763	
Total ...	19½	340	359½	2,584,590	7,189	
<i>Eastern System.</i>						
Spencer to Flinders streets Junction	...	¾	¾	6,664	8,885	} 753,836
South Yarra to Oakleigh ...	6¾	...	6¾	227,294	33,673	
Oakleigh to Sale ...	...	118¼	118¼	778,690	6,585	
Traralgon to Heyfield ...	...	22¼	22¼	85,926	3,862	
Hawthorn to Lilydale ...	...	20¼	20¼	170,252	8,408	
Caulfield to Frankston ...	...	20	20	113,130	5,657	
Hobson's Bay Suburban ...	16½	...	16½	1,454,159	88,131	688,794
Total ...	23¼	181½	204¾	2,836,115	13,852	
Grand Total ...	204¾	1357½	1562¼	18,349,847†	11,748	5,701,513‡

816. Under the Railway Construction Act 1880 (44 Vict. No. 682), which became law on the 28th December of that year, 23 new lines were authorized, 17 of which were country lines, and 6 "suburban and special" lines. The estimated total length of these lines is 481¼ miles, and the expenditure sanctioned per mile, including that on stations, was £3,725 for country lines, and £9,452 for suburban lines. The gross additional amount allowed for rolling-stock was £209,700, which was at the rate of £434 per mile. At the close of 1883, 347¾ miles of these lines had been completed, and the remaining

Railways  
authorized

\* Exclusive of rolling-stock

† The total cost of the railways to the end of 1883, including preliminary surveys, sheds, workshops, machinery, charges on plant, rolling-stock, &c., was £21,602,922.—See paragraph 825 *post*.

‡ In the first six months of 1884, the number of train miles run was 3,614,771, as against 2,785,716 in the same period of the previous year.

133½ miles were in progress. The completed lines are amongst those particularized in the last table. The following is a list of the lines in course of construction or authorized at the end of 1883, together with a statement of their proposed lengths, authorized cost, and amount expended to that date\* :—

## RAILWAYS AUTHORIZED AT END OF 1883.

Names of Systems and Lines.	Proposed Length.	Authorized Cost.†	Amount Expended to 31st December, 1883.
	Miles.	£	£
<i>Northern System.</i>			
Eaglehawk to Kerang ... ..	37¼‡	138,750	64,217§
Castlemaine to Maldon ... ..	10¾	40,044	34,473
Footscray to Bacchus Marsh ... ..	22½	83,812	53,938
Total ... ..	70½	262,606	152,628
<i>Western System.</i>			
Branxholme to Casterton ... ..	32	119,200	98,006
<i>North-Eastern System.</i>			
North Melbourne to Coburg (Suburban)	5¼	49,620	92,593
<i>Eastern System.</i>			
Morwell to Mirboo ... ..	20¼	75,430	16,441
Richmond to Alphington (Suburban)...	5½	51,986	35,501
Total ... ..	25¾	127,416	51,942
Grand Total ... ..	133½	558,842	395,169

Rolling-stock.

817. The quantity and description of rolling-stock, and its total cost, were as follow at the end of the last two years. An increase will be observed under all the heads :—

## ROLLING-STOCK, 1882 AND 1883.

Year.	Number of—						Total Cost of Rolling-stock.
	Loco-motives.	First Class and Composite Carriages.	Second and Third Class Carriages.	Sheep and Cattle Trucks.	Goods Trucks, Waggon, &c.	Guard Vans and other Vehicles.	
1882 ... ..	228	308	148	382	3,338	231	£ 1,944,712
1883 ... ..	259	435	154	405	3,853	235	2,297,890
Increase ... ..	31	127	6	23	515	4	353,178

\* Whilst these pages were passing through the press a Bill was under consideration of Parliament providing for the construction of 902 additional miles of railway, at an estimated cost of £3,574,881, or about £3,960 per mile.

† Exclusive of rolling-stock.

‡ Incomplete portion only, viz., from Mitiamo to Kerang. For particulars of the portion open for traffic, see last table.

§ Estimated.

818. The passenger rates per mile are as follow. The rates are somewhat higher on country than on suburban lines :—

## PASSENGER RATES (SINGLE) PER MILE, 1883.

	<i>d.</i>		<i>d.</i>
First class, country lines ...	2	Second class, country lines ...	1½
„ suburban lines ...	1½	„ suburban lines ...	1½

819. The following is a statement of the number of miles open and the number travelled, also of the passengers and goods carried, during 1882 and 1883. 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.\* All the items show considerable increase :—

## RAILWAYS.—MILES OPEN AND TRAVELLED, AND PASSENGERS AND GOODS CARRIED, 1882 AND 1883.

Year.			Extent Opened.	Distance Travelled.†	Passengers.‡	Goods and Live Stock.§
			Miles.	Miles.	No.	Tons.
1882	...	...	1,355	5,069,389	22,646,489	1,684,213
1883	...	...	1,562	5,701,513	26,485,304	1,881,760
Increase			207	632,124	3,838,815	197,547

820. The following were the railway receipts and working expenses during 1882 and 1883 :—

## RAILWAYS.—RECEIPTS AND WORKING EXPENSES, 1882 AND 1883.||

Year.	Receipts.				Working Expenses.	Net Income.	Proportion of Working Expenses to Receipts.
	Passenger Fares.	Freight on Goods and Live Stock.	Sundries.	Total.			
	£	£	£	£	£	£	
1882 ...	713,486	945,368	122,224	1,781,078	1,098,599	682,479	61·68
1883 ...	786,773	980,857	130,681	1,898,311	1,273,922	624,389	67·18
Increase	73,287	35,489	8,457	117,233	175,323	...	5·50
Decrease	...	...	...	...	...	58,090	...

\* The following lines were opened for traffic in 1883 at the dates named :—20th April, Korong to Charlton, 22½ miles; 14th June, Wodonga to Murray River, 2½ miles; 21st June, portion of Eaglehawk to Kerang line between Raywood and Mitiamo, 22½ miles; 2nd July, Korong to Boort, 18 miles; and Colac to Camperdown, 28 miles; 1st August, Ballarat (or Scarsdale Junction) to Scarsdale, 13½ miles; 3rd September, Benalla to St. James, 20½ miles; 1st October, Charlton to Wycheproof, 16½ miles; 13th November, Traralgon Junction to Heyfield, 22½ miles; 16th November, Tallarook to Yea, 23½ miles; 17th December, Everton to Myrtleford, 16½ miles; also a line from 1 mile in length between Eaglehawk and Kerang Junction.

† For later information under this head, see last footnote to table following paragraph 815 *ante*.

‡ 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. In the first six months of 1884, the number of passengers carried was 15,740,432, as against 12,750,089 in the same period of the previous year.

§ In the first six months of 1884, 1,075,286 tons of goods and live stock were carried, as against 964,294 tons in the same period of the previous year.

|| In the first six months of 1884, the railway receipts amounted to £1,117,327, as against £917,484 in the previous year, and the working expenses amounted to £679,827, as against £639,078 in the previous year.

Decrease in  
net railway  
income.

821. An increase will be noticed under each head of receipt, resulting in a total increase to the railway revenue of over £117,000. This increase, which was at the rate of  $6\frac{1}{2}$  per cent., was much less than might have been expected, since the length of lines open for traffic was greater than in the previous year by as much as 15 per cent. On the other hand, notwithstanding the amount paid on account of compensation was smaller in 1883 than in 1882 by about £78,000,\* the working expenses increased by no less than £175,000, or £58,000 in excess of the increase in the revenue. This was partly owing to the increased distance travelled, estimated by the Railway Department (for locomotive charges only) at £45,645, but chiefly to the increased expenditure under the head of "Maintenance," viz., £131,000, which was stated to have been almost entirely due to extensive renewals of the permanent way.† In consequence of this largely-increased expenditure, the net income for the year amounted to only £624,389, or £58,000 less than in the previous year, as shown in the table. It may be mentioned that the proportion of working expenses to receipts in 1883, viz., 67 per cent., was the highest yet recorded; in 1882 it was as high as 62 per cent., but prior to that year it had always been below 55 per cent.

Earnings and  
expenses  
per mile.

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

EARNINGS AND EXPENSES OF RAILWAYS PER MILE OPEN,  
1873-4 TO 1883.

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

Decrease of  
net profits  
per mile.

823. It will be observed that, as the railways are extended, the net profits per mile, as a rule, gradually decrease; thus in 1873-4, when the extent open amounted to only 29 per cent. of that open in 1883, the net profits per mile were three times as great as at the latter period.

\* See table following paragraph 833 *post*.

† See Report of the Engineer for Existing Lines, published in the Report of the Board of Land and Works for the year 1883, page 18.



In 1880 and 1881, exceptional increases occurred in this item, which is in consequence of the transactions of the late Melbourne and Hobson's Bay Company's lines being included for the first time in those years. On these short suburban lines the net profits per mile are naturally greater than on the country lines.

824. The total amount borrowed by the Government for railway construction to the end of 1883 was £20,429,273, which by the conversion of debentures into stock was further increased to £20,441,466.\* As, however, the net cost of floating the loans amounted to £114,857, the net proceeds available for railway construction was only £20,326,609. Railway debt.

825. In addition to the amount derived from loans, certain other sums, amounting in the aggregate to £2,785,037, have also been available for railway construction, viz., £222,800 being the unredeemed balance of debentures issued by the late Melbourne and Hobson's Bay Railway Company,† £2,200,000 from the alienation of Crown lands received by instalments of £200,000 per annum,‡ and £362,237 from the consolidated revenue. The total expenditure on the construction of railways had amounted, at the end of 1883, to £21,602,922, and at the same period the balance at credit was £1,623,581. The following is a statement of the railway capital account to that date:— Capital account of railways.

#### CAPITAL ACCOUNT OF VICTORIAN RAILWAYS TO END OF 1883.

RECEIPTS.			
Gross amount of loans...	...	...	£20,441,466
Debentures of late Melbourne and Hobson's Bay Railway Company	...	...	222,800
Railway loan liquidation and construction account	...	...	2,200,000
From consolidated revenue	...	...	362,237
Total receipts			£23,226,503
EXPENDITURE.			
Construction of completed lines	...	...	£18,349,847§
Rolling-stock and general construction	...	...	2,756,526
Construction of lines in progress	...	...	395,169§
Preliminary surveys	...	...	101,380
Total expenditure			£21,602,922
Balance unexpended			£1,623,581

826. The first two items of expenditure in the above statement, amounting to £21,106,373, may be considered to represent the capital cost of the lines open for traffic. The net income of the Victorian Railways in 1883 has already been stated¶ to have been £624,389. Net income and cost of railways compared.

\* This is the amount shown in table following paragraph 309 ante.

† See paragraph 829 post.

‡ See footnote (\*) on page 119 ante.

§ For particulars of the expenditure on the completed lines, and on those in progress, see tables following paragraphs 815 and 816 ante.

|| Including net cost of floating the loans, £114,857; and Kensington Hill works, £22,684.

¶ See table following paragraph 820 ante.

A short calculation based upon these two amounts will show that the railways in that year made a return upon their capital cost of 2·958 or £2 19s. 2d. per cent., as compared with a proportion of £3 10s. 3d. in the previous year.\*

Net loss on working railways, 1883.

827. The amount of interest payable on the debenture capital of railways during 1883 was £927,687, which was at the average rate of about 5 per cent. If from this be deducted the net railway income of the year, amounting to £624,389, also the interest allowed by banks on unexpended balances of the Railway loan remaining at credit, estimated at £67,687, or £692,076 in all, the remainder will be £235,611, which represents the actual net charge to the State during the year. But if allowance be also made for the capital not bearing interest, derived from other sources than loans, at the same average rate as that at which the debenture capital was borrowed, the loss on working the railways during 1883 would appear to have been no less than £363,723. This is set forth in the following statement:—

#### APPARENT NET LOSS ON WORKING RAILWAYS, 1883.

Interest payable on borrowed capital†	...	...	...	£927,687
Deduct net railway income, 1883	...	...	£624,389	
„ interest on balances held by banks (estimated)			67,687	
			692,076	
Actual net charge to revenue	...	...	...	235,611
Add interest on capital not derived from loans				
(£2,562,237, ‡ assumed at 5 per cent.)	...	...	...	128,112
				£363,723
Apparent net loss on working railways, 1883			...	£363,723

Purchase by the State of private railways.

828. 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 31st December, 1883, including rolling-stock, workshop buildings, &c., was £1,631,097, or £109,152 more than at the end of the preceding year. The amount expended on works since the purchase was £293,969.

Rates of interest on debentures of purchased railways.

829. Six per cent. Hobson's Bay Railway debentures, of the value of £194,200, were redeemed prior to the 31st December, 1882, and a

\* During the first six months of 1884, the net railway revenue amounted to £437,500, as against £278,406 during the corresponding period of 1883. If the net revenue during the second six months should increase in a similar proportion, the amount for the whole year would be £981,200, equal to about 4·65 per cent. on the capital cost, or more than sufficient to pay the interest on the borrowed capital.

† Including Hobson's Bay debentures.

‡ See table following paragraph 825 ante.

further number of the value of £48,100 on the 1st January, 1883; also 3½ per cent. debentures of the value of £200 on the same date. Subjoined is a statement of the rates of interest on the debentures which remained unredeemed at the end of 1883 and of the amounts outstanding at each rate :—

INTEREST ON HOBSON'S BAY RAILWAY DEBENTURES, 1883.

Rate of Interest.						Amount.
6 per cent.	...	...	...	...	£38,900	
5 per cent.	...	...	...	...	183,900	
Total		...	...	...	£222,800	

830. Dating from the period at which the Hobson's Bay lines were purchased by the State, there was a large falling-off in the net income derivable therefrom; the receipts, however, exceeded the working expenses in every year except 1882, when the latter exceeded the former by nearly £72,000. The following table has been designed with the object of giving a comparative view of the profits or losses on working these lines before and since their purchase, and shows for each year their capital cost and the interest payable thereon, the net income and its percentage on the capital cost, also the amount and percentage of gain or loss on the working of the lines :—

Hobson's  
Bay lines  
before and  
after  
purchase.

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.	
		Amount.	Average 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 (last 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

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

\* The figures in this column represent the capital cost about the middle of the year or period named. At the end of 1883, the capital cost was £1,631,097, as stated in paragraph 828 ante.

† 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.

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

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

Loss on  
working  
Hobson's  
Bay lines,  
1883.

831. 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 cost; and if interest be allowed on the latter at the same rate as was paid upon the debenture capital, the net profits 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 in working the lines during each period shown except the last six months of 1879, the loss during the year 1883 amounting to nearly £49,000, or £91,000 less than in 1882, but slightly above the amount in 1881. It should be pointed out, however, that £25,000 was paid in 1883 on account of the previous year.\* Had it not been for this, the net income of the lines would have been £48,600, or 3 per cent. on the capital cost, and the net loss would have been no more than £24,000.

Loss on  
working  
Hobson's  
Bay lines  
in  $5\frac{1}{2}$  years.

832. The figures in the fourth column (net income) show that during the  $5\frac{1}{2}$  years between the purchase of the lines and the end of 1883 the receipts exceeded the working expenses by £110,910; 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 as much as £258,363.

Compensa-  
tion for  
railway  
accidents.

833. The falling-off in the net income of the Hobson's Bay lines has been largely due to the heavy compensation it has been necessary to pay to sufferers from accidents which have occurred thereon during the years 1881 and 1882. The amount of compensation payable on account of accidents on the other lines has also increased during the last three years, but not nearly to the same extent as that on the Hobson's Bay lines. The following table shows the amount payable in each of the five years ended with 1883, the Hobson's Bay lines being distinguished from those embraced in the other railway systems:—

COMPENSATION FOR RAILWAY ACCIDENTS, ETC., † 1879 TO 1883.

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
Total ... ..	186,561	73,033	259,594

\* See footnote (‡) to next table.

† This table includes compensation payable on account of goods damaged, lost, &c., which it has been found impossible to separate. The amount so payable, however, is comparatively trifling.

‡ 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.

834. The revenue returned in 1883 in proportion to the cost of construction (including rolling-stock) was as high as 7 per cent. on the North-Eastern system—which carries the Sydney traffic—but was only about 2½ per cent. on the other lines, except the Hobson's Bay lines, which, owing to exceptional circumstances already referred to, gave a return of only 1½ per cent. The net returns on all the systems, except the Hobson's Bay lines, were, in proportion to the capital cost, considerably lower than in the previous year. The following are the results obtained on the working of the various systems in 1882 and 1883, as calculated in the department of the Government Statist, Melbourne:—

Return on capital cost of each railway system.

PROPORTION OF NET REVENUE TO CAPITAL COST OF EACH RAILWAY SYSTEM, 1882 AND 1883.

	1882. Per Cent.	1883. Per Cent.
Northern system ... ..	3·27	2·36
Western system ... ..	3·86	2·39
North-Eastern system ... ..	8·52	6·91
Eastern system (exclusive of Hobson's Bay lines) ... ..	3·35	2·58
Hobson's Bay lines ... ..	-4·92*	1·50
All lines ... ..	3·51	2·96

835. The following table shows the number of miles of railway open in each of the Australasian colonies at the end of the years named:—

Railways in Australasian colonies.

RAILWAYS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Miles of Railway Open on the 31st December.
Victoria	1873	458
	1874	605
	1875	617
	1876	719
	1877	950
	1878	1,052
	1879	1,125
	1880	1,199
	1881	1,247
	1882	1,355
New South Wales	1873	401
	1874	401
	1875	437
	1876	509
	1877	643
	1878	733
	1879	736
	1880	850
1881	1,041	
1882	1,313	

\* Deficiency.

RAILWAYS IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Miles of Railway Open on the 31st December.
Queensland ... ..	1873	218
	1874	249
	1875	265
	1876	298
	1877	357
	1878	428
	1879	503
	1880	633
	1881	800
	1882	867
South Australia ... ..	1873	202
	1874	234
	1875	274
	1876	328
	1877	328
	1878	454
	1879	559
	1880	667
	1881	832
	1882	945
Western Australia ... ..	1873	30
	1874	38
	1875	38
	1876	38
	1877	68
	1878	68
	1879	72
	1880	72
	1881	92
	1882	95
Tasmania ... ..	1873	45
	1874	45
	1875	150
	1876	172
	1877	172
	1878	172
	1879	172
	1880	172
	1881	172
	1882	167*
New Zealand ... ..	1873	145
	1874	209
	1875	542
	1876	718
	1877	954
	1878	1,070
	1879	1,171
	1880	1,258
	1881	1,287
	1882	1,465

NOTE.—For miles of railway open in each colony at the end of 1883, see Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

\* The decrease is accounted for by 5 miles of a line having fallen into disuse.

836. At the end of 1882, the lines of New Zealand extended over 110 more miles than those of Victoria, and those of New South Wales were only less than the Victorian lines by 42 miles. If, however, the length of the double lines Victoria possesses should be taken into account, her position would be far before that of New Zealand, or any other Australasian colony. The following is the order in which the respective colonies stood in 1882 in regard to the lengths of their lines of railway :—

Order of colonies in respect to length of railways.

#### ORDER OF COLONIES IN REFERENCE TO LENGTH OF RAILWAYS.

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

837. The progress of railway extension on the continent of Australia, and on that continent with the addition of Tasmania and New Zealand, during the years 1873 to 1882, is shown in the following table. It will be observed that the length in Australia has more than trebled, and in Australasia more than quadrupled, during the period :—

Railways in Australia and Australasia.

#### RAILWAYS IN AUSTRALIA AND AUSTRALASIA.

Year.	Miles of Railway Open on the 31st December.	
	Continent of Australia.	Australia, with Tasmania and New Zealand.
1873	1,309	1,499
1874	1,527	1,781
1875	1,631	2,323
1876	1,892	2,783
1877	2,346	3,472
1878	2,736	3,978
1879	2,995	4,339
1880	3,421	4,852
1881	4,012	5,471
1882	4,575	6,207

838. 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 662 out of 945 miles have been constructed upon a 3 feet 6 inches gauge. In New South Wales a 4 feet 8½ inches gauge has been adopted, but the private line of railway between Moama and Deniliquin, which is connected with the Victorian line from Sandhurst to Echuca, has been constructed upon a 5 feet 3 inches gauge. In Queensland and Western Australia all the railways have been constructed upon a gauge of 3 feet 6 inches.

Gauges of lines in Australasia.

In Tasmania 45 miles of line have been constructed upon a gauge of 5 feet 3 inches, and 122 miles upon a gauge of 3 feet 6 inches. In New Zealand there are also two gauges, one of 3 feet 6 inches, and the other of 4 feet 8½ inches.

Railways in  
United  
Kingdom.

839. In 1882 the length of lines open in Ireland and Scotland together was somewhat greater than on the Australian continent, but was much less than the length open on that continent combined with Tasmania and New Zealand. Taking the United Kingdom as a whole, the working expenses were in the proportion of 52 per cent. of the receipts, or a slightly lower proportion than that obtaining in Victoria; whilst the net receipts amounted to 4·3 per cent. of the capital cost.\* The following are the railway statistics of the United Kingdom for that year:—

#### RAILWAYS IN THE UNITED KINGDOM, 1882.

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	13,000	635,186,000	586,689,000	59,106,000	30,928,000
Scotland ...	2,940	97,750,000	49,424,477	7,473,446	3,700,228
Ireland ...	2,465	34,962,665	18,723,988	2,810,876	1,542,751
Total United Kingdom }	18,405	767,898,665	654,837,465	69,390,322	36,170,979

Railways in  
British  
possessions.

840. Imperial official statistics contain particulars respecting the railways 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, 1882.

	Miles of Railway Open.		Miles of Railway Open.
British India ...	10,144	Canada ...	7,530
Ceylon ...	178	Jamaica ...	25
Mauritius ...	92	Trinidad ...	43¼
Natal ...	98½	British Guiana ...	21
Cape of Good Hope ...	969		

Extension of  
railways in  
Natal and  
Cape  
Colony.

841. It may be remarked that four years previously Natal had only 5 miles and the Cape of Good Hope only 547 miles of railway open, but that in 1882, as will be noticed, the length had increased to 98½ miles in the former and 969 miles in the latter colony. It is probable the construction of railways in those colonies was advanced for the purpose of facilitating military operations.

\* See table following paragraph 80 and paragraph 826 ante.



842. In India, in 1882, there were 4,611 miles of guaranteed and 5,533 miles of State railways open, or 10,144 miles in all. The proportion of working expenses to receipts on the guaranteed railway lines was 57 per cent., and on the State railway lines 46 per cent.; or 50 per cent. on the two descriptions of railway lines combined. The number of passengers carried in the year was 58,876,000, besides about 32,000 season ticket holders; and the weight of goods carried was 14,833,243 tons, in addition to about 700,000 head of live stock.

Railways in  
India.

843. The railways in the Dominion of Canada extend over nearly twice the length, and the railways in British India extend over more than twice the length, of all the lines upon the Australian continent.

Railways in  
Australia,  
Canada,  
and India  
compared.

844. From the latest official statistics of the principal Foreign countries, the following information respecting the railways in each country has been extracted. The calculations in the last column, showing the proportion of net revenue to capital cost, were made in the office of the Government Statist, Melbourne. 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.

#### RAILWAYS IN FOREIGN COUNTRIES.

Country.	Year.	Miles of Railway Open.	Cost of Construction.	Number of Passengers carried.	Receipts.	Expenses.	Proportion of Net Revenue to Cost of Construc- tion.
			£		£	£	Per cent.
<b>EUROPE.</b>							
Austria-Hungary	1881	11,685	259,963,213	42,818,473	21,573,971	...	...
Belgium ...	1882	2,667	67,039,777	61,497,358	6,355,310	3,829,934	3·77
Denmark ...	1881	918	...	6,398,240	637,972	418,753	...
France ...	„	15,553	441,922,593	179,729,597	44,419,479	22,413,815	4·98
German Empire	1880	21,031	444,517,000	...	44,349,000	24,736,000	4·41
Greece ...	1878	7	...	...	...	...	...
Holland ...	1882	1,622	23,045,553	17,658,096	2,047,566	1,687,880	1·56
Italy ...	1881	5,449	107,131,392	34,040,515	7,666,465	5,389,286	2·13
Portugal ...	1882	913	...	...	...	...	...
Russia ...	1881	14,073	...	33,384,660	30,060,637	21,896,175	...
Spain ...	1880	4,550	...	14,812,851	5,568,742	2,452,532	...
Sweden and Norway	1881	4,525	29,179,272	8,875,778	2,227,725	1,330,835	3·07
Switzerland	„	1,626	30,359,000	21,861,765	2,447,612	1,267,608	3·89
Turkey in Europe	1882	904	...	...	...	...	...
<b>AMERICA.</b>							
Argentine Confederation	1876	1,369	11,377,217	2,671,260	917,805	633,939	2·50
Chili ...	1880	1,159	...	...	...	...	...
United States	1882	113,329	1,436,597,000	375,391,812	160,491,000	95,765,000	4·51
Uruguay ...	1883	260	...	...	...	...	...

Railways of  
the world,  
1830 to  
1882.

845. According to *l'Almanach de Gotha*, 1884,\* the following was the number of miles of railway open throughout the world at the end of different periods, from 1830 to 1882; also the average annual increase between each period named and the preceding one:—

#### RAILWAYS OF THE WORLD, 1830 TO 1882.

Year.	Total Length at end of years named.	Average Annual Increase between periods named.	Year.	Total Length at end of years named.	Average Annual Increase between periods named.
	Miles.	Miles.		Miles.	Miles.
1830 ...	206	...	1874 ...	175,788	8,074
1840 ...	5,335	513	1875 ...	183,681	7,894
1850 ...	23,612	1,828	1876 ...	192,262	8,582
1855 ...	42,320	3,742	1877 ...	199,235	6,974
1860 ...	66,376	4,812	1878 ...	205,635	6,400
1865 ...	90,116	4,748	1879 ...	213,737	8,102
1870 ...	137,850	9,547	1880 ...	221,718	7,981
1871 ...	146,168	8,318	1881 ...	236,613	14,895
1872 ...	155,891	9,723	1882 ...	255,645	19,032
1873 ...	167,714	11,823			

Wages.

846. The following table contains a statement of the average rates of wages paid in respect to engagements made in Melbourne in 1882 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, 1873, 1878, AND 1883.

Description of Labour.	1873.	1878.	1883.
<b>AGRICULTURAL LABOUR.</b>			
Farm labourers ... per week, and found	15s. to 20s.	15s. to 20s.	15s. to 20s.
Ploughmen ... " "	18s. to 20s.	18s. to 22s.6d.	20s. to 25s.
Reapers † ... per acre, "	12s. to 14s.	7s. 6d. to 15s.	10s. to 15s.
Mowers † ... " "	3s. 6d. to 5s. 6d.	6s.	3s. 6d. to 6s.
Threshers † ... per bushel, "	5d. to 7d.	6d.	5d. to 7d.
<b>PASTORAL LABOUR.</b>			
Shepherds ... per annum, with rations	£30 to £50	£30 to £50	£36 to £52
Stockkeepers ... " and found	£35 to £55	£40 to £55	£60 to £75
Hutkeepers ... " with rations	£25 to £30	£28	£26 to £40
Generally-useful men on stations } per week, and found	15s. to 20s.	15s. to 20s.	15s. to 20s.
Sheepwashers ... " "	15s. to 25s.	22s.	15s. to 25s.
Shearers ... per 100 sheep sheared ...	14s. to 15s.	15s. to 20s.	12s. to 15s.

\* Page 1086, where the length is given in *kilomètres*. A *kilomètre* has been assumed to be equal to .621 of an English mile.

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

## WAGES IN MELBOURNE, 1873, 1878, AND 1883—continued.

Description of Labour.	1873.	1878.	1883.
<b>ARTISAN LABOUR.</b>			
Masons ... per day, without board	10s. to 11s.	10s. to 11s.	10s. to 12s.
Plasterers ... " "	10s.	10s.	10s. to 12s.
Bricklayers ... " "	10s.	10s.	10s. to 12s.
Carpenters ... " "	8s. to 11s.	10s.	10s. to 12s.
Blacksmiths ... " "	10s. to 12s.	10s. to 13s.	10s. to 14s.
<b>SERVANTS—MALES AND MARRIED COUPLES.</b>			
Married couples, } per annum, with board } without family } and lodging }	£60 to £90	£60 to £90	£60 to £100
Married couples, } " " }	£40 to £50	£40 to £50	£40 to £50
Men cooks, on } " " }	£45 to £60	£45 to £55	£50 to £60
Grooms, coach- } per week, with board } men, &c. } and lodging }	20s. to 30s.	20s. to 30s.	20s. to 30s.
Gardeners ... " "	15s. to 25s.	15s. to 25s.	20s. to 30s.
<b>SERVANTS—FEMALES.</b>			
Cooks ... } per annum, with board } and lodging }	£35 to £60	£35 to £60	£40 to £75
Laundresses ... " "	£30 to £40	£30 to £45	£35 to £52
General servants ... " "	£25 to £35	£25 to £35	£26 to £38
Housemaids ... " "	£26 to £36	£25 to £40	£25 to £40
Nursemaids ... " "	£20 to £35	£25 to £35	£20 to £40
<b>MISCELLANEOUS LABOUR.</b>			
General labourers... per day, without board	6s. to 7s.	5s. to 7s.	6s. to 7s.
Stonebreakers } per cubic yard, without } board }	1s. 6d. to 4s.	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.
Seamen ... per month, and found	£5 to £6	£4 10s. to £6	£4 10s. to £6
Miners ... per week, without board	£2 5s. to £3	£2 to £2 10s.	£2 to £3

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

## PRICES IN MELBOURNE, 1873, 1878, AND 1883.

Articles.	1873.	1878.	1883.
<b>AGRICULTURAL PRODUCE.</b>			
Wheat ... per bushel	4s. 6d. to 7s. 3d.	5s. to 5s. 11d.	4s. 2d. to 5s. 4d.
Barley ... " "	3s. 6d. to 7s. 6d.	4s. to 7s. 3d.	4s. 3d. to 5s. 9d.
Oats ... " "	3s. 1d. to 5s. 7d.	4s. 3d. to 5s. 6d.	2s. 9d. to 3s. 8d.
Maize ... " "	2s. 10d. to 5s. 3d.	4s. 7d. to 6s. 9d.	3s. 10d. to 5s. 10d.
Bran ... " "	11d. to 1s. 7½d.	1s. 1d. to 1s. 4d.	11d. to 1s. 1d.
Hay ... per ton	£3 5s. to £7 15s.	£3 to £5	£3 to £6 10s.
Flour, first quality ... " "	£12 to £15	£10 7s. 6d. to £13	£9 to £11 10s.
Bread ... per 4lb. loaf	6d. to 8d.	6d. to 7d.	5½d. to 7d.

## PRICES IN MELBOURNE, 1873, 1878, AND 1883—continued.

Articles.	1873.	1878.	1883.
<b>GRAZING PRODUCE.</b>			
Horses—			
Draught... .. each	£9 to £40	£16 to £50	£25 to £50
Saddle and harness ..	£4 to £35	£5 to £60	£8 to £25
Cattle—			
Fat ... .. each	£4 10s. to £14	£3 10s. to £11 10s.	£4 to £14
Milch cows ... ..	£5 to £11	£5 to £13	£5 to £10
Sheep, fat ... ..	8s. to 20s. 6d.	3s. to 20s.	7s. 6d. to 18s.
Lambs, fat ... ..	5s. 6d. to 12s.	2s. 6d. to 14s.	5s. to 12s.
Butchers' meat—			
Beef, retail ... per lb.	4d. to 8d.	2½d. to 8d.	3d. to 8d.
Mutton, „ ... ..	2½d. to 5d.	1½d. to 4½d.	2d. to 5d.
Veal, „ ... ..	5d. to 6d.	4d. to 8d.	5d. to 8d.
Pork, „ ... ..	6d. to 9d.	6d. to 9d.	6d. to 10d.
Lamb, „ ... per quarter	2s. to 3s.	2s. 6d. to 3s. 6d.	2s. to 3s. 6d.
<b>DAIRY PRODUCE.</b>			
Butter ... .. per lb.	8d. to 1s. 6d.	6d. to 1s. 8d.	8d. to 1s. 10d.
Cheese ... ..	8d. to 1s. 6d.	6d. to 1s.	8d. to 1s.
Milk ... .. per quart	6d.	4d. to 6d.	4d. to 6d.
<b>FARM-YARD PRODUCE.</b>			
Geese ... .. per couple	7s. to 11s.	5s. to 8s.	6s. to 10s.
Ducks ... ..	4s. 3d. to 7s.	3s. 6d. to 7s.	4s. to 6s.
Fowls ... ..	3s. 6d. to 6s.	3s. to 5s.	3s. to 6s.
Rabbits ... ..	2s. to 3s.	9d. to 1s. 6d.	9d. to 1s. 3d.
Pigeons ... ..	2s. to 3s.	1s. 6d. to 2s. 6d.	1s. 6d. to 3s.
Turkeys ... .. each	4s. to 11s.	3s. 6d. to 12s.	4s. to 15s.
Sucking pigs ... ..	10s. to 12s.	8s. to 12s.	10s. to 14s.
Bacon ... .. per lb.	11d. to 1s. 2d.	9d. to 1s.	7d. to 1s.
Ham ... ..	1s. 2d. to 1s. 4d.	1s. to 1s. 4d.	8d. to 1s.
Eggs ... .. per doz.	1s. 2d. to 2s. 2d.	10d. to 2s. 6d.	1s. to 2s. 3d.
<b>GARDEN PRODUCE.</b>			
Potatoes—			
Wholesale ... per ton	£2 to £8	£3 to £8	£2 10s. to £6
Retail ... .. per lb.	½d. to 1¼d.	½d. to 1d.	½d. to 1d.
Onions, dried ... per cwt.	2s. to 10s.	4s. 6d. to 18s.	4s. to 20s.
Carrots ... per dozen bunches	4d. to 9d.	6d. to 1s.	4d. to 1s. 3d.
Turnips ... ..	4d. to 8d.	4d. to 1s. 6d.	6d. to 9d.
Radishes ... ..	4d. to 6d.	4d. to 6d.	4d. to 6d.
Cabbages ... .. per doz.	6d. to 2s.	6d. to 4s.	6d. to 4s.
Cauliflowers ... ..	1s. to 4s.	1s. to 5s.	9d. to 6s.
Lettuces ... ..	3d. to 6d.	4d. to 1s. 3d.	6d. to 1s. 3d.
Green peas ... per lb.	1d. to 2d.	1d. to 3d.	1d. to 4d.
<b>MISCELLANEOUS ARTICLES.</b>			
Tea ... .. per lb.	1s. 3d. to 2s. 8d.	1s. 3d. to 2s. 6d.	1s. 3d. to 2s. 6d.
Coffee ... ..	1s. 3d. to 1s. 9d.	1s. 2d. to 1s. 8d.	1s. 2d. to 1s. 8d.
Sugar ... ..	3½d. to 5d.	3d. to 5d.	3d. to 4d.
Rice ... ..	3d. to 4d.	3d. to 4d.	2½d. to 4d.
Tobacco ... ..	2s. 6d. to 5s.	3s. to 6s.	3s. to 6s.
Soap—Colonial ... ..	2¼d. to 3d.	2d. to 3¼d.	3d. to 4d.
Candles—			
Sperm ... ..	10½d. to 1s. 0½d.	8½d. to 1s. 3d.	9d. to 1s.
Tallow ... ..	4¼d. to 4½d.	4¾d. to 5½d.	4d. to 6d.
Salt ... ..	1d.	1d.	1d.
Coals ... .. per ton	29s. to 60s.	29s. to 34s.	25s. to 36s.
Firewood ... ..	10s. 6d. to 14s.	11s. to 13s.	9s. 6d. to 12s.

PRICES IN MELBOURNE, 1873, 1878, AND 1883—*continued.*

Articles.	1873.	1878.	1883.
WINES, SPIRITS, ETC.			
Ale ... .. per doz.	8s. 6d. to 13s.	6s. 6d. to 11s.	5s. 6d. to 12s.
Porter ... .. „	7s. 9d. to 13s. 6d.	7s. to 10s. 9d.	5s. 6d. to 12s.
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.	35s. to 70s.	35s. to 70s.	33s. to 72s.
Sherry ... .. „	33s. to 65s.	35s. to 70s.	35s. to 75s.
Claret ... .. „	30s. to 60s.	30s. to 65s.	32s. 6d. to 70s.
Champagne ... .. „	75s. to 100s.	75s. to 100s.	70s. to 105s.
Colonial Wine ... .. „	12s. to 25s.	12s. to 28s.	12s. to 30s.

848. The price of gold in 1883 ranged from £3 5s. 0d. to £4 3s. 3d. per oz. Its purity, and consequently its value, varies in different districts. In the last quarter of 1883 the lowest price quoted (£3 5s. 0d. per oz.) was in the Beechworth and Gippsland districts, but some gold in the same districts was stated to have realized as much as £4 2s. and £4 per oz. respectively. The highest average was in the Ballarat district, in which the prices ranged from £3 17s. 6d. to £4 3s. 3d., and the next highest in the Castlemaine district, where the prices ranged from £3 17s. 6d. to £4 1s. Price of gold.

849. 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 1883 the former showed much larger numbers as regards horses and sheep, and slightly larger numbers as regards cattle, than the latter. The following are the imports of these descriptions of stock, according to the returns of both authorities:— Imports of live stock overland.

## IMPORTS OF LIVE STOCK OVERLAND, 1883.

	Horses.	Cattle.	Sheep.
According to returns of the stock inspectors	5,394 ...	62,964 ...	1,123,837
„ „ Customs	2,997 ...	60,997 ...	950,534

850. According to the returns of the stock inspectors, the pigs imported overland in 1883 numbered 689. According to the Customs returns, the total number of pigs imported in the same year numbered 1,387, but it is not stated how many were imported by land and how many by sea. Imports of pigs.

851. According to the Customs returns, the value of live stock (exclusive of pigs) imported overland in 1882 was £718,298, and in 1883, £847,885. Value of live stock overland.