

# VICTORIAN YEAR-BOOK, 1890-91.

## PART VI.—INTERCHANGE.

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

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

### FOREIGN WEIGHTS AND MEASURES, WITH THEIR ENGLISH EQUIVALENTS.

Countries.	Foreign Weights and Measures.	English Equivalents.
Austria-Hungary, Belgium, France, Germany, Holland, Italy, Norway, Portugal, Roumania, Spain, Sweden, and Switzerland	Kilomètre ... ..	·621 of a mile
	Square kilomètre ... ..	·386 of a square mile
	Are ... ..	·0247 of an acre
	Hectare ... ..	2·47 acres
	Cubic mètre ... ..	1·308 cubic yard
	Mètre ... ..	1·094 yard or 3·28 feet
	Kilogramme ... ..	2·204 lbs. avoirdupois
	Quintal métrique ... ..	220·4 lbs. „
	Tonneau (coal) ... ..	2,204 lbs. „
	Hectolitre (liquid measure)	22 Imperial gallons
	„ (cereals, etc.) ... ..	2·75 Imperial bushels
China ... ..	Ts'un ... ..	1·41 inch
	Ch'ih ... ..	1·175 foot
	Chang ... ..	11·75 feet
	Li ... ..	2,115 feet
	Tael .. ... ..	1·33 ounce avoirdupois
	Catty ... ..	1·33 lb. „
	Picul ... ..	133½ lbs. „
Denmark ... ..	Dansk mil ... ..	4·68 miles
	Geo. mil ... ..	4·61 miles
	Geo. sq. mil ... ..	21·195 square miles
	Tøndeland ... ..	1·36 acre
	Tønne (corn) ... ..	3·8 Imperial bushels
	„ (coal) ... ..	4·6775 bushels
	Pund ... ..	1·102 lb. avoirdupois
Egypt ... ..	Oke ... ..	2·7 lbs. „
	Cantar ... ..	98·06 lbs. „
	Ardeb of wheat or maize (118 okes)	318·6 lbs. „
	„ barley (88 okes)	237·6 lbs. „
„ rice (152 okes)	410·4 lbs. „	

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

Countries.	Foreign Weights and Measures.	English Equivalents.
Greece	{ ... ... ... ...}	Ocque ... .. 2·84 lbs. „
		Quintal ... .. 123·2 lbs. „
		Livre ... .. 1·1 lb. „
		Drachme ... .. $\frac{1}{9}$ ounce
Japan	{ ... ... ... ... ... ... ... ... ... ...}	Ri ... .. 2·4403 miles
		Ri carré ... .. 5·9552 square miles
		Tchô ... .. 5·4229 chains
		Tchô carré ... .. 2·4507 acres
		Ken ... .. 1·9884 yard
		Tsoubo ... .. 3·9538 square yards
		Kokou (liquid) ... .. 39·7033 gallons
		„ (dry) ... .. 4·9629 bushels
		Chô (liquid) ... .. 1·5881 quart
		„ (dry) ... .. 1·985 peck
Russia	{ ... ... ... ... ... ...}	Kwan ... .. 8·2817 lbs. avoirdupois
		Verste ... .. 1·663 mile
		Sq. verste ... .. 1·44 square mile
		Dessiatine ... .. 2·7 acres
		Pood ... .. 36 lbs. avoirdupois
		Berkovet ... .. 360 lbs. „
		Tchetvert ... .. 5·77 Imperial bushels
Vedro ... .. 2·7 Imperial gallons		

Imports and  
exports  
classified.

3. 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 then employed in the tabulation of the Victorian Census Return of Occupations, means thus being thereby afforded of making calculations in respect to the number of persons in the colony working at the various trades in connexion with which articles are manufactured similar to those imported into and exported from the colony. The year under review is the thirteenth in which this mode of classification has been used in Victoria. It has met with the approval of eminent statisticians in Europe and elsewhere, but up to the present time has only been adopted by one of the other colonies represented at the Conference.

Mode of  
valuing im-  
ports and  
exports.

4. The Customs valuations are made upon the following principle. In the case of the imports, goods on which *ad valorem* duties

\* 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.

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

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

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

### CLASSIFICATION OF ENTRIES OF ARTICLES IMPORTED AND EXPORTED.

CLASS I.—ART AND MECHANIC PRODUCTIONS.	CLASS II.—TEXTILE FABRICS AND DRESS.
Order 1. Books, etc. „ 2. Musical instruments. „ 3. Prints, pictures, etc. „ 4. Carving, figures, etc. „ 5. Tackle for sports and games. „ 6. Watches, philosophical instruments, etc. „ 7. Surgical instruments. „ 8. Arms, ammunition, etc. „ 9. Machines, tools and implements. „ 10. Carriages, harness, etc. „ 11. Ships and boats, and matters connected therewith. „ 12. Building materials. „ 13. Furniture. „ 14. Chemicals.	Order 15. Wool and worsted manufactures. „ 16. Silk manufactures. „ 17. Cotton and flax manufactures. „ 18. Drapery and haberdashery. „ 19. Dress. „ 20. Manufactures of fibrous materials.  CLASS III.—FOOD, DRINKS, ETC. Order 21. Animal food. „ 22. Vegetable food. „ 23. Drinks and stimulants.  CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES. Order 24. Animal substances. „ 25. Vegetable substances. „ 26. Oils.‡

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

† A complete set of the Australasian Tariffs were published in an Appendix to the second volume of the *Victorian Year-Book*, 1888-9. References to subsequent amendments therein will be found in an Appendix to the second volume of that work for 1889-90, and at the end of this volume.

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

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

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

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

## INDEX—continued.

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

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Lamps and lampware	13	Mineral earths, clays, etc.	32	Pearl shell ...	24
Lard ...	21	„ oil, undefined	26	Peas, split ...	22
„ oil ...	26	„ waters ...	23	Peel, drained ...	22
Lead—ore, pig, pipe, sheet ...	32	Miscellaneous articles of trade ...	35	Pepper ...	23
Leather, leatherware...	24	Molasses ...	22	„ ground ...	23
Leeches ...	33	Mouldings ...	4	Perfumed spirits ...	23
Lime ...	12	Musical instruments ...	2	Perfumery ...	23
Limejuice ...	23	Muslins ...	17	Personal effects ...	36
Linen piece goods ...	17	Mustard ...	23	Phormium, N.Z. ...	25
Linseed meal ...	25	Mutton-bird oil ...	26	Photographic goods ...	35
„ oil ...	26	Nails ...	32	Pianofortes ...	2
Liquorice ...	22	Naphtha ...	14	Pickles ...	23
Lithofracteur ...	8	Natural history, speci- mens of ...	36	Pigs ...	33
Live animals ...	33	Neatsfoot oil ...	26	Pine oil ...	26
Lubricating oil ...	26	Nets and netting ...	20	Pipes—iron, lead ...	32
Macaroni ...	22	Nut oil ...	26	„ tobacco ...	4
Machinery—agricultu- ral, weaving and spinning	9	Nuts ...	22	Pistols ...	8
Machines, tools, and implements ...	9	Oakum ...	25	Pitch ...	25
Maize ...	22	Oars ...	11	Plants ...	34
Maizena and corn flour	22	Oatmeal ...	22	Plaster of paris ...	29
Malt ...	22	Oats ...	22	Platedware ...	32
Manufactured articles of cotton, woollens, silks, etc. ...	18	Oilcake ...	25	Plumbago ...	32
Manufactures of fibrous materials ...	20	Oilcloth ...	20	Pollard ...	25
Manufactures of mixed metals ...	32	Oilmen's stores ...	35	Porcelain ...	29
Manures ...	14	Oils of all kinds ...	26	Pork, salted ...	21
Marble ...	29	„ in bottles ...	26	Potatoes ...	22
Matches ...	14	Olive oil ...	26	Poultry ...	33
Materials, building ...	12	Onions ...	22	Powder — blasting, sporting ...	8
„ carriage ...	10	Opium ...	14	Precious stones ...	31
„ hatters' ...	19	Opossum skins ...	24	Preserved fish, meats... 21	
„ printing ...	35	Optical instruments ...	6	„ milk ...	23
„ telegraphic ...	35	Ordnance stores ...	35	„ vegetables ...	22
„ watchmakers' ...	6	Ore—antimony, copper, iron, lead, tin... 32		Preserves ...	22
Mats ...	20	„ bags ...	20	Printing ink ...	14
Matting—China, coir... 20		Ores, mineral earths, clays, etc. ...	32	„ materials ...	35
Meal, linseed ...	25	Organs ...	2	„ paper ...	25
„ oat ...	22	Ornamental feathers ...	19	Prints, pictures, etc. ...	3
Meats—fresh, preserved	21	Ova ...	33	Provisions, preserved and salted ...	21
Medicinal oil ...	26	Oxalic acid ...	14	Pulse ...	22
„ roots ...	14	Paintings ...	3	Pulu ...	25
Medicines, patent ...	14	Paints ...	14	Pumice stone ...	29
Meerscham pipes ...	4	Palm oil ...	26	Putty ...	29
Metals, other than gold and silver ...	32	Paper—bags, hangings, patterns, printing, wrapping, writing ...	25	Quartz ...	31
Methylated spirits ...	14	Paraffine ...	28	Quicksilver ...	32
Milk, preserved ...	23	Parasols ...	19	Quilts ...	18
Millet ...	25	Patent leather ...	24	Rabbit skins ...	24
Millinery ...	19	„ medicines ...	14	Rags ...	25
Millstones ...	29	Peanuts ...	22	Railway rails, chairs, etc. ...	32
		Pearl barley ...	22	Raisins ...	22
				Rape oil ...	26
				Rattans ...	25
				Raw cotton... 25	
				„ sugar ... 22	

## INDEX—continued.

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

## IMPORTS, 1890.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS.</b>				
<i>Order 1.—Books, etc.</i>				
Free ...	...	Books, printed ...	...	268,879
3s. per doz. packs	1,385	Cards, playing ... doz. packs	10,344	2,616
20 per cent. and free	11,855	Stationery*	...	94,989
<i>Order 2.—Musical Instruments.</i>				
£3 each ...	69	Harmoniums	No. 22	280
” ...	1,608	Organs ...	” 472	6,223
£15 each ...	915	Pianofortes, Grand	” 74	5,272
£5 each ...	17,770	” Upright	” 3,932	89,036
25 per cent.	683	Pianoforte actions, etc.	...	2,731
Free ...	...	Others, undescribed	...	14,984
<i>Order 3.—Prints, Pictures, etc.</i>				
Free ...	...	Paintings and engravings ...	...	48,905
” ...	...	Works of art ...	...	6,518
<i>Order 4.—Carving, Figures, etc.</i>				
25 per cent.	...	Mouldings, gilt ...	...	...
1s. per gross	148	Pipes, tobacco—clay ... gross	2,301	218
25 per cent.	181	” ” meerschaum ...	...	723
” ...	5,326	” ” wooden ... gross	5,032	20,755
” ...	272	” ” other ...	...	1,082
” ...	10	Pipe cases ...	...	40
” ...	79	Turnery ...	...	317
<i>Order 5.—Tackle for Sports and Games.</i>				
20 per cent.	193	Fireworks ...	...	1,400
Free ...	...	Toys ...	...	24,105
<i>Order 6.—Watches, Philosophical Instruments, etc.</i>				
20 per cent.	3,430	Clocks ...	...	17,146
Free ...	...	Instruments, optical ...	...	12,987
” ...	...	” scientific ...	...	15,480
20 per cent.	10,420	Watches ...	...	58,572
Free ...	...	Watchmakers' materials ...	...	6,228
<i>Order 7.—Surgical Instruments.</i>				
Free ...	...	Instruments, surgical ...	...	20,728

\* See also “Paper,” Order 25.

## EXPORTS, 1890.

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

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<i>Order 1.—Books, etc.</i>				
...	61,891	Books, printed ... ..	...	+ 206,988
2,190	661	Cards, playing ... doz. packs	+ 8,154	+ 1,955
...	36,203	Stationery* ... ..	...	+ 58,786
<i>Order 2.—Musical Instruments.</i>				
9	134	Harmoniums ... No.	+ 13	+ 146
102	2,209	Organs ... ..	+ 370	+ 4,014
318	12,175	Pianofortes ... ..	+ 3,688	+ 82,133
...	...	Pianoforte actions, etc. ...	...	+ 2,731
...	3,330	Others, undescribed ... ..	...	+ 11,654
<i>Order 3.—Prints, Pictures, etc.</i>				
...	34,842	Paintings and engravings ... ..	...	+ 14,063
...	153	Works of art ... ..	...	+ 6,365
<i>Order 4.—Carving, Figures, etc.</i>				
...	142	Mouldings, gilt ... ..	...	- 142
1,256	229	Pipes, tobacco—clay ... gross	+ 1,045	- 11
...	793	„ „ meerschaum ... ..	...	- 70
1,032	4,810	„ „ wooden ... gross	+ 4,000	+ 15,945
...	...	„ „ other ... ..	...	+ 1,082
...	...	Pipe cases ... ..	...	+ 40
...	573	Turnery ... ..	...	- 256
<i>Order 5.—Tackle for Sports and Games.</i>				
...	237	Fireworks ... ..	...	+ 1,163
...	2,649	Toys ... ..	...	+ 21,456
<i>Order 6.—Watches, Philosophical Instruments, etc.</i>				
...	1,821	Clocks ... ..	...	+ 15,325
...	1,679	Instruments, optical ... ..	...	+ 11,308
...	799	„ „ scientific ... ..	...	+ 14,681
...	9,806	Watches ... ..	...	+ 48,766
...	33	Watchmakers' materials ... ..	...	+ 6,195
<i>Order 7.—Surgical Instruments.</i>				
...	431	Instruments, surgical ... ..	...	+ 20,297

\* See also "Paper," Order 25.

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.		
Rate.	Amount Collected.		Quantity.	Value.	
	£			£	
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—continued.</b>					
<i>Order 8.—Arms, Ammunition, etc.</i>					
Free	...	Arms, pistols, etc. ...	No.	1,808	1,019
"	...	" sporting ...	"	8,366	18,965
		Ammunition, etc.—			
"	...	" caps ...	...	...	1,636
"	...	" cartridges ...	...	...	5,995
"	...	" cartridge cases ...	...	...	3,948
4d. per lb....	2,085	" dynamite ...	lbs.	144,600	10,631
1½d. per coil	356	" fuse ...	coils	43,618	1,041
1d. per lb....	100	" gelatine, blasting	lbs.	32,000	3,250
"	880	" " dynamite	"	243,400	22,430
"	3,546	" powder, blasting	"	893,544	19,127
3d. per lb....	1,637	" " sporting	"	199,575	14,124
Free	...	" " fine	"	250	7
1d. per lb....	430	" shot ...	"	85,186	707
4d. per lb....	...	" tonite ...	"	...	...
Free	...	" unenumerated	...	...	1,443
<i>Order 9.—Machines, Tools, and Implements.</i>					
35 per cent.	1,081	Boilers, steam ...	No.	14	2,799
"	...	Cream separators ...	...	...	7,458
Free	2,578	Cutlery ...	...	...	45,257
35 per cent.	...	Engines, steam ...	No.	33	5,154
Free	3,882	" traction ...	"	11	6,027
25 per cent.	5,214	" portable ...	"	124	21,348
20 per cent.	...	Implements, agricultural, undescribed	...	...	32,490
Free	...	Machinery, agricultural	...	...	96,850
"	...	" spinning and weaving	...	...	8,927
"	47,182	" undescribed	...	...	45,230
35 per cent.	...	" " "	...	...	162,391
Free	...	Sewing machines ...	No.	16,564	54,940
"	...	Tools and utensils ...	...	...	82,625
<i>Order 10.—Carriages, Harness, etc.</i>					
10s. per arm	1,182	Axles and arms, with brass caps	No.	2,308	1,811
7s. per arm	773	" " mail patent, over 1½in.	"	2,193	1,661
4s. 6d. p. arm	873	" " " to 1½in.	"	3,774	1,894
4s. 6d. p. arm	29	" " common nut, over 1½in.	"	102	39
3s. per arm	1,688	" " " to 1½in.	"	10,418	1,824
25 per cent.	738	" " common dray ...	"	4,185	2,933
35 per cent.	59	Axle-boxes ...	"	1,900	168

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of—		
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).	
	£		Quantity.	Value.	
				£	
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>					
<i>Order 8.—Arms, Ammunition, etc.</i>					
...	...	Arms, pistols, etc....	No.	+ 1,808	+ 1,019
373	1,624	„ sporting ...	„	+ 7,993	+ 17,341
Ammunition, etc.—					
...	45	„ caps ...	...	...	+ 1,591
...	302	„ cartridges ...	...	...	+ 5,693
...	20	„ cartridge cases ...	...	...	+ 3,928
101,060	8,278	„ dynamite ...	lbs.	+ 43,540	+ 2,353
78,989	2,196	„ fuse ...	coils	- 35,371	- 1,155
6,000	660	„ gelatine, blasting	lbs.	+ 26,000	+ 2,590
...	...	„ „ dynamite	„	+ 243,400	+ 22,430
65,738	2,189	„ powder, blasting	„	+ 827,806	+ 16,938
6,663	791	„ „ sporting	„	+ 192,907	+ 13,333
...	...	„ „ fine	„	+ 250	+ 7
39,123	522	„ shot ...	„	+ 46,063	+ 185
600	60	„ tonite ...	„	- 600	- 60
...	...	„ unenumerated	„	...	+ 1,443
<i>Order 9.—Machines, Tools, and Imple- ments.</i>					
13	2,610	Boilers, steam ...	No.	+ 1	+ 189
...	...	Cream separators ...	...	...	+ 7,458
...	2,517	Cutlery ...	...	...	+ 42,740
66	12,086	Engines, steam ...	No.	- 33	- 6,932
...	...	„ traction ...	„	+ 11	+ 6,027
...	...	„ portable ...	„	+ 124	+ 21,348
...	32,605	Implements, agricultural, undescribed	...	...	- 115
...	21,971	Machinery, agricultural	...	...	+ 74,879
...	...	„ spinning and weaving	...	...	+ 8,927
...	99,298	„ undescribed	...	...	+ 108,323
5,224	20,539	Sewing machines ...	No.	+ 11,340	+ 34,401
...	3,465	Tools and utensils...	...	...	+ 79,160
<i>Order 10.—Carriages, Harness, etc.</i>					
1,758	1,111	Axles and arms, with brass caps	No.	+ 21,222	+ 9,051
		„ „ mail patent	„		
		„ „ common nut	„		
		„ „ common dray	„		
8	2	Axle-boxes	„	+ 1,892	+ 166

IMPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>				
<i>Order 10.—Carriages, Harness, etc.</i>				
<i>—continued.</i>				
		Carriages and carts—		
£50 each ...	750	Barouches, broughams, mail phaetons, drags, etc.	No. 13	2,699
20 per cent.	82	All carts and waggons without springs	58	878
£40 each ...	80	Omnibuses and coaches ...	2	302
£20 each ...	280	Hansom cabs, etc. ...	17	964
£15 each ...	120	Express waggons, etc. ...	7	258
£10 each ...	170	Dog carts, etc. ...	20	761
25 per cent.	2,494	Unenumerated ...	...	9,912
" ...	3,255	Bicycles, tricycles, etc. ...	...	12,676
35 per cent.	340	Carriage materials ...	...	1,099
Various ...	829	" wheels, poles, shafts, bars, under-gear, buggy tops	...	1,705
25 per cent.	1,125	Saddlery and harness... ..	...	4,619
Free ...	...	Saddlers' ironmongery ... ..	...	17,754
10s. per doz.	2	Saddle-trees (harness) ... ..	doz. 3	6
20s. per doz.	81	" (riding) ... ..	" 55	197
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
Free ...	...	Anchors ... ..	No. 109	415
" ...	...	Boats ... ..	" 15	522
" ...	...	Chain cables ... ..	tons 38	553
" ...	...	Oars, ash ... ..	No. 2,336	459
<i>Order 12.—Building Materials.</i>				
(See also Order 29, <i>post.</i> )				
35 per cent.	34	Bricks, air ... ..	No. 5,122	96
Free ...	...	" clay ... ..	" 152,933	391
20s. per 1,000	755	" fire ... ..	" 754,120	5,696
Free ...	...	Cement ... ..	cwt. 888,668	183,714
5s. to 7s. 6d. each	144	Doors ... ..	No. 805	566
5s. each ...	5	Frames, door and window ... ..	" 22	26
Free ...	...	Lime ... ..	tons 125	393
2s. per pair	1	Sashes, window ... ..	pairs 6	4
3s. per pair	5	" " glazed ... ..	" 34	32
Free ...	...	Slates, roofing ... ..	No. 7,764,038	59,365
<i>Order 13.—Furniture.</i>				
35 per cent.	25,831	Furniture and upholstery ... ..	...	73,336
10 per cent.	59	Furniture springs ... ..	...	674
35 per cent.	221	Gasaliers and chandeliers ... ..	...	831
25 per cent.	3,291	Lamps and lampware ... ..	...	13,352

## EXPORTS, 1890—continued.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
<b>CLASS I.—ART AND MECHANIC PRODUCTIONS—continued.</b>				
<i>Order 10.—Carriages, Harness, etc.</i>				
—continued.				
		Carriages and carts—		
		Barouches, broughams, mail phaetons, drags, etc.	No.	
166	6,135	"    "    "    "	"	
		Omnibuses and coaches ...	"	-49
		All other kinds...	"	-273
		Express waggons, etc. ...	"	
		Dog carts, etc. ...	"	
...	...	Unenumerated ...	...	+9,912
...	1,183	Bicycles, tricycles, etc. ...	...	+11,493
		Carriage materials ...	...	
...	1,610	" wheels, poles, shafts, and bars	...	+1,194
...	9,322	Saddlery and harness ...	...	-4,703
...	368	Saddlers' ironmongery ...	...	+17,386
6	12	Saddle-trees (harness) ...	doz.	-3
149	666	" (riding) ...	"	-94
		" (riding) ...	"	-469
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
6	92	Anchors ...	No.	+103
29	509	Boats ...	"	-14
12	257	Chain cables ...	tons	+26
61	50	Oars, ash ...	No.	+2,275
		" ...	...	+409
<i>Order 12.—Building Materials.</i>				
(See also Order 29, post.)				
...	...	Bricks, air ...	No.	+5,122
137,400	353	" clay ...	"	+96
3,500	35	" fire ...	"	+38
9,640	2,302	Cement ...	cwt.	+750,620
1,217	315	Doors ...	No.	+5,661
...	...	Frames, door and window ...	"	+879,028
338	996	Lime ...	tons	+181,412
586	337	Sashes, window ...	pairs	-412
6,560	69	Slates, roofing ...	No.	+22
		" ...	...	+26
		" ...	...	-213
		" ...	...	-603
		" ...	...	-546
		" ...	...	-301
		" ...	...	+7,757,478
		" ...	...	+59,296
<i>Order 13.—Furniture.</i>				
...	26,573	Furniture and upholstery ...	...	+46,763
...	...	Furniture springs ...	...	+674
...	...	Gasaliers and chandeliers ...	...	+831
...	1,686	Lamps and lampware ...	...	+11,666

IMPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

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

CLASS I.—ART AND MECHANIC PRODUCTIONS—*continued.*

		Order 14.— <i>Chemicals.</i>				
3d. per lb....	583	Acid, acetic ...	...	lbs.	56,321	1,669
5s. per cwt.	14	„ undescrbed ...	...	„	6,048	88
Free ...	...	„ „ ...	...	„	578,189	30,437
Free ...	...	Alkali, soda ash ...	...	cwt.	14,036	4,256
„ ...	...	„ „ bicarbonate ...	...	„	7,351	2,241
„ ...	...	„ „ caustic ...	...	„	11,405	7,534
40s. per ton	11	„ „ crystals ...	...	tons	2	9
Free ...	...	Alum ...	...	cwt.	4,014	1,196
„ ...	...	Arsenic ...	...	„	326	271
„ ...	...	Asphalte ...	...	„	4,935	1,430
25 per cent.	1,174	Blacking ...	...	...	...	5,039
Free ...	...	Borax ...	...	cwt.	612	1,107
Various & free	1,274	Drugs and chemicals—miscellaneous	...	...	...	95,725
Free ...	...	Nitrate of soda ...	...	cwt.	5,589	2,808
„ ...	...	Silicate of soda ...	...	„	2,931	989
„ ...	...	Dyes ...	...	...	...	20,636
„ ...	...	Essences and essential oils	...	...	...	7,941
3d. per lb....	239	Glycerine, pure ...	...	lbs.	26,133	842
Free ...	...	Guano ...	...	tons	1,251	7,636
„ ...	...	Ink, printing ...	...	lbs.	309,370	5,728
6d. per lb....	210	„ coloured ...	...	„	8,387	950
10 per cent.	529	„ writing ...	...	...	...	5,260
Free ...	...	Manures, undescrbed	...	tons	465	2,476
1s. 3d. per gross	55	Matches and vestas in metal boxes	...	gross	1,377	476
1s. per gross	14,592	„ „ „ in paper boxes	...	„	294,317	42,837
Free ...	...	„ safety ...	...	„	78,833	5,996
6d. per gross	238	„ wooden ...	...	„	7,075	591
25 per cent.	13,802	Medicines, patent ...	...	...	...	64,179
Free ...	...	Medicinal roots ...	...	...	...	474
„ ...	...	Naphtha ...	...	galls.	8,722	1,386
20s. per lb.	16,591	Opium, prepared ...	...	lbs.	17,684	35,736
Free ...	...	Paints and colours, dry colours, etc.	...	cwt.	14,178	19,622
80s. per ton	670	„ „ mixed for use	...	„	3,518	7,740
40s. per ton	4,433	„ „ ground in oil	...	„	44,155	53,055
1s. per gal.	142	Spirits, methylated ...	...	galls.	2,715	580
Free ...	...	Sulphur ...	...	cwt.	47,831	10,351
„ ...	...	Turpentine ...	...	galls.	81,114	10,176

## CLASS II.—TEXTILE FABRICS AND DRESS.

		Order 15— <i>Wool and Worsted Manufactures.</i>				
25 per cent.	9,500	Blankets ...	...	pairs	98,751	44,445
20 per cent.	19,970	Carpeting and druggeting	...	...	...	89,918
Free ...	...	„ printed felt	...	...	...	1,524

EXPORTS, 1890—*continued.*\*\* For the position of any article, see Index *ante.*

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

CLASS I.—ART AND MECHANIC PRODUCTIONS—*continued.*

		<i>Order 14.—Chemicals.</i>				
16,291	311	Acid, acetic	...	lbs.	+ 40,030	+ 1,358
91,175	2,071	„ undescrbed	...	„	+ 493,062	+ 23,454
1,080	495	Alkali, soda ash	...	cwt.	+ 12,956	+ 3,761
295	201	„ „ bicarbonate	...	„	+ 7,056	+ 2,040
1,105	644	„ „ caustic	...	„	+ 10,300	+ 6,890
18	149	„ „ crystals	...	tons	- 16	- 140
16	12	Alum	...	cwt.	+ 3,998	+ 1,184
94	95	Arsenic	...	„	+ 232	+ 176
60	32	Asphalte	...	„	+ 4,875	+ 1,398
...	246	Blacking	...	...	...	+ 4,793
48	154	Borax	...	cwt.	+ 564	+ 953
...	30,306	Drugs and chemicals—miscellaneous	...	...	...	+ 65,419
200	160	Nitrate of soda	...	cwt.	+ 5,389	+ 2,648
472	221	Silicate of soda	...	„	+ 2,459	+ 768
...	2,533	Dyes	...	...	...	+ 18,103
...	5,812	Essences and essential oils	...	...	...	+ 2,129
25,680	688	Glycerine, pure	...	lbs.	+ 453	+ 154
264	1,351	Guano	...	tons	+ 987	+ 6,285
24,676	741	Ink, printing	...	lbs.	+ 284,694	+ 4,987
...	...	„ coloured	...	„	+ 8,387	+ 950
...	344	„ writing	...	...	...	+ 4,916
2,631	26,145	Manures, undescrbed	...	tons	- 2,166	- 23,669
31,169	5,063	Matches and vestas	...	gross	+ 350,433	+ 44,837
...	9,504	Medicines, patent	...	...	...	+ 54,675
...	...	Medicinal roots	...	...	...	+ 474
240	62	Naphtha	...	galls.	+ 8,482	+ 1,324
882	1,738	Opium, prepared	...	lbs.	+ 16,802	+ 33,998
4,379	7,410	Paints and colours	...	cwt.	+ 57,472	+ 72,977
476	67	„ „ mixed for use	...	„		
823	523	„ „ ground in oil	...	„	+ 2,239	+ 513
5,977	873	Spirits, methylated	...	galls.	+ 47,008	+ 9,828
		Sulphur	...	cwt.	+ 75,137	+ 9,303
		Turpentine	...	galls.		

## CLASS II.—TEXTILE FABRICS AND DRESS.

		<i>Order 15.—Wool and Worsted Manufactures.</i>				
7,973	4,041	Blankets	...	pairs	+ 90,778	+ 40,404
...	4,048	Carpeting and druggeting	...	...	...	+ 85,870
...	...	„ printed felt	...	...	...	+ 1,524

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS II.—TEXTILE FABRICS AND DRESS—continued.</b>				
<i>Order 15.—Wool and Worsted Manufactures—continued.</i>				
30 per cent.	7,027	Flannels, piece ... ..	...	22,110
25 per cent.	1,906	Rugs, woollen ... ..	...	7,691
		Woollen piece goods—		
30 per cent.	107,036	Broad and narrow cloths, tweeds, etc.	...	363,959
Free	...	Dress goods, containing wool	...	302,736
		"    women's	...	...
30 per cent.	547	Shirtings ... ..	...	3,142
Free	...	Undescribed ... ..	...	34,773
"	...	Woollen manufactures unenumerated	...	7,105
"	...	Yarn ... .. lbs.	316,117	4,991
<i>Order 16.—Silk Manufactures.</i>				
20 per cent.	69,481	Silks and satins, dress ... ..	...	347,875
"	860	" dress goods, mixed with other material	...	4,783
"	96	Silk pongees ... ..	...	540
"	3,481	" ribbons ... ..	...	16,940
"	403	" velvets and crapes ... ..	...	2,564
"	1,259	" other manufactures of ... ..	...	9,055
Free	...	" " " " " " " "	...	22,503
<i>Order 17.—Cotton and Flax Manufactures.</i>				
Free	...	Cotton piece goods (all cotton) ... ..	...	905,615
"	...	" manufactures, such as counterpanes, etc.	...	52,651
"	...	" waste ... .. lbs.	872,591	9,825
"	...	" wick " "	56,166	3,441
"	...	Linen piece goods ... ..	...	37,059
"	...	" manufactures, such as table linen, towels, etc.	...	3,975
20 per cent.	16	" tents and tarpaulins ... ..	...	82
<i>Order 18.—Drapery and Haberdashery.</i>				
Free	...	Haberdashery ... ..	...	313,115
25 per cent.	1,020	Bags—Fancy ... ..	...	4,161
30 per cent.	1,673	Quilts ... ..	...	5,520
<i>Order 19.—Dress.</i>				
25 per cent.	82,615	Apparel and slops ... ..	...	323,495
35 per cent.	30,337	" " " " " " " "	...	87,295
Free	...	" " " " " " " "	...	17,706

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS II.—TEXTILE FABRICS AND DRESS—<i>continued.</i></b>				
<i>Order 15.—Wool and Worsted Manufactures—continued.</i>				
...	1,027	Flannels, piece ... ..	...	+ 21,083
...	2,701	Rugs, woollen ... ..	...	+ 4,990
...	39,340	Woollen piece goods— Broad and narrow cloths, tweed, etc.	...	+ 324,619
...	...	Dress goods, containing wool	...	+ 302,736
...	17,700	"    women's	...	- 17,700
...	...	Shirtings	...	+ 3,142
...	...	Undescribed	...	+ 34,773
...	811	Woollen manufactures unenumerated	...	+ 6,294
23,188	465	Yarn ... .. lbs.	+ 292,929	+ 4,526
<i>Order 16.—Silk Manufactures.</i>				
...	40,245	Silks and satins, dress ... ..	...	+ 307,630
...	...	"    dress goods, mixed with other material	...	+ 4,783
...	...	Silk pongees	...	+ 540
...	5	"    ribbons	...	+ 16,935
...	...	"    velvets and crapes	...	+ 2,564
...	460	"    other manufactures of	...	+ 31,098
<i>Order 17.—Cotton and Flax Manufactures.</i>				
...	67,924	Cotton piece goods (all cotton) ...	...	+ 837,691
...	9,236	"    manufactures, such as counter- panes, etc.	...	+ 43,415
17,648	332	"    waste ... .. lbs.	+ 854,943	+ 9,493
6,550	423	"    wick ... .. "	+ 49,616	+ 3,018
...	4,065	Linen piece goods ... ..	...	+ 32,994
...	324	"    manufactures, such as table linen, towels, etc.	...	+ 3,651
...	...	"    tents and tarpaulins	...	+ 82
<i>Order 18.—Draperies and Haberdashery.</i>				
...	39,019	Haberdashery ... ..	...	+ 274,096
...	356	Bags—Fancy ... ..	...	+ 3,805
...	337	Quilts ... ..	...	+ 5,183
<i>Order 19.—Dress.</i>				
...	167,682	Apparel and slops ... ..	...	+ 260,814

## IMPORTS, 1890—continued.

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

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

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

## Order 19.—Dress—continued.

25 per cent.	856	Bonnets, fancy and trimmed ...	...	3,523
4s. to 45s. p. doz. pairs	31,609	Boots and shoes ...	pairs 535,302	118,424
Free ...	...	„ „ infants, Nos. 0-3	„ 119,167	8,862
20 per cent.	13	Clogs and pattens ...	...	66
25 per cent.	6,560	Feathers, ornamental ...	...	26,713
Free ...	...	Flowers, artificial ...	...	18,307
25 per cent.	1,811	Frillings and ruffings	...	7,237
2d. per lb.	53	Furs, dressed ...	lbs. 6,341	3,465
Free ...	...	„ undressed ...	...	88
25 per cent.	238	„ hatters'	...	599
20 per cent.	18,044	Gloves, kid or leather	...	89,798
Free ...	...	„ other ...	...	36,385
10 per cent.	2,321	Handkerchiefs	...	23,553
		Hats and caps—		
60s. per doz.	941	Dress ...	No. 3,914	2,183
30s. per doz.	49	With calico frame and covered, etc.	„ 904	136
20s. per doz.	17,690	Men's, boys', etc., felt	„ 216,400	38,276
8s. per doz.	1,379	Cloth, sewn, etc. ...	„ 57,382	2,003
5s. per doz.	656	Felt hoods ...	„ 25,764	1,701
Free ...	...	Straw, untrimmed ...	„ 1,119,239	63,062
25 per cent.	2,339	Others unenumerated	„ 92,908	9,192
	23,054	Total hats and caps ...	„ 1,516,511	116,553
Free ...	...	Hatters' materials ...	...	9,738
„ ...	...	Hosiery, cotton ...	...	63,873
25 per cent.	18,219	„ wool and silk	...	74,511
„ ...	...	Millinery ...	...	...
2s. 6d. each	1,251	Umbrellas and parasols, silk	No. 10,091	5,509
1s. each ...	64	„ „ other ...	„ 1,344	343
„ ...	2	Umbrella sticks ...	„ 71	8
Free ...	...	„ materials ...	...	1,559
		Order 20.—Manufactures of Fibrous Materials.		
Free ...	...	Bags and sacks, bran bags	No. 1,331,140	23,838
„ ...	...	„ „ corn and flour sacks	„ 4,630,822	113,146
„ ...	...	„ „ gunny bags	„ 1,006,630	21,558
3s. per doz.	3,010	„ „ woolpacks	„ 337,515	35,093
6d. per doz.	4	„ „ undescribed	„ 18,308	238
Free ...	...	„ „ „	„ 190,451	2,953
„ ...	...	Boot webbing	...	3,787
„ ...	...	Canvas	...	20,827

EXPORTS, 1890—continued.

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

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS II.—TEXTILE FABRICS AND DRESS—continued.</b>				
<i>Order 19.—Dress—continued.</i>				
...	...	Bonnets, fancy and trimmed ...	...	+ 3,523
131,540	37,047	Boots and shoes ... pairs	+ 522,929	+ 90,239
...	...	Clogs and pattens ...	...	+ 66
...	3,095	Feathers, ornamental ...	...	+ 23,618
...	705	Flowers, artificial ...	...	+ 17,602
...	962	Frillings and ruffings ...	...	+ 6,275
...	1,255	Furs, dressed ...	...	+ 2,210
...	...	„ undressed ...	...	+ 88
...	...	„ hatters' ...	...	+ 599
...	15,673	Gloves ...	...	+ 110,510
...	3,264	Handkerchiefs ...	...	+ 20,289
...	...	Hats and caps—		
...	...	Dress ... No.		
...	...	With calico frame and covered, etc. „		
164,264	17,401	Men's, boys', etc., felt ... „	+ 1,352,247	+ 99,152
...	...	Cloth, sewn, etc. ... „		
...	...	Felt hoods ... „		
...	...	Straw, untrimmed ... „		
...	...	Other unenumerated ... „		
...	1,000	Hatters' materials... ..	...	+ 8,738
...	7,240	Hosiery ... ..	...	+ 131,144
...	125	Millinery ... ..	...	- 125
8,046	2,547	Umbrellas and parasols, silk ... No.	+ 3,389	+ 3,305
...	...	„ „ other „		
...	...	Umbrella sticks ... „	+ 71	+ 8
...	...	„ materials ... „	...	+ 1,559
<i>Order 20.—Manufactures of Fibrous Materials.</i>				
102,453	1,912	Bags and sacks, bran bags ... No.	+ 1,228,687	+ 21,926
729,995	18,540	„ „ corn and flour sacks „	+ 3,900,827	+ 94,606
...	...	„ „ gunny bags „	+ 1,006,630	+ 21,558
200,190	19,686	„ „ woolpacks... „	+ 137,325	+ 15,407
647,293	7,884	„ „ undescribed „	- 438,534	- 4,693
...	459	Boot webbing ... ..	...	+ 3,328
...	2,195	Canvas ... ..	...	+ 18,632

## IMPORTS, 1890—continued.

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

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

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

## Order 20.—Manufactures of Fibrous Materials—continued.

5s. per cwt.	106	Cordage, coir ... .. cwt.	375	494
12s. per cwt.	484	„ hempen ... .. „	1,117	3,917
„ ...	288	„ white lines ... .. „	479	3,316
Free ...	...	„ unserviceable ... .. tons	60	357
12s. per cwt.	354	Engine packing ... .. cwt.	606	4,015
Free ...	...	Felt, sheathing ... ..	...	1,758
„ ...	3*	Jute piece goods ... ..	...	31,979
25 per cent.	702	Mats ... ..	...	2,683
20 per cent.	270	Matting, coir, jute ... ..	...	1,102
Free ...	...	„ other ... ..	...	3,029
„ ...	...	Nets and netting ... .. cwt.	373	2,680
20 per cent.	11,490	Oil and other floor cloths ... ..	...	48,593
2½d. per lb.	1,793	Twine and lines ... .. lbs.	184,992	6,828
8s. per cwt.	1,237	„ reaper and binder ... .. „	363,216	8,878
Free ...	...	„ sewing or seaming ... .. „	402,555	13,017

## CLASS III.—FOOD, DRINKS, ETC.

## Order 21.—Animal Food.

2d. per lb. ...	5,685	Butter ... .. lbs.	713,282	29,887
„ ...	1,986	Cheese ... .. „	249,399	7,279
2s. per gross	7,042	Eggs ... .. No.	10,140,000	34,403
Free ...	...	Fish, fresh ... ..	...	5,931
2d. per lb. ...	33,993	„ preserved ... .. lbs.	4,341,247	120,480
Free ...	...	„ salted... .. cwt.	24,173	38,968
„ ...	...	„ shell... ..	...	28,771
2d. per lb. ...	3	Honey ... .. lbs.	409	10
10 per cent.	87	Isinglass ... .. „	3,391	920
Free ...	...	„ uncut ... .. „	23,775	3,163
„ ...	...	Lard ... .. „	7,827	116
„ ...	...	Meats, fresh ... .. cwt.	2,889	2,968
2d. per lb. ...	3,036	„ preserved ... .. lbs.	386,706	17,308
„ ...	183	„ bacon ... .. „	24,273	857
5s. per cwt.	106	„ beef, salted ... .. cwt.	515	817
2d. per lb. ...	1,985	„ hams ... .. lbs.	358,244	15,413
5s. per cwt.	111	„ pork, salted ... .. cwt.	452	1,222
20 per cent.	1,382	„ potted, etc. ... ..	...	7,466

## Order 22.—Vegetable Food.

2d. per lb. ...	707	Arrowroot ... .. lbs.	134,480	2,053
„ ...	72	Biscuit, fancy ... .. „	8,667	251

\* Paid on post warrant.

EXPORTS, 1890—*continued.*\*\* For the position of any article, see Index *ante.*

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

CLASS II.—TEXTILE FABRICS AND DRESS—*continued.**Order 20.—Manufactures of Fibrous Materials—continued.*

1,778	5,444	Cordage, coir ... .. cwt.	}	+ 193	+ 2,283	
						„ hempen ... .. „
						„ white lines ... .. „
147	445	„ unserviceable ... .. tons		- 87	- 88	
68	499	Engine packing ... .. cwt.		+ 538	+ 3,516	
...	105	Felt, sheathing ... ..		...	+ 1,653	
...	2,114	Jute piece goods ... ..		...	+ 29,865	
...	879	Mats ... ..		...	+ 1,804	
...	438	Matting, China ... ..	}	...	+ 3,693	
...		„ coir and other ... ..				
...	4	Nets and netting ... ..		...	+ 2,676	
...	2,820	Oil and other floor cloths ... ..		...	+ 45,773	
242,874	8,703	Twine and lines ... .. lbs.	}	+ 707,889	+ 20,020	
		„ reaper and binder ... .. „				
		„ sewing or seaming ... .. „				

## CLASS III.—FOOD, DRINKS, ETC.

*Order 21.—Animal Food.*

1,627,405	60,377	Butter ... .. lbs.	- 914,123	- 30,490
222,494	6,019	Cheese ... .. „	+ 26,905	+ 1,260
88,146	235	Eggs ... .. No.	+ 10,051,854	+ 34,168
...	392	Fish, fresh ... ..	...	+ 5,539
476,883	14,760	„ preserved ... .. lbs.	+ 3,864,364	+ 105,720
418	661	„ salted ... .. cwt.	+ 23,755	+ 38,307
...	134	„ shell ... ..	...	+ 28,637
24,804	525	Honey ... .. lbs.	- 24,395	- 515
4,602	823	Isinglass ... .. „	- 1,211	+ 97
...	...	„ uncut ... .. „	+ 23,775	+ 3,163
7,804	209	Lard ... .. „	+ 23	- 93
1,078	1,110	Meats, fresh ... .. cwt.	+ 1,811	+ 1,858
1,050,074	23,634	„ preserved ... .. lbs.	- 663,368	- 6,326
90,325	3,647	„ bacon ... .. „	- 66,052	- 2,790
1,169	1,342	„ beef, salted ... .. cwt.	- 654	- 525
26,187	1,260	„ hams ... .. lbs.	+ 332,057	+ 14,153
717	2,806	„ pork, salted ... .. cwt.	- 265	- 1,584
...	...	„ potted, etc. ... ..	...	+ 7,466

*Order 22.—Vegetable Food.*

25,971	466	Arrowroot ... .. lbs.	+ 108,509	+ 1,587
1,072,795	18,975	Biscuit, fancy ... .. „	- 1,064,128	- 18,724

## IMPORTS, 1890.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<i>CLASS III.—FOOD, DRINKS, ETC.—continued.</i>				
<i>Order 22.—Vegetable Food.—contd.</i>				
Free ...	...	Biscuit, old ...	lbs. 2,843	30
” ...	...	Cocoanuts ...	No. 359,240	1,754
2d. per lb. ...	4,778	Confectionery ...	lbs. 590,293	26,091
” ...	13	” sugar candy ...	” 1,576	27
” ...	...	Fruit, bottled ...	” ...	...
18s. per doz. ...	2	” ” (over a quart and up to a gallon)	doz. 15	23
3s. per doz. ...	1,296	” ” (pints and over half a pint)	” 6,317	2,218
2d. per lb. ...	10,761	” dried ...	lbs. 1,319,982	23,012
” ...	37,839	” ” currants ...	” 4,395,214	52,259
” ...	19,478	” ” raisins ...	” 2,396,415	47,357
Free ...	...	” fresh, bananas, etc. ...	bushels 248,663	69,118
9d. per bush. ...	11,279	” ” oranges and lemons	” 300,777	101,881
1s. 6d. p. bush. ...	10,447	” ” all other ...	” 139,292	51,575
3s. p. cental ...	33	Grain and pulse, barley ...	centals 437	155
2s. 11d. p. ctl. ...	140	” ” beans and peas	” 1,047	836
” ...	1,047	” ” maize ...	” 7,179	1,586
4s. 6d. p. bush. ...	1,116	” ” malt ...	bushels 17,461	6,321
3s. p. cental ...	20,217	” ” oats ...	centals 215,066	59,607
2s. p. cental ...	200	” ” peanuts ...	” 2,018	1,816
6s. p. cental ...	12,598	” ” rice ...	” 68,314	45,522
4s. p. cental ...	7,221	” ” ” dressed in bond	” 58,126	33,960
2s. p. cental ...	1	” ” rye ...	” 12	5
2s. 11d. p. ctl. ...	141	” ” wheat ...	” 82,093	23,707
2s. p. cental ...	4	” ” unenumerated	” 40	28
		” prepared—		
7s. 6d. p. ctl. ...	25	Barley, pearl ...	” 151	87
5s. p. cental ...	87	Flour ...	” 25,146	11,357
9s. p. cental ...	19	Oatmeal ...	” 541	411
5s. p. cental ...	374	Peas, split ...	” 1,905	1,014
5s. p. cental ...	35	Semolina ...	” 318	587
” ...	...	Unenumerated ...	” 22	20
3d. per lb. ...	4,595	Jams and preserves ...	lbs. 398,801	9,766
2d. per lb. ...	2,342	” ” peel, candied	” 241,096	5,122
Free ...	...	” ” ” dried	” 5,684	181
2d. per lb. ...	292	Liquorice ...	” 46,942	1,987
” ...	820	Macaroni and vermicelli ...	” 94,021	1,705
” ..	4,912	Maizena and corn flour ...	” 944,864	23,744
Free ...	...	Molasses, unrefined ...	cwt. 26,586	4,181
3s. per cwt. ...	27	” refined ...	” 118	90
2s. per cwt. ...	952	” Victorian refined (in bond)	” ...	...
2d. per lb. ...	740	Nuts ...	lbs. 100,637	1,352
” ...	1,318	” almonds ...	” 148,151	5,028
” ...	105	” walnuts ...	” 11,863	204

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS III.—FOOD, DRINKS, ETC.—<i>continued.</i></b>				
<i>Order 22.—Vegetable Food.—contd.</i>				
...	...	Biscuit, old ... .. lbs.	+ 2,843	+ 30
25,600	138	Cocoanuts ... .. No.	+ 333,640	+ 1,616
84,414	3,248	Confectionery ... .. lbs.	+ 505,879	+ 22,843
...	...	"    sugar candy ... .. "	+ 1,576	+ 27
222,783	3,998	Fruit, bottled ... .. "	- 222,783	- 3,998
...	...	"    " (over a quart and up to a gallon) ... .. doz.	+ 15	+ 23
...	...	"    " (pints and over half a pint) ... .. "	+ 6,317	+ 2,218
233,447	3,885	"    dried ... .. lbs.	+ 1,086,535	+ 19,127
978,733	13,773	"    " currants ... .. "	+ 3,416,481	+ 38,486
671,679	13,415	"    " raisins ... .. "	+ 1,724,736	+ 33,942
...	...	"    " fresh, bananas, etc. ... bushels	+ 248,663	+ 69,118
...	...	"    " oranges and lemons ... .. "	+ 300,777	+ 101,881
43,938	16,622	"    " all other ... .. "	+ 95,354	+ 34,953
3,433	1,244	Grain and pulse, barley ... centals	- 2,996	- 1,089
3,743	1,964	"    " beans and peas ... .. "	- 2,696	- 1,128
2,344	771	"    " maize ... .. "	+ 4,835	+ 815
12,279	4,394	"    " malt ... .. bushels	+ 5,182	+ 1,927
14,083	4,745	"    " oats ... .. centals	+ 200,983	+ 54,862
...	...	"    " peanuts ... .. "	+ 2,018	+ 1,816
27,487	22,974	"    " rice ... .. "	+ 98,953	+ 56,508
...	...	"    " rye ... .. "	+ 12	+ 5
360,829	114,357	"    " wheat ... .. "	- 278,736	- 90,650
...	...	"    " unenumerated ... .. "	+ 40	+ 28
...	...	"    " prepared—		
224	166	Barley, pearl ... .. "	- 73	- 79
789,021	374,150	Flour ... .. "	- 763,875	- 362,793
39,000	33,796	Oatmeal ... .. "	- 38,459	- 33,385
899	657	Peas, split ... .. "	+ 1,006	+ 357
...	...	Semolina ... .. "	+ 318	+ 587
...	...	Unenumerated ... .. "	+ 22	+ 20
259,077	5,854	Jams and preserves ... .. lbs.	+ 139,724	+ 3,912
10,975	346	"    " peel, candied ... .. "	+ 230,121	+ 4,776
...	...	"    " " dried ... .. "	+ 5,684	+ 181
11,508	325	Liquorice ... .. "	+ 35,434	+ 1,662
8,654	277	Macaroni and vermicelli ... .. "	+ 85,367	+ 1,428
64,343	1,484	Maizena and corn flour ... .. "	+ 880,521	+ 22,260
6,705	5,056	Molasses... .. cwt.	+ 19,999	- 785
...	...	"    Victorian, refined ... .. "	...	...
12,868	236	Nuts ... .. lbs.	+ 87,769	+ 1,116
51,828	1,967	"    almonds ... .. "	+ 96,323	+ 3,061
...	...	"    walnuts ... .. "	+ 11,863	+ 204

IMPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Duty.		Articles.	Total Imports.		
Rate.	Amount Collected.		Quantity.	Value.	
	£			£	
<b>CLASS III.—FOOD, DRINKS, ETC.—<i>continued.</i></b>					
<i>Order 22.—Vegetable Food—continued.</i>					
20s. per ton	5	Onions ... ..	tons	6	51
10s. per ton	2,557	Potatoes ... ..	"	5,106	22,244
Free ...	...	Sago ... ..	lbs.	321,407	2,627
		Sugar—			
3s. per cwt.	64,628	Cane, raw ... ..	cwt.	498,726	499,982
2s. per cwt.	42,749	" Victorian refined (in bond)	"	506,379	371,433
3s. per cwt.	44,877	" refined ... ..	"	299,583	318,569
6s. per cwt.	633	Beet ... ..	"	2,538	3,364
3s. per cwt.	1,545	Glucose ... ..	"	14,712	11,151
	154,432	Total Sugar ... ..	"	1,321,938	1,204,499
Free ...	...	Tapioca ... ..	lbs.	1,915,016	18,033
3s. per doz.	614	Vegetables, bottled (pints and over half a pint)	doz.	4,395	1,638
Free ...	...	" fresh ... ..	cwt.	6,746	3,972
2d. per lb...	38	" dried ... ..	lbs.	30,746	486
5s. per cwt.	31	" salted ... ..	cwt.	122	100
<i>Order 23.—Drinks and Stimulants.</i>					
10 per cent.	131	Aërated and mineral waters ...	doz.	6,308	1,255
9d. per gal.	52,060	Beer (ale and porter)...	galls.	1,585,520	312,244
1s.6d.p.doz.pts.	4,129	" lager ... ..	"	40,456	7,331
3d. per lb...	450	Chicory ... ..	lbs.	87,362	390
" ...	...	" root ... ..	tons	...	...
3d. per lb...	5,389	Chocolate and cocoa ... ..	lbs.	364,370	28,093
9d. per gal.	47	Cider and perry ... ..	galls.	1,504	514
Free ...	...	Cocoa, raw ... ..	lbs.	130,843	4,702
3d. per lb...	641	Coffee, ground ... ..	"	69,362	4,182
Free ...	...	" raw ... ..	"	1,286,547	61,206
" ...	...	Ginger ... ..	"	91,831	1,314
8d. per lb...	7,821	Hops ... ..	"	330,576	19,125
20 per cent.	21	Limejuice ... ..	galls.	271	38
Free ...	...	" ... ..	"	21,225	1,834
2d. per lb.	6,848	Milk, preserved ... ..	lbs.	879,719	19,021
" ...	2,598	Mustard ... ..	"	312,840	16,996
Free ...	...	Pepper ... ..	"	506,869	17,155
2d. per lb.	10	" ground ... ..	"	3,048	72
20 per cent.	1,495	Perfumery* ... ..	...	...	7,820
12s. per doz.	2	Pickles (over a quart and up to a gallon)	doz.	3	8
3s. per doz.	5	" (quarts and over a pint)	"	119	43

\* See also Spirits, perfumed.

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<i>CLASS III.—FOOD, DRINKS, ETC.—continued.</i>				
<i>Order 22.—Vegetable Food—continued.</i>				
5,803	27,960	Onions ... .. tons	- 5,797	- 27,909
6,741	24,787	Potatoes ... .. „	- 1,635	- 2,543
77,068	738	Sago ... .. lbs.	+ 244,339	+ 1,889
...	...	Sugar—		
...	...	Cane, raw ... .. cwt.	+ 498,726	+ 499,982
...	...	„ Victorian refined ... .. „	+ 506,379	+ 371,433
123,449	126,468	„ refined ... .. „	+ 176,134	+ 192,101
5	7	Beet ... .. „	+ 2,533	+ 3,357
536	457	Glucose ... .. „	+ 14,176	+ 10,694
123,990	126,932	Total Sugar ... .. „	+ 1,197,948	+ 1,077,567
167,734	1,422	Tapioca ... .. lbs.	+ 1,747,282	+ 16,611
...	...	Vegetables, bottled (pint and over half a pint) doz.	+ 4,395	+ 1,638
25,620	7,245	„ fresh ... .. cwt.	- 18,874	- 3,273
25,367	615	„ preserved ... .. lbs.	+ 5,379	- 129
...	...	„ salted... .. cwt.	+ 122	+ 100
<i>Order 23.—Drinks and Stimulants.</i>				
12,915	1,890	Aërated and mineral waters... doz.	- 6,607	- 635
123,270	20,219	Beer (ale and porter) ... galls.	+ 1,462,250	+ 292,025
...	...	„ lager ... .. „	+ 40,456	+ 7,331
18,370	204	Chicory ... .. lbs.	+ 68,992	+ 186
35	195	„ root ... .. tons	- 35	- 195
54,091	3,343	Chocolate and cocoa ... lbs.	+ 310,279	+ 24,750
96	34	Cider and perry ... .. galls.	+ 1,408	+ 480
2,128	102	Cocoa, raw ... .. lbs.	+ 128,715	+ 4,600
146,136	7,265	Coffee ... .. „	+ 1,209,773	+ 58,123
11,713	305	Ginger ... .. „	+ 80,118	+ 1,009
376,308	19,111	Hops ... .. „	- 45,732	+ 14
12,700	1,730	Limejuice ... .. galls.	+ 8,796	+ 142
215,030	5,519	Milk, preserved ... .. lbs.	+ 664,689	+ 13,502
50,749	2,457	Mustard... .. „	+ 262,091	+ 14,539
72,148	3,450	Pepper ... .. „	+ 437,769	+ 13,777
...	1,036	Perfumery* ... .. „	...	+ 6,784
...	...	Pickles (over a quart and up to a gallon) doz.	+ 3	+ 8
1,546	1,286	„ (quarts and over a pint) „	- 1,427	- 1,243

\* See also Spirits, perfumed.

IMPORTS, 1890—continued.

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

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

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

<i>Order 23.—Drinks and Stimulants—continued.</i>					
2s. 6d. p. doz.	2,617	Pickles (pints and over half a pint)	doz.	29,516	11,466
1s. per doz.	1	„ (half-pints and smaller)	„	26	8
20 per cent.	9	„ other	...	...	46
20s. per ton.	9,903	Salt	tons	11,691	44,343
Free	...	„ rock	„	747	2,203
„	...	Saltpetre	cwt.	3,748	3,950
2s. per doz.	1,591	Sauces (pints and over half a pint)	doz.	17,946	9,610
10 per cent.	7	„ other	...	...	65
Free	...	Spices, unenumerated	lbs.	207,838	10,279
2d. per lb.	169	„ ground	„	20,792	613
12s. per gal.	149,192	Spirits, brandy	galls.	312,781	150,669
„	2,445	„ cordials and bitters	„	6,161	5,826
„	75,125	„ gin	„	145,126	29,620
„	680	„ of wine	„	3,705	291
24s. per gal.	3,728	„ perfumed	„	3,053	13,324
12s. per gal.	58,039	„ rum	„	96,851	17,352
„	347,165	„ whisky	„	641,951	227,833
„	34,082	„ other, undescribed	„	78,960	42,446
1d. per lb.	58,674	Tea	lbs.	15,310,442	666,239
3s. per lb....	229,495	Tobacco (manufactured)	„	2,261,118	172,795
1s. per lb....	29,609	„ (unmanufactured)	„	971,340	56,123
6s. per lb....	46,601	„ cigars	„	207,440	90,049
„	9,830	„ cigarettes	„	33,580	15,276
3s. per lb....	688	„ snuff	„	4,899	1,136
6d. per gal.	2,497	Vinegar	galls.	131,522	12,611
6s. per gal.	27,305	Wine, in wood and bottled	„	150,591	61,680
8s. per gal.	14,664	„ sparkling	„	44,824	81,665

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

<i>Order 24.—Animal Substances.</i>					
Free	...	Beeswax	cwt.	5	20
„	...	Bones	tons	78	236
„	...	Bonedust	„	...	...
„	...	Bristles	lbs.	33,076	6,162
2d. per lb.	7,420	Candles	„	947,282	31,981
10 per cent.	479	Combs	...	...	4,957
Free	...	Flock	tons	6	110
2d. per lb.	1,328	Glue	lbs.	174,571	5,970
20 per cent.	155	„ liquid	...	...	755
Free	...	„ pieces	tons	...	...
60s. per ton	382	Grease	„	126	2,120
Free	...	Hair	lbs.	43,063	1,386
2d. per lb.	1,031	„ curled	„	121,277	4,256

EXPORTS, 1890—continued.

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

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

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

Order 23.—Drinks and Stimulants—  
continued.

...	...	Pickles (pints and over half a pint)	doz.	+29,516	+ 11,466
...	...	„ (half-pints and smaller)	„	+ 26	+ 8
...	...	„ other	...	...	+ 46
724	2,686	Salt	tons	+ 10,967	+ 41,657
318	973	„ rock	„	+ 429	+ 1,230
326	409	Saltpetre	cwt.	+ 3,422	+ 3,541
6,710	2,796	Sauces (pints)	doz.	+ 11,236	+ 6,814
...	...	„ other	...	...	+ 65
78,058	3,593	Spices, unenumerated	lbs.	+ 129,780	+ 6,686
...	...	„ ground	„	+ 20,792	+ 613
63,115	26,299	Spirits, brandy	galls.	+ 249,666	+ 124,370
20,812	14,599	„ cordials and bitters	„	- 14,651	- 8,773
14,748	4,849	„ gin	„	+ 130,378	+ 24,771
1,006	147	„ of wine	„	+ 2,699	+ 144
177	456	„ perfumed	„	+ 2,876	+ 12,868
18,333	4,474	„ rum	„	+ 78,518	+ 12,878
88,989	33,443	„ whisky	„	+ 552,962	+ 194,390
4,000	5,182	„ other, undescribed	„	+ 74,960	+ 37,264
7,093,128	367,865	Tea	lbs.	+ 8,217,314	+ 298,374
933,371	67,941	Tobacco (manufactured)	„	+ 1,327,747	+ 104,854
163,270	8,951	„ (unmanufactured)	„	+ 808,070	+ 47,172
85,696	27,961	„ cigars	„	+ 121,744	+ 62,088
7,494	2,995	„ cigarettes	„	+ 26,086	+ 12,281
499	80	„ snuff	„	+ 4,400	+ 1,056
14,963	1,547	Vinegar	galls.	+ 116,559	+ 11,064
210,059	55,519	Wine, in wood and bottled	„	- 59,468	+ 6,161
3,957	7,866	„ sparkling	„	+ 40,867	+ 73,799

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

Order 24.—Animal Substances.

21	113	Beeswax	cwt.	- 16	- 93
122	530	Bones	tons	- 44	- 294
1,238	6,584	Bonedust	„	- 1,238	- 6,584
1,384	297	Bristles	lbs.	+ 31,692	+ 5,865
185,505	5,179	Candles	„	+ 761,777	+ 26,802
...	208	Combs	...	...	+ 4,749
30	616	Flock	tons	- 24	- 506
15,364	622	Glue	lbs.	+ 159,207	+ 5,348
...	...	„ liquid	...	...	+ 755
64	823	„ pieces	tons	- 64	- 823
10	250	Grease	„	+ 116	+ 1,870
136,155	2,055	Hair	lbs.	- 93,092	- 669
738	47	„ curled	„	+ 120,539	+ 4,209

IMPORTS, 1890—*continued.*\*\* For the position of any article, see *Index ante.*

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued.</i></b>				
<i>Order 24.—Animal Substances—contd.</i>				
Free	...	Hair seating	...	2,476
"	...	Hides	No. 71,610	66,166
"	...	Horns and hoofs	cwt. 54	71
"	...	Ivory	" 3	635
"	...	Leather	...	6,368
6d. per lb.	9,498	"	cwt. 3,670	68,298
"	1,209	" calf	" 454	7,878
Free	...	" kid, calf kid, etc.	" 1,116	58,196
25 per cent.	116	" cut into shapes	...	473
6d. per lb.	571	" fancy, patent, etc.	lbs. 23,795	4,759
Free	...	" imitation	...	5,087
1s. per lb.	377	" laces	lbs. 8,170	1,170
"	784	" morocco, roan, skiver, etc.	" 14,331	4,591
24s. p. dz. prs.	94	" uppers, closed, men's	pairs 510	135
18s. p. dz. prs.	12	" " women's	" 49	10
6s. p. dz. prs.	71	" " wellington	" 2,695	459
		fronts and grafts		
3s. p. dz. prs.	705	" " cashmere	" 46,356	1,351
25 per cent.	8,825	Leatherware	...	34,918
Free	...	Sausage skins	lbs. 275,560	12,768
"	...	Skins, kangaroo	No. 86,459	8,446
"	...	" opossum	" 55,237	1,212
"	...	" rabbit	" 613,955	3,363
"	...	" sheep, with wool	" 191,594	22,415
"	...	" " without wool	" 7,163	379
"	...	" undescribed	" 50,676	5,996
2d. per lb.	241	Soap, common	lbs. 31,359	627
4d. per lb.	5,466	" fancy, perfumed	" 330,880	20,002
Free	...	Sponges	" 23,472	5,307
2d. per lb.	...	Stearine	" 20	1
Free	...	Tallow	tons 363	6,470
"	...	Whalebone	lbs. 448	170
"	...	Wool,* greasy	" 69,005,609	2,642,317
"	...	" scoured	" 9,204,458	540,936
"	...	" washed	" 159,713	6,986
"	...	" Angora	" 1,176	59
<i>Order 25.—Vegetable Substances.</i>				
Free	...	Bark	tons 2,237	19,755
"	...	Bass	" 55	3,316
2d. per lb.	462	Blue	lbs. 55,453	2,011
5s. p. cental	12	Bran	centals 5,455	857

\* The quantity of wool imported amounted to 78,370,956 lbs., valued at £3,190,298, of which all but 19,853,071 lbs., valued at £771,924, was brought overland from New South Wales.

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued.</i></b>				
<i>Order 24.—Animal Substances—contd.</i>				
...	17	Hair seating ... ..	...	+ 2,459
21,316	13,717	Hides ... .. No.	+ 50,294	+ 52,449
4,900	4,144	Horns and hoofs ... cwt.	- 4,846	- 4,073
...	...	Ivory ... .. "	+ 3	+ 635
49,743	202,138	Leather ... .. "	- 44,503	- 61,398*
...	...	" cut into shapes ... ..	...	+ 473
...	181	" fancy, patent, etc. ... ..	...	+ 4,578
...	65	" imitation ... ..	...	+ 5,022
...	...	" laces ... .. lbs.	+ 8,170	+ 1,170
...	...	" morocco, roan, skiver, etc. "	+ 14,331	+ 4,591
...	644	" uppers ... ..	...	+ 1,311
...	9,882	Leatherware ... ..	...	+ 25,036
122,081	5,359	Sausage skins ... .. lbs.	+ 153,479	+ 7,409
45,253	9,581	Skins, kangaroo ... .. No.	+ 41,206	- 1,135
452,172	10,178	" opossum ... .. "	- 396,935	- 8,966
4,913,351	25,667	" rabbit ... .. "	- 4,299,396	- 22,304
617,125	109,893	" sheep, with wool ... .. "	- 425,531	- 87,478
168,846	3,630	" " without wool ... .. "	- 161,683	- 3,251
5,959	215	" undescribed ... .. "	+ 44,717	+ 5,781
1,548,265	11,592	Soap, common ... .. lbs.	- 1,516,906	- 10,965
210,576	12,092	" fancy, perfumed ... .. "	+ 120,304	+ 7,910
256	83	Sponges ... .. "	+ 23,216	+ 5,224
20,272	411	Stearine ... .. cwt.	- 20,252	- 410
8,121	156,851	Tallow ... .. tons	- 7,758	- 150,381
...	...	Whalebone ... .. lbs.	+ 448	+ 170
113,157,230	4,742,739	Wool, † greasy ... .. "	- 44,151,621	- 2,100,422
18,073,991	1,136,689	" scoured ... .. "	- 8,869,533	- 595,753
916,986	54,175	" washed ... .. "	- 757,273	- 47,189
820	96	" Angora ... .. "	+ 356	- 37
<i>Order 25.—Vegetable Substances.</i>				
5,659	60,411	Bark ... .. tons	- 3,422	- 40,656
4	95	Bass ... .. "	+ 51	+ 3,221
73,658	1,840	Blue ... .. lbs.	- 18,205	+ 171
22,690	4,316	Bran ... .. centals	- 17,235	- 3,459

\* Including £6,368, for which the quantity was not returned.

† The quantity of wool exported amounted to 132,149,027 lbs., valued at £5,933,699, of which 17,496,785 lbs., valued at £811,751, was entered as the produce of places outside Victoria.

## IMPORTS, 1890—continued.

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

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

## ORDER IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.

		Order 25.—Vegetable Substances— continued.				
Free	...	Canes and rattans	...	bundles	17,744	4,199
25 per cent.	149	Casks	...	No.	1,093	595
Free	...	„ empty	...	„	7,100	1,288
„	...	Copra	...	tons	...	8
„	...	Cork	...	cwt.	600	900
4d. per lb....	6,178	„ cut	...	lbs.	450,478	45,365
Free	...	Cotton, raw	...	„	163,956	2,976
2s. p. cental	9	Dholl	...	centals	300	170
Free	...	Fibre, cocoanut	...	tons	38	436
„	...	„ undescribed	...	„	1,777	21,998
„	...	Firewood	...	„	9,578	2,984
„	...	Flax, "Phormium," N.Z.	...	„	576	11,810
„	...	Gum	...	„	106	6,056
„	...	Gutta-percha goods	...	...	...	1
„	...	Hay and chaff	...	tons	1,858	5,395
„	...	Hemp	...	„	1,481	54,008
„	...	Indiarubber goods	...	...	...	71,389
„	...	Jute	...	tons	108	1,640
„	...	Meal, linseed	...	lbs.	5,600	37
„	...	Millet, broom corn, etc.	...	tons.	163	5,020
„	...	Oakum	...	cwt.	19	19
„	...	Oilcake	...	tons	35	279
4d. per lb.	2,128	Paper, advertising matter	...	lbs.	167,978	6,555
15s. p. cwt.	987	„ bags...	...	cwt.	1,336	3,056
25 per cent.	282	„ boxes, cardboard	...	...	...	1,570
„	1,124	„ „ glove, etc.	...	...	...	4,464
Free	...	„ printing, uncut	...	cwt.	145,269	191,445
6s. per cwt.	4,178	„ wrapping	...	„	12,593	13,101
2d. per lb....	147	„ writing	...	lbs.	20,812	960
Free	...	„ „ uncut	...	„	2,466,576	51,106
2d. per lb....	291	„ undescribed, cut	...	„	40,199	1,889
6s. per cwt.	3,293	„ „ uncut	...	cwt.	11,610	24,435
4s. per cwt.	723	„ cardboard	...	„	3,877	6,433
Free	...	Paperhangings	...	...	...	38,057
„	...	Paper patterns	...	...	...	...
Free	...	Pitch and tar	...	cwt.	9,156	3,730
5s. per cental	13	Pollard	...	centals	1,547	432
Free	...	Rags	...	tons	606	2,802
„	...	Resin	...	cwt.	30,421	7,786
10 per cent.	191	Seeds, canary	...	centals	4,104	2,007
Free	...	„ clover	...	„	2,876	7,161
„	...	„ grass	...	„	10,325	11,525
„	...	„ undescribed	...	...	...	11,613
2d. per lb....	4,628	Starch	...	lbs.	564,438	8,032

EXPORTS, 1890—*continued.*\*\* For the position of any article, see Index *ante.*

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

ORDER IV.—ANIMAL AND VEGETABLE SUBSTANCES—*continued.**Order 25.—Vegetable Substances—*  
*continued.*

1,186	366	Canes and rattans...	... bundles	+ 16,558	+ 3,833
...	...	Casks ...	... No.	+ 1,093	+ 595
12,896	6,099	„ empty	... „	- 5,796	- 4,811
...	16	Copra ...	... tons	...	- 8
4	16	Cork ...	... cwt.	+ 596	+ 884
36,224	4,261	„ cut	... lbs.	+ 414,254	+ 41,104
4,128	134	Cotton, raw	... „	+ 159,828	+ 2,842
...	...	Dholl ...	... centals	+ 300	+ 170
21	243	Fibre, cocoanut	... tons	+ 17	+ 193
91	5,227	„ undescribed	... „	+ 1,686	+ 16,771
...	...	Firewood	... „	+ 9,578	+ 2,984
29	577	Flax, “Phormium,” N.Z.	... „	+ 547	+ 11,233
7	613	Gum ...	... „	+ 99	+ 5,443
...	...	Gutta-percha goods	... ..	...	+ 1
19,535	83,558	Hay and chaff	... tons	- 17,677	- 78,163
22	810	Hemp ...	... „	+ 1,459	+ 53,198
...	4,129	Indiarubber goods	... ..	...	+ 67,260
...	...	Jute ...	... tons	+ 108	+ 1,640
8,198	79	Meal, linseed	... lbs.	- 2,598	- 42
20	644	Millet, broom corn, etc.	... tons	+ 143	+ 4,376
2	3	Oakum ...	... cwt.	+ 17	+ 16
...	...	Oilcake ...	... tons	+ 35	+ 279
...	...	Paper, advertising matter	... lbs.	+ 167,978	+ 6,555
707	1,261	„ bags	... cwt.	+ 629	+ 1,795
...	113	„ boxes, cardboard	... ..	...	+ 1,457
...	...	„ „ glove, etc.	... ..	...	+ 4,464
7,226	13,233	„ printing	... cwt.	+ 138,043	+ 178,212
4,798	7,196	„ wrapping	... „	+ 7,795	+ 5,905
44,800	1,257	„ writing	... lbs.	+ 2,442,588	+ 50,809
...	...	„ undescribed, cut	... „	+ 40,199	+ 1,889
...	...	„ „ uncut	... cwt.	+ 11,610	+ 24,435
...	...	„ cardboard	... ..	+ 3,877	+ 6,433
...	2,073	Paperhangings	... ..	...	+ 35,984
...	1,433	Paper patterns	... ..	...	- 1,433
1,376	802	Pitch and tar	... cwt.	+ 7,780	+ 2,928
2,568	602	Pollard ...	... centals	- 1,021	- 170
186	3,448	Rags ...	... tons	+ 420	- 646
677	283	Resin ...	... cwt.	+ 29,744	+ 7,503
81	83	Seeds, canary	... centals	+ 4,023	+ 1,924
10	28	„ clover	... „	+ 2,866	+ 7,133
1,332	1,665	„ grass	... „	+ 8,993	+ 9,860
...	5,603	„ undescribed	... ..	...	+ 6,010
340,928	6,593	Starch ...	... lbs.	+ 223,510	+ 1,439

## IMPORTS, 1890—continued.

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

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

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

		Order 25.—Vegetable Substances— continued.			
2s. p. cental	63	Tares ... ..	centals	585	372
25 per cent.	107	*Timber, bent and finished ... ..	...	...	445
6d. p. cub. ft.	410	„ cut into shapes ... ..	cub. ft.	20,631	3,371
Free ... ..	...	„ deals ... ..	sup. ft.	20,964,200	181,445
2/6 p. 100 s. f.	4,304	„ other, of sizes less than 7in. x 2½in.	„	3,444,600	41,035
2s. p. 100 s. f.	11,110	„ undressed, hardwood ... ..	„	11,091,600	78,798
Free ... ..	...	„ „ other ... ..	„	65,497,700	451,967
1/6 p. 100 s. f.	39,243	„ flooring boards ... ..	„	52,221,600	401,977
„ ... ..	1,110	„ lining boards ... ..	„	1,480,100	10,112
„ ... ..	1,762	„ weatherboards ... ..	„	2,350,100	15,644
7s. per 100 l. f.	211	„ mouldings (3 inches and over)	lin. ft.	60,500	867
4s. per 100 l. f.	2,610	„ „ (under 3 inches)	„	1,378,700	6,865
5s. per 1,000	2,323	„ laths ... ..	No.	9,292,300	14,328
Free ... ..	...	„ logs ... ..	sup. ft.	4,943,600	29,037
9d. per 100	63	„ palings ... ..	No.	167,200	1,090
6/6 per 100	...	„ pickets, dressed ... ..	„	121	2
6d. per 100	444	„ „ undressed ... ..	„	1,777,200	12,379
Free ... ..	...	„ posts and rails ... ..	„	19,683	734
9d. per 1,000	1	„ shingles ... ..	„	17,000	30
Free ... ..	...	„ staves, rough ... ..	„	67,215	2,899
25 per cent.	39	„ „ shaped ... ..	„	4,516	154
Free ... ..	...	„ spars and piles ... ..	sup. ft.	2,559,400	23,346
6d. per 100	34	„ spokes and felloes ... ..	No.	137,250	2,008
Free ... ..	...	„ „ „ of hickory undressed	„	55,374	8,861
„ ... ..	...	„ other unenumerated ... ..	...	...	1,588
	63,771	Total timber ... ..	...	...	1,288,982
2s. per gal.	4,835	Varnish ... ..	galls.	50,143	24,647
25 per cent.	1,115	Wicker and basket ware ... ..	...	...	4,687
„	12,143	Woodenware ... ..	...	...	48,355
		Order 26.—Oils.†			
6d. per gal.	3	Almond ... ..	galls.	118	71
Free ... ..	...	Black ... ..	„	20,487	2,334
6d. per gal.	7,538	Castor ... ..	„	321,782	47,816
12s. per doz.	1	„ (over a quart and up to a gallon)	doz.	1	2

\* See also Order 13 ante.

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

EXPORTS, 1890—*continued*.\*\*\* For the position of any article, see *Index ante*.

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued</i></b>				
<i>Order 25.—Vegetable Substances— continued.</i>				
...	...	Tares ... .. centals	+ 585	+ 372
...	...	Timber, bent and finished ... ..	...	+ 445
...	...	„ cut into shapes ... .. cub. ft.	+ 20,631	+ 3,371
152,406	1,224	„ deals ... .. sup. ft.	+ 20,811,794	+ 180,221
979,308	10,078	„ dressed, other ... .. „	+ 2,465,292	+ 30,957
2,395,748	19,725	„ undressed ... .. „	+ 74,193,552	+ 511,040
44,566	425	„ flooring boards ... .. „	+ 52,177,034	+ 401,552
...	...	„ lining boards ... .. „	+ 1,480,100	+ 10,112
...	...	„ weatherboards ... .. „	+ 2,350,100	+ 15,644
101,668	1,199	„ mouldings and skirtings lin. ft.	+ 1,337,532	+ 6,533
96,192	466	„ laths ... .. No.	+ 9,196,108	+ 13,862
12,726	151	„ logs ... .. sup. ft.	+ 4,980,874	+ 28,886
49,680	394	„ palings ... .. No.	+ 117,520	+ 696
2,000	15	„ pickets ... .. „	+ 1,775,321	+ 12,366
75	3	„ posts and rails ... .. „	+ 19,608	+ 731
...	...	„ shingles ... .. „	+ 17,000	+ 30
16,277	231	„ shooks and staves ... .. „	+ 55,454	+ 2,822
...	...	„ spars and piles ... .. sup. ft.	+ 2,559,400	+ 23,346
13,992	600	„ spokes and felloes ... .. „	+ 123,258	+ 1,408
...	...	„ „ „ undressed „	+ 55,374	+ 8,861
...	1,189	„ other unenumerated ... ..	...	+ 399
...	35,700	Total timber ... ..	...	1,253,282
4,806	2,884	Varnish ... .. galls.	+ 45,337	+ 21,763
...	841	Wicker and basket ware ... ..	...	+ 3,846
...	10,281	Woodenware ... ..	...	+ 38,074
<i>Order 26.—Oils.*</i>				
...	...	Almond ... .. galls.	+ 118	+ 71
4,703	343	Black ... .. „	+ 15,784	+ 1,991
23,544	3,961	Castor ... .. „	+ 298,238	+ 43,855
...	...	„ (over a quart and up to a gallon) doz.	+ 1	+ 2

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

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.		
Rate.	Amount Collected.		Quantity.	Value.	
	£			£	
<b>CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES—continued.</b>					
<i>Order 26.—Oils*—continued.</i>					
2s. per doz.	567	Castor (pints and over half a pint)	doz.	6,238	2,321
6d. per gal.	987	Chinese ... ..	galls.	41,364	6,596
Free ...	...	Cocoanut ... ..	"	26,847	2,984
" ...	...	Cod ... ..	"	64,914	7,266
6d. per gal.	3	Codliver ... ..	"	135	31
Free ...	...	" ... ..	"	1,449	281
2s. per doz.	18	" (pints and over half a pint)	doz.	272	349
6d. per gal.	635	Colza ... ..	galls.	24,106	3,532
Free ...	...	Kerosene ... ..	"	2,207,188	110,515
6d. per gal.	412	Lard ... ..	"	16,192	2,531
" ...	7,915	Linseed ... ..	"	270,254	30,638
2s. per doz.	3	" (pints and over half a pint)	doz.	27	13
6d. per gal.	25	Lubricating... ..	galls.	214	26
Free ...	...	" ... ..	"	321,883	21,614
12s. per doz.	6	" (over a quart and up to a gallon)	doz.	10	10
2s. per doz.	268	" (pints and over half a pint)	"	2,668	559
" ...	29	Medicinal (pints and over half a pint)	"	292	513
" ...	3	Mineral (pints and over half a pint)	"	33	17
Free ...	...	" unrefined ... ..	galls.	53,572	4,256
6d. per gal.	13	Muttonbird ... ..	"	528	35
" ...	3	Neatsfoot ... ..	"	138	23
" ...	2	Nut ... ..	"	98	25
" ...	332	Olive ... ..	"	12,219	2,674
Free ...	...	Palm ... ..	"	8,642	760
" ...	...	Paraffine ... ..	"	4,000	250
6d. per gal.	1	Pine ... ..	"	25	3
" ...	1	Rape ... ..	"	24	3
Free ...	...	Resin ... ..	"	5,076	211
" ...	...	Salad ... ..	"	...	...
12s. per doz.	22	" (over a quart and up to a gal.)	doz.	17	65
2s. per doz.	2,401	" (pints and over half a pint)	"	25,688	11,334
6d. per gall.	45	Seed ... ..	galls.	1,074	147
Free ...	...	Sperm ... ..	"	11,947	1,238
" ...	...	Tallow ... ..	"	...	...
6d. per gal.	66	Vegetable ... ..	"	2,632	544
2s. per doz.	2	" (pints and over half a pint)	doz.	16	8
Free ...	...	Oils undescribed ... ..	galls.	1,307	184
6d. per gal.	41	" " ... ..	"	1,597	270
	21,336	Total Oils ... ..	galls.	3,472,747	262,049

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

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
	£			£
CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES— <i>continued.</i>				
<i>Order 26.—Oils*—</i>				
<i>continued.</i>				
...	...	Castor (pints and over half a pint) doz.	+ 6,238	+ 2,321
3,118	654	Chinese ... .. galls.	+ 38,246	+ 5,942
1,133	116	Cocanut ... .. "	+ 25,714	+ 2,868
9,058	1,194	Cod ... .. "	+ 55,856	+ 6,072
40	12	Codliver ... .. "	+ 1,544	+ 300
...	...	" (pints and over half a pint) doz.	+ 272	+ 349
2,128	407	Colza ... .. galls.	+ 21,978	+ 3,125
117,789	6,701	Kerosene ... .. "	+ 2,089,399	+ 103,814
613	136	Lard ... .. "	+ 15,579	+ 2,395
43,221	6,826	Linseed ... .. "	+ 227,033	+ 23,812
...	...	" ... .. doz. pints	+ 27	+ 13
33,434	3,768	Lubricating ... .. galls.	+ 288,663	+ 17,872
...	...	" (over a quart and up to a doz. gallon)	+ 10	+ 10
...	...	" (pints and over half a pint) "	+ 2,668	+ 559
...	...	Medicinal (pints and over half a pint) "	+ 292	+ 513
5,510	590	Mineral ... .. galls.	- 5,477	- 573
...	...	" unrefined ... .. "	+ 53,572	+ 4,256
...	...	Muttonbird ... .. "	+ 528	+ 35
2,907	378	Neatsfoot ... .. "	- 2,769	- 355
...	...	Nut ... .. "	+ 98	+ 25
1,482	398	Olive ... .. "	+ 10,737	+ 2,276
991	120	Palm ... .. "	+ 7,651	+ 640
...	...	Paraffine ... .. "	+ 4,000	+ 250
...	...	Pine ... .. "	+ 25	+ 3
...	...	Rape ... .. "	+ 24	+ 3
...	...	Resin ... .. "	+ 5,076	+ 211
3,503	1,601	Salad ... .. "	- 3,503	- 1,601
...	...	" (over a quart and up to a gallon) doz.	+ 17	+ 65
...	...	" (pints and over half a pint) "	+ 25,688	+ 11,334
...	...	Seed ... .. galls.	+ 1,074	+ 147
...	...	Sperm ... .. "	+ 11,947	+ 1,238
65,718	3,922	Tallow ... .. "	- 65,718	- 3,922
225	93	Vegetable ... .. "	+ 2,423	+ 459
5,966	968	Oils undescribed ... .. "	- 3,062	- 514
325,083	32,188	Total Oils ... .. galls.	+ 3,147,664	+ 229,861

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

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS V.—MINERALS AND METALS.</b>				
<i>Order 27.—Articles connected with Mining.*</i>				
<i>Order 28.—Coal, etc.</i>				
Free	...	Coal	... tons	696,701 745,589
20 per cent.	33	Coal and charcoal, ground	...	... 169
Free	...	Coke, charcoal	... tons	7,347 17,113
"	...	Kerosene shale	... "	7,347 21,499
"	...	Paraffine	... "	81 2,360
<i>Order 29.—Stones, Clay, Earthenware, and Glass.—(See also Order 12 ante.)</i>				
Free	...	Bricks, bath	... No.	41,666 149
20 per cent.	2,617	Brownware	...	... 13,138
15 per cent.	4,352	Chinaware and porcelain	...	... 29,380
8d. per c. ft.	10,079	Earthenware	... cub. feet	315,784 63,426
6d. per c. ft.	2,285	Glass bottles, for aerated waters	... "	98,036 14,270
		and medicines		
6d. per doz.	24,992	" containing spirits	... doz.	398,178 19,890
3d. per doz.	257	" " pickles	... "	13,654 342
Free	...	Glass, plate	... sup. feet	284,364 22,892
"	...	" window	... "	3,497,541 32,986
20 per cent.	359	" bent	... "	... 1,796
1s. 6d. p. c. ft.	3,577	Glassware, cut	... cub. feet	44,660 16,635
6d. per c. ft.	3,967	" uncut	... "	162,051 36,677
Free	...	" sodawater syphons	... "	... 7,803
20 per cent.	1,878	Marble, wrought	... "	... 9,679
Free	...	" unwrought	... tons	972 6,346
"	...	Plaster of paris	... cwt.	2,052 614
"	...	" American	... "	34,943 7,809
40s. per ton	329	Putty	... "	3,293 1,248
Free	...	Slate slabs	... No.	6,998 2,530
"	...	Stones, grind	... "	5,839 1,245
"	...	" mill	... "	10 104
"	...	" unwrought	... tons	1,648 3,568
20 per cent.	1,254	" wrought	... "	308 6,111
Free	...	Whiting	... "	3,252 8,465
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
Free	...	Gold, bullion	... ozs.	142,052 563,721
"	...	" specie	... "	... 36,282
"	...	Silver, bullion	... ozs.	13,191 2,655
"	...	" specie	... "	... 66,450

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

## EXPORTS, 1890—continued.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
CLASS V.—MINERALS AND METALS.				
<i>Order 27.—Articles connected with Mining.*</i>				
<i>Order 28.—Coal, etc.</i>				
434	503	Coal ... .. tons	+ 696,267	+ 745,086
...	...	Coal and charcoal, ground ... ..	...	+ 169
500	601	Coke, charcoal ... .. tons	+ 6,847	+ 16,512
...	...	Kerosene shale ... .. "	+ 7,347	+ 21,499
16	637	Paraffine ... .. "	+ 65	+ 1,723
<i>Order 29.—Stone, Clay, Earthenware, and Glass.—(See also Order 12 ante.)</i>				
700	6	Bricks, bath ... .. No.	+ 40,966	+ 143
...	399	Brownware ... ..	...	+ 12,739
...	1,654	Chinaware and porcelain ... ..	...	+ 27,726
...	15,034	Earthenware ... ..	...	+ 48,392
...	...	Glass bottles ... .. cub. ft.	+ 98,036	+ 14,270
13,735	1,444	„ ... .. doz.	+ 398,097	+ 18,788
7,725	989	Glass, plate ... .. sup. feet	+ 276,639	+ 21,903
162,501	2,318	„ window ... .. "	+ 3,335,040	+ 30,668
...	...	„ bent ... .. "	...	+ 1,796
...	19,132	Glassware ... ..	...	+ 41,983
...	1,169	Marble, wrought ... ..	...	+ 8,510
10	85	„ unwrought ... .. tons	+ 962	+ 6,261
157	45	Plaster of paris ... .. cwt.	+ 1,895	+ 569
33	9	„ American ... .. "	+ 34,910	+ 7,800
7	9	Putty ... .. "	+ 3,286	+ 1,239
225	99	Slate slabs ... .. No.	+ 6,773	+ 2,431
85	40	Stones, grind ... .. "	+ 5,754	+ 1,205
...	...	„ mill ... .. "	+ 10	+ 104
125	106	„ unwrought ... .. tons	+ 1,523	+ 3,462
1,013	4,447	„ wrought ... .. "	- 705	+ 1,664
86	389	Whiting... .. "	+ 3,166	+ 8,076
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
128,181	516,438	Gold, bullion ... .. ozs.	+ 13,871	+ 47,283
...	2,223,065	„ specie ... ..	...	- 2,186,783
42,598	9,374	Silver, bullion ... .. ozs.	- 29,407	- 6,719
...	13,100	„ specie ... ..	...	+ 53,350

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

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<i>CLASS V.—MINERALS AND METALS—continued.</i>				
<i>Order 31.—Gold, Silver, Specie, and Precious Stones—continued.</i>				
Free	...	Silver ore	... tons	30 201
Free	...	„ amalgam and gold	...	... ..
Free	...	Copper, specie	...	... 2
20 per cent.	830	Gold-leaf	... No.	2,051,500 4,149
8s. per oz....	32	Gold, plate of	... ozs.	79 279
20 per cent.	9,009	Jewellery	...	... 49,458 )
4s. per dwt.	10	„ rings of gold	... dwts.	48 29 )
20 per cent.	6	Silver leaf	... No.	47,700 30
2s. per oz....	1,844	Silver, plate of	... ozs.	19,140 10,797
Free	...	Precious stones, cameos, etc., unset	...	... 1,895
Free	...	Quartz	... tons	56 937
<i>Order 32.—Metals other than Gold and Silver.</i>				
Free	...	Antimony, ore	... tons	2 138
35 per cent.	1,009	Brassware	...	... 2,922 )
Free	...	„	...	... 24,794 )
Free	...	Copper	... tons	141 7,849
Free	...	„ ore	... „	1 27
Free	...	„ sheet	... cwt.	4,595 14,893
Free	...	„ wire	... „	2,253 11,451
Free	...	Copperware	...	... 7,207 )
35 per cent.	118	„	...	... 295 )
Free	1,890	Grates and stoves	... No.	6,022 5,360
Free	...	Iron, bar and rod	... tons	18,416 159,572
35 per cent.	4,448	„ bolts and nuts	... „	729 13,916
Free	2,075	„ castings	... „	361 6,105 )
60s. per ton	1,091	„	... „	424 2,643 )
25 per cent.	89	„ galvanized buckets and tubs	... No.	7,312 360
Free	...	„ „ cordage	... tons	107 3,315
25 per cent.	...	„ „ guttering	...	... ..
Free	...	„ „ sheet	... tons	16,077 285,910
60s. per ton	7,962	„ girders	... „	2,838 19,000
Free	...	„ hoop	... „	1,296 14,073
Free	...	„ ore	... „	74 228
Free	...	„ pig	... „	19,335 83,950
60s. per ton	13,184	„ pipes, cast	... „	4,426 21,442
Free	...	„ „ wrought...	... „	3,738 77,342
Free	...	„ plate	... „	10,317 98,283
Free	...	„ railway rails, etc.	... „	25,029 162,548
Free	...	„ scrap	... „	3,609 14,356
Free	...	„ sheet	... „	1,393 15,920
Free	...	„ tanks	... No.	2,189 6,570

## EXPORTS, 1890—continued.

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

Total Exports.		Articles.	Excess of—	
Quantity.	Value.		Imports over Exports (+).	Exports over Imports (-).
	£		Quantity.	Value.
				£
<i>CLASS V.—MINERALS AND METALS—continued.</i>				
<i>Order 31.—Gold, Silver, Specie, and Precious Stones—continued.</i>				
4	97	Silver ore ... .. tons	+ 26	+ 104
63	2,027	„ amalgam and gold ... ..	- 63	- 2,027
...	150	Copper, specie ... ..	...	- 148
40,500	115	Gold-leaf ... .. No.	+ 2,011,000	+ 4,034
...	...	Gold, plate of ... .. ozs.	+ 79	+ 279
...	7,176	Jewellery ... ..	...	+ 42,311
...	...	Silver leaf ... .. No.	+ 47,700	+ 30
3,784	2,061	Silver, plate of ... .. ozs.	+ 15,356	+ 8,736
...	...	Precious stones, cameos, etc., unset ...	...	+ 1,895
17	100	Quartz ... .. tons	+ 39	+ 837
<i>Order 32.—Metals other than Gold and Silver.</i>				
40	601	Antimony, ore ... .. tons	- 38	- 463
...	818	Brassware ... ..	...	+ 26,898
37	1,342	Copper ... .. tons	+ 104	+ 6,507
...	...	„ ore ... ..	+ 1	+ 27
9	49	„ sheet ... ..	+ 4,586	+ 14,844
143	669	„ wire ... ..	+ 2,110	+ 10,782
...	1,388	Copperware ... ..	...	+ 6,114
36	151	Grates and stoves ... .. No.	+ 5,986	+ 5,209
595	6,715	Iron, bar and rod ... .. tons	+ 17,821	+ 152,857
9	231	„ bolts and nuts ... ..	+ 720	+ 13,685
283	3,140	„ castings ... ..	+ 502	+ 5,608
1,600	189	„ galvanized buckets and tubs No.	+ 5,712	+ 171
10	604	„ „ cordage ... .. tons	+ 97	+ 2,711
...	1,230	„ „ guttering ... ..	...	- 1,230
871	16,917	„ „ sheet ... .. tons	+ 15,206	+ 268,993
...	...	„ girders ... ..	+ 2,838	+ 19,000
35	462	„ hoop ... ..	+ 1,261	+ 13,611
...	...	„ ore ... ..	+ 74	+ 228
192	976	„ pig ... ..	+ 19,143	+ 82,974
93	788	„ pipes, cast ... ..	+ 4,333	+ 20,654
201	4,992	„ „ wrought ... ..	+ 3,537	+ 72,350
64	869	„ plate ... ..	+ 10,253	+ 97,414
268	2,246	„ railway rails, etc. ... ..	+ 24,761	+ 160,302
...	...	„ scrap ... ..	+ 3,609	+ 14,356
30	424	„ sheet ... ..	+ 1,363	+ 15,496
151	654	„ tanks ... .. No.	+ 2,038	+ 5,916

## IMPORTS, 1890—continued.

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

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

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

<i>Order 32.—Metals other than Gold and Silver—continued.</i>				
Free ...	...	Iron wire, fencing and undescribed	tons	8,619 92,394
60s. per ton	2,994	„ „ barbed ...	„	1,022 18,555
Free ...	...	„ „ telegraphic	„	5 278
„ ...	...	Lead, pig ...	„	1,956 33,251
2s. 6d. p. cwt.	...	„ pipe ...	cwt.	1 2
„	201	„ sheet ...	„	455 350
35 per cent.	70,484	Metal, manufactures of	...	... 202,651
Free ...	...	„ yellow	cwt.	426 1,421
„ ...	...	Metals, undescribed	„	220 802
20 per cent.	1,864	Metalware, mixed	...	... 9,370
5s. per cwt.	4,822	Nails	cwt.	20,291 13,489
12s. per cwt.	862	„ horseshoe	„	1,420 3,064
Free ...	...	Ores, mineral earths, clays, etc.	tons	1,095 5,472
20 per cent.	14,148	Platedware	...	... 71,408
Free ...	...	Plumbago	cwt.	882 648
„ ...	...	Quicksilver	lbs.	33,152 4,433
„ ...	...	Screws	cwt.	3,164 7,818
„ ...	...	Spelter	„	320 399
„ ...	...	Steel	tons	4,096 53,740
„ ...	...	„ cordage	„	714 31,096
„ ...	...	Tin, block	cwt.	3,420 15,961
„ ...	...	„ foil	lbs.	102,352 2,013
„ ...	...	„ ore	tons	2 99
„ ...	...	„ „ black sand	cwt.	... ..
„ ...	...	„ plate	boxes	40,172 33,992
35 per cent.	767	Tinware	...	... 2,261
Free ...	...	Wire netting	...	... 110,423
„ ...	...	Zinc, ingots	cwt.	147 203
35 per cent.	140	„ perforated	...	... 516
Free ...	...	„ sheet	cwt.	3,104 4,304

## CLASS VI.—LIVE ANIMALS AND PLANTS.

<i>Order 33.—Animals and Birds.</i>				
Free ...	...	Birds	No.	4,000 422
„ ...	...	Deer	„	1 5
„ ...	...	Dogs	„	33 344
„ ...	...	Leeches	„	... ..
5s. each	664	Horses, overland	„	3,730 164,296
„	...	„ seaward	„	406 25,344
„	33,156	Horned cattle, overland	„	151,025 789,860
„	...	„ seaward	„	144 1,190
Free ...	...	Calves, overland	„	1,766 2,255

EXPORTS, 1890—*continued.*\*\* For the position of any article, see Index *ante.*

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

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

		<i>Order 32.—Metals other than Gold and Silver—continued.</i>			
1,268	16,310	Iron wire, fencing and undescribed	tons	+ 8,373	+ 94,639
...	...	„ „ telegraphic	„	+ 5	+ 278
4	63	Lead, pig	„	+ 1,952	+ 33,188
2,283	2,150	„ pipe	cwt.	- 2,282	- 2,148
6,287	5,655	„ sheet	„	- 5,832	- 5,305
...	33,869	Metal, manufactures of	...	...	+ 168,782
84	234	„ yellow	cwt.	+ 342	+ 1,187
7	35	Metals, undescribed	„	+ 213	+ 767
...	838	Metalware, mixed	...	...	+ 8,532
5,342	5,554	Nails	cwt.	+ 14,949	+ 7,935
...	...	„ horseshoe	„	+ 1,420	+ 3,064
55	1,470	Ores, mineral earths, clays, etc.	tons	+ 1,040	+ 4,002
...	10,400	Platedware	...	...	+ 61,008
57	103	Plumbago	cwt.	+ 825	+ 545
12,817	1,939	Quicksilver	lbs.	+ 20,335	+ 2,494
118	187	Screws	cwt.	+ 3,046	+ 7,631
1,980	1,305	Spelter	„	- 1,660	- 906
129	2,748	Steel	tons	+ 3,967	+ 50,992
4	156	„ cordage	„	+ 710	+ 30,940
300	1,375	Tin, block	cwt.	+ 3,120	+ 14,586
3,236	100	„ foil	lbs.	+ 99,116	+ 1,913
13	272	„ ore	tons	- 11	- 173
100	90	„ „ black sand	cwt.	- 100	- 90
2,567	2,719	„ plate	boxes	+ 37,605	+ 31,273
...	1,713	Tinware	...	...	+ 548
...	10,095	Wire netting	...	..	+ 100,328
1,147	960	Zinc, ingots	cwt.	- 1,000	- 757
...	...	„ perforated	...	...	+ 516
101	153	„ sheet	cwt.	+ 3,003	+ 4,151

## CLASS VI.—LIVE ANIMALS AND PLANTS.

		<i>Order 33.—Animals and Birds.</i>			
124	43	Birds	No.	+ 3,876	+ 379
...	...	Deer	„	+ 1	+ 5
32	206	Dogs	„	+ 1	+ 138
6,500	18	Leeches	„	- 6,500	- 18
3,673	119,861	Horses, overland	„	+ 57	+ 44,435
4,236	124,126	„ seaward	„	- 3,830	- 98,782
23,037	87,254	Horned cattle, overland	„	+ 127,988	+ 702,606
482	5,135	„ seaward	„	- 338	- 3,945
...	...	Calves	„	+ 1,766	+ 2,255

## IMPORTS, 1890—continued.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
CLASS VI.—LIVE ANIMALS AND PLANTS—continued.				
<i>Order 33.—Animals and Birds—contd.</i>				
6d. each	53,096	Sheep, overland ... .. No.	2,212,947	981,736
		„ seaward ... .. „	26,731	23,930
2s. each	397	Pigs, overland ... .. „	3,062	5,206
		„ seaward ... .. „	1,812	2,890
Free	...	Poultry ... .. „	4,929	733
„	...	Other ... .. „	37	69
<i>Order 34.—Plants.</i>				
Free	...	Plants ... ..	...	9,281
CLASS VII.—MISCELLANEOUS MATTERS.				
<i>Order 35.—Miscellaneous Articles of Trade, etc.</i>				
35 per cent.	5,468	Brushware and brooms, hair ... ..	...	15,024
„	151	„ undescribed ... ..	...	856
10 per cent.	5,481	Fancy goods ... ..	...	54,851
Free	...	Grindery ... ..	...	34,664
„	...	Hardware and ironmongery, undescribed	...	148,506
„	...	Holloware ... ..	...	10,563
20 and 10 per cent.	3,978	Oilmen's stores, unenumerated...	...	23,949
Free	...	Ordnance stores ... ..	...	216,006
„	...	Photographic goods ... ..	...	8,719
„	...	Printing materials ... ..	...	22,166
„	...	Telegraphic materials (except wire)	...	18,580
„	...	Travellers' samples ... ..	...	68,971
<i>Order 36.—Indefinite Articles.</i>				
Free	...	Curiosities ... ..	...	300
„	...	Exhibits undescribed ... ..	...	...
„	...	Goods, manufactured... ..	...	58,457
„	...	Personal effects ... ..	...	71,840
„	...	Specimens of natural history ... ..	...	794
...	2,704,380	Total Imports ... ..	...	22,954,015

NOTE.—The value of the overland imports included in this table was £4,609,837, consisting chiefly of wool and live stock. \* Inclusive of duty collected and afterwards refunded, amounting to £126,353.

EXPORTS, 1890—*continued.*\*\*\* For the position of any article, see Index *ante.*

Total Exports.		Articles.	Excess of— Imports over Exports (+). Exports over Imports (-).	
Quantity.	Value. £		Quantity.	Value. £
<b>CLASS VI.—LIVE ANIMALS AND PLANTS—<i>continued.</i></b>				
<i>Order 33—Animals and Birds—contd.</i>				
156,206	107,788	Sheep, overland ... .. No.	+ 2,056,741	+ 873,948
54,896	30,752	„ seaward ... .. „	- 28,165	- 6,822
1,393	1,556	Pigs, overland ... .. „	+ 1,669	+ 3,650
11	39	„ seaward ... .. „	+ 1,801	+ 2,851
2,312	269	Poultry ... .. „	+ 2,617	+ 464
55	87	Other ... .. „	- 18	- 18
<i>Order 34.—Plants.</i>				
...	6,666	Plants ... ..	...	+ 2,615
<b>CLASS VII.—MISCELLANEOUS MATTERS.</b>				
<i>Order 35.—Miscellaneous Articles of Trade, etc.</i>				
...	1,566	Brushware and brooms, hair ... ..	...	+ 13,458
...	1,563	„ „ undescrbed ... ..	...	- 707
...	10,514	Fancy goods ... ..	...	+ 44,337
...	6,688	Grindery ... ..	...	+ 27,976
...	35,078	Hardware & ironmongery, undescrbed ... ..	...	+ 113,428
...	156	Holloware ... ..	...	+ 10,407
...	15,802	Oilmen's stores, unenumerated ... ..	...	+ 8,147
...	227	Ordnance stores ... ..	...	+ 215,779
...	3,556	Photographic goods ... ..	...	+ 5,163
...	11,583	Printing materials ... ..	...	+ 10,583
...	5,648	Telegraphic materials (except wire) ... ..	...	+ 12,932
...	73,367	Travellers' samples ... ..	...	- 4,396
<i>Order 36.—Indefinite Articles.</i>				
...	515	Curiosities ... ..	...	- 215
...	30	Exhibits undescrbed ... ..	...	- 30
...	9,707	Goods, manufactured ... ..	...	+ 48,750
...	37,977	Personal effects ... ..	...	+ 33,863
...	3,295	Specimens of natural history ... ..	...	- 2,501
...	13,266,222	Total Exports ... ..	...	+ 9,687,793

NOTE.—The value of the overland exports included in this table was £1,263,694. Exports for drawback valued at £672,124, are also included.

Imports, exports, and trade. 7. In 1890, the total declared value of the imports having been £22,954,015, and that of the exports £13,266,222, the excess of imports over exports was £9,687,793, and the whole value of external trade was £36,220,237.

Imports and exports last two years. 8. The value of imports was lower in 1890 than in 1889 by £1,448,745, or by 6 per cent., but the value of exports was higher than in that year by £531,488, or by 4 per cent. The value of the total trade was thus lower than in the previous year by £917,257.

Imports and exports latest and former years. 9. The imports in 1890, as indicated by their values, were higher than in any other year of the colony's history, except 1888 and 1889; the exports, however, according to the same standard, although higher than in 1889, 1887, and 1886, were exceeded in all but seven of the other 35 years which have elapsed since 1854.\*

Imports and exports per heads, 1851-1890. 10. In the year under review, the value per head of imports was lower by £1 17s. 2d., but the value per head of exports was higher by 3s. 8d. than in 1889. The following table shows the value of imports and exports per head in each of the forty years ended with 1890:—

#### IMPORTS AND EXPORTS PER HEAD, 1851 TO 1890.

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	23	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

\* For value of imports and exports in each year, see Statistical Summary of Victoria (first folding sheet) *ante*.

† For the estimated mean population used in making these calculations, see table of Breadstuffs available for consumption in Part "Production," *post*. The rates for 1881 and subsequent years have been recalculated since last publication, in accordance with revised estimates of population, based on the returns of the census of 1891.

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1890—*continued.*

Year.	Value per Head of the Population of—								
	Imports.			Exports.			Both.		
	£	s.	d.	£	s.	d.	£	s.	d.
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	7	18	4	0	39	5	7
1883	19	10	2	18	0	7	37	10	9
1884	20	11	9	17	4	6	37	16	3
1885	18	17	7	16	5	5	35	3	0
1886	18	16	10	11	19	11	30	16	9
1887	18	14	10	11	3	8	29	18	6
1888	22	15	5	13	3	2	35	18	7
1889	22	8	8	11	14	2	34	2	10
1890	20	11	6	11	17	10	32	9	4

11. It will be observed that in 1890 the value of imports per head was much lower than in 1889 or 1888, was about the same as in 1884, but was higher than in any other of the previous 23 years, except 1882, and the three years, 1873 to 1875; also that the value of exports per head in 1890 was higher than in 1889 or 1887, but lower than in every other year since the separation of Victoria from New South Wales.

Imports and exports per head 1890 and former years.

12. The total value and value per head of imports and exports are given in the following table for the different Australasian colonies; the returns being for each of the eleven years ended with 1889:—

Imports and exports of Australasian colonies.

## IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES.

Colony.	Year.	Imports.		Exports.	
		Total Value.	Value per Head.*	Total Value.	Value per Head.*
		£	£ s. d.	£	£ s. d.
Victoria	1879	15,035,538	18 0 7	12,454,170	14 18 8
	1880	14,556,894	17 2 5	15,954,559	18 15 3
	1881	16,718,521	19 4 10	16,252,103	18 14 1
	1882	18,748,081	21 1 7	16,193,579	18 4 0
	1883	17,743,846	19 10 2	16,398,863	18 0 7
	1884	19,201,633	20 11 9	16,050,465	17 4 6

\* The populations on which the values of imports and exports per head have been based have not been corrected in accordance with the results of the recent census in the case of any of the colonies except Victoria.

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.
Victoria— <i>continued</i>	1885	18,044,604	18 17 7	15,551,758	16 5 5
	1886	18,530,575	18 16 10	11,795,321	11 19 11
	1887	19,022,151	18 14 10	11,351,145	11 3 8
	1888	23,972,134	22 15 5	13,853,763	13 3 2
	1889	24,402,760	22 8 8	12,734,734	11 14 2
Mean of 11 years	...	18,725,158	19 15 0	14,417,315	15 9 5
New South Wales...	1879	14,198,847	20 11 2	13,086,819	18 18 11
	1880	13,950,075	19 4 6	15,525,138	21 7 11
	1881	17,409,326	22 18 0	16,049,503	21 2 3
	1882	21,281,130	26 15 5	16,716,961	21 0 8
	1883	20,960,157	25 2 6	19,886,018	23 16 9
	1884	22,826,985	25 18 4	18,251,506	20 14 5
	1885	23,365,196	25 2 0	16,541,745	17 15 4
	1886	20,973,548	21 8 1	15,556,213	15 17 6
	1887	18,806,236	18 7 10	18,496,917	18 1 10
	1888	20,885,557	19 12 6	20,859,715	19 12 0
	1889	22,863,057	20 14 2	23,294,934	21 2 0
Mean of 11 years	...	19,774,556	22 6 9	17,660,497	19 19 1
Queensland ...	1879	3,080,889	14 7 8	3,434,034	16 0 8
	1880	3,087,296	13 18 2	3,448,160	15 10 8
	1881	4,063,625	18 7 9	3,540,366	16 0 4
	1882	6,318,463	26 11 10	3,534,452	14 17 6
	1883	6,233,351	23 5 5	5,276,608	19 14 0
	1884	6,381,976	21 12 11	4,673,864	15 17 1
	1885	6,422,490	20 16 0	5,243,404	16 19 7
	1886	6,103,227	18 7 1	4,933,970	14 16 9
	1887	5,821,611	16 8 2	6,453,945	18 3 10
	1888	6,646,738	17 12 5	6,126,362	16 4 10
	1889	6,052,562	15 4 10	7,736,309	19 9 8
Mean of 11 years	...	5,473,839	18 15 8	4,945,589	16 14 1
South Australia† ...	1879	5,014,150	19 14 7	4,762,727	18 14 10
	1880	5,581,497	21 3 7	5,574,505	21 3 1
	1881	5,244,064	18 3 5	4,407,757	15 5 6
	1882	6,707,788	23 2 9	5,359,890	18 9 9
	1883	6,310,055	21 2 1	4,883,461	16 6 8
	1884	5,749,353	18 12 7	6,623,704	21 9 2
	1885	5,548,403	17 14 5	5,636,255	18 0 0
	1886	4,852,750	15 10 0	4,489,008	14 6 9
	1887	5,096,293	16 5 3	5,330,780	17 0 3
	1888	5,413,638	17 0 7	6,984,098	21 19 5
	1889	6,804,451	21 3 5	7,259,365	22 11 9
Mean of 11 years	...	5,665,677	19 1 2	5,573,777	18 13 5

\* See footnote (\*) on previous page.

† 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..	1879	407,299	14 6 8	494,884	17 8 3	
	1880	353,669	12 5 3	499,183	17 6 1	
	1881	404,831	13 12 9	502,770	16 18 9	
	1882	508,755	16 14 9	583,056	19 3 8	
	1883	516,847	16 11 0	447,010	14 6 3	
	1884	521,167	16 2 5	405,693	12 11 0	
	1885	650,391	19 1 9	446,692	13 2 2	
	1886	758,013	20 7 9	630,393	16 19 1	
	1887	666,344	15 19 7	604,655	14 10 0	
	1888	786,250	18 11 8	680,346	16 1 7	
	1889	818,127	19 0 1	761,392	17 13 8	
Mean of 11 years	...	581,063	16 12 2	550,552	16 0 1	
Tasmania ...	1879	1,267,475	11 7 11	1,301,097	11 14 0	
	1880	1,369,223	12 1 0	1,511,931	13 6 2	
	1881	1,431,144	12 4 0	1,555,576	13 5 2	
	1882	1,670,872	13 16 10	1,587,389	13 3 0	
	1883	1,832,637	14 14 9	1,731,599	13 18 6	
	1884	1,656,118	12 18 0	1,475,857	11 9 11	
	1885	1,757,486	13 5 11	1,313,693	9 18 10	
	1886	1,756,567	12 19 3	1,331,540	9 16 6	
	1887	1,596,817	11 8 4	1,449,371	10 7 3	
	1888	1,610,664	11 3 3	1,333,865	9 4 10	
	1889	1,611,035	10 16 6	1,459,857	9 16 2	
Mean of 11 years	...	1,596,367	12 8 8	1,459,252	11 9 1	
New Zealand ...	1879	8,374,585	18 13 9	5,743,126	12 16 4	
	1880	6,162,011	12 19 10	6,352,692	13 7 10	
	1881	7,457,045	15 2 3	6,060,876	12 5 7	
	1882	8,609,270	16 18 1	6,658,008	13 1 5	
	1883	7,974,038	15 1 4	7,095,999	13 8 2	
	1884	7,663,888	13 19 0	7,091,667	12 18 4	
	1885	7,479,921	13 4 3	6,819,939	12 0 11	
	1886	6,759,013	11 12 3	6,672,791	11 9 3	
	1887	6,245,515	10 9 5	6,866,169	11 10 3	
	1888	5,941,900	9 16 4	7,767,325	12 16 7	
	1889	6,297,097	10 5 2	9,339,265	15 4 4	
Mean of 11 years	...	7,178,571	13 9 3	6,951,623	12 16 3	

NOTE.—For the imports and exports of the different colonies during 1890, see General Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A. *post*.

13. In 1889 the imports were above the average in all the colonies except New Zealand, and the exports were above the average in all except Victoria, but only very slightly so in the case of Tasmania.

Gross imports and exports of colonies.

\* See footnote (\*) on page 45.

The imports in Victoria, South Australia, and Western Australia, and the exports in New South Wales, Queensland, South Australia, Western Australia, and New Zealand, were of greater value in the last than in any of the previous years named. In only one colony—Queensland—did the imports, and in only one—Victoria—did the exports, show a falling off as compared with the previous year.

Imports and exports of colonies per head.

14. Per head of the population, the imports in 1889 were below the average in all the colonies except Victoria, South Australia, and Western Australia; the exports were above the average in all the colonies, except Victoria and Tasmania, but more especially in Queensland, South Australia, and New Zealand. In South Australia and New Zealand, the exports per head in 1889 were higher than in any previous year named; but, in all other cases, the exports per head, and in all cases the imports per head, were higher in one or more of the other years named than in 1889. But in all except Victoria, Queensland, and Tasmania, the imports per head in 1889 exceeded those in 1888; whilst the exports per head were also higher in 1889 than in 1888 in all the colonies except Victoria.

Order of colonies in respect to imports and exports.

15. In the six years ended with 1886, the total value of imports, and in 1879 and the eight years ended with 1889, the total value of exports, was higher in New South Wales than in Victoria, but in all the other years the values were higher in Victoria than in New South Wales or any other Australasian colony. The following is the order of the colonies in regard to the total value of imports and exports in 1889, and in the eleven years 1879 to 1889:—

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

Order in 1889.	Order in a Series of Years.
1. New South Wales.	1. New South Wales.
2. Victoria.	2. Victoria.
3. New Zealand.	3. New Zealand.
4. South Australia.	4. South Australia.
5. Queensland.	5. Queensland.
6. Tasmania.	6. Tasmania.
7. Western Australia.	7. Western Australia.

New South Wales wool passing through Victoria.

16. In regard to the comparison of the trade of New South Wales with that of Victoria, it should be remembered that the Victorian returns of imports and exports are each year largely swelled

by the value of wool brought to Melbourne from the neighbouring colonies for convenience of shipment.

17. The value of imports per head in 1889 was greatest in Victoria ; but that of exports per head was greatest in South Australia, Victoria being as low as sixth in regard to the latter. Over a series of years Victoria stood second in the case of imports, and fifth in the case of exports per head ; whilst in both cases New South Wales was at the head of the list. Tasmania usually stands at the bottom of the list as regards both imports and exports per head, but in the four years ended with 1889 New Zealand was below it in regard to the former. The following lists show the order of the colonies in regard to the imports and the exports per head during the year 1889, and in the whole period of eleven years :—

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

Order in 1889.		Order in a Series of Years.
1. Victoria.		1. New South Wales.
2. South Australia.		2. Victoria.
3. New South Wales.		3. South Australia.
4. Western Australia.		4. Queensland.
5. Queensland.		5. Western Australia.
6. Tasmania.		6. New Zealand.
7. New Zealand.		7. Tasmania.

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

Order in 1889.		Order in a Series of Years.
1. South Australia.		1. New South Wales.
2. New South Wales.		2. South Australia.
3. Queensland.		3. Queensland.
4. Western Australia.		4. Western Australia.
5. New Zealand.		5. Victoria.
6. Victoria.		6. New Zealand.
7. Tasmania.		7. Tasmania.

18. The imports and exports of the colonies on the Australian continent, taken as a whole, also the imports and exports of those colonies with the addition of Tasmania and New Zealand, will be found in the following table for each of the eleven years ended with 1889 :—

IMPORTS AND EXPORTS OF AUSTRALIA AND AUSTRALASIA, 1879 TO 1889.  
(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... ..	1879	37,736,723	18	13	4	34,232,634	16	18	8
	1880	37,529,431	17	19	9	41,001,545	19	12	4
	1881	43,840,367	20	4	4	40,752,499	18	16	0
	1882	53,564,217	23	17	8	42,387,938	18	17	11
	1883	51,764,256	22	0	11	46,891,960	20	0	2
	1884	54,681,114	22	6	3	46,005,232	18	15	6
	1885	54,031,084	21	4	6	43,419,854	17	1	2
	1886	51,218,113	19	6	7	37,404,905	14	2	4
	1887	49,412,635	17	19	1	42,237,442	15	7	0
	1888	57,704,317	20	3	0	48,504,284	16	18	9
	1889	60,940,957	20	10	5	51,786,734	17	8	9
Mean of 11 years	...	50,220,292	20	7	10	43,147,730	17	12	7
Continent of Australia, with Tasmania and New Zealand ...	1879	47,378,783	18	7	2	41,276,857	15	19	11
	1880	45,060,665	16	16	6	48,866,168	18	4	10
	1881	52,728,556	18	19	5	48,368,941	17	8	0
	1882	63,844,359	22	4	6	50,633,335	17	12	6
	1883	61,570,931	20	10	11	55,719,558	18	18	6
	1884	64,001,120	20	9	3	54,572,756	17	8	11
	1885	63,268,491	19	10	1	51,553,486	15	17	10
	1886	59,733,693	17	14	9	45,409,236	13	9	8
	1887	57,254,967	16	8	3	50,552,982	14	9	10
	1888	65,256,881	18	1	2	57,605,474	15	18	10
	1889	68,849,089	18	8	11	62,585,856	16	15	4
Mean of 11 years	...	58,995,230	18	17	4	51,558,604	16	11	3

19. In regard to the Australian continent, also in regard to that continent combined with Tasmania and New Zealand, it will be observed that the imports show considerable increase since 1887, and the exports since 1886 and 1887, both imports and exports being considerably higher in 1889 than in any of the previous years named in the table; also that in continental Australia, the imports per head were higher by 2s. 7d., but the exports per head were less by 3s. 10d. than the average of eleven years, whereas, in continental and insular Australia combined, the imports per head were less by 8s. 5d., but the exports per head were higher by 4s. 1d. than the average of eleven years.

20. It must be borne in mind that in the last table the total imports and exports of each colony are dealt with; therefore the trade

\* These proportions are liable to correction where the population estimates of the different colonies have been revised to accord with the results of the census of 1891.

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 1888 and 1889:—

INTERCOLONIAL TRADE OF AUSTRALASIAN COLONIES, 1888 AND 1889.\*

Colony.	Imports.		Exports.	
	1888.	1889.	1888.	1889.
	£	£	£	£
Victoria ... ..	8,561,938	8,605,643	4,318,631	4,039,484
New South Wales ... ..	8,741,847	10,647,312	9,554,200	10,741,045
Queensland ... ..	3,072,371	2,717,671	4,069,793	5,167,790
South Australia ... ..	2,434,619	4,045,691	2,572,394	3,283,734
Western Australia ... ..	413,998	334,969	176,521	147,557
Total ... ..	23,224,773	26,351,286	20,691,539	23,379,610
Tasmania ... ..	1,081,684	1,037,078	1,111,753	1,208,006
New Zealand ... ..	1,218,593	1,107,132	1,563,130	2,145,671
Grand Total ... ..	25,525,050	28,495,496	23,366,422	26,733,287

21. From the figures in the last two tables it is ascertained that the intercolonial import trade of the colonies on the Australian continent amounted in 1888 to 48 per cent., and in 1889 to 43 per cent. of the whole import trade, and their intercolonial export trade amounted in the same years respectively to 50 and 45 per cent. of the whole export trade; but if the continental colonies be combined with Tasmania and New Zealand, these proportions would be respectively 45 and 47 per cent. for 1888, and 41 and 43 per cent. for 1889.

22. In 1889, as compared with the previous year, the intercolonial import trade showed an increase of nearly £3,000,000, and the intercolonial export trade an increase of nearly £3,400,000. The increase in the intercolonial import trade occurred chiefly in New South Wales and South Australia, there being a decrease in all the other colonies except Victoria; whilst the increase in the intercolonial export trade was distributed over the colonies of New South Wales, Queensland, South Australia, and New Zealand.

23. With reference to the returns of imports, it may be remarked that there is strong reason to believe the values are considerably

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

Proportion of inter-colonial to total trade.

Intercolonial trade, 1888 and 1889 compared.

Overvaluation of imports and exports in some colonies.

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

24. The following table shows the imports and exports during 1889 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, 1889.

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

Country or Colony.	Imports.			Exports.		
	Total Value.	Value per Head.		Total Value.	Value per Head.	
EUROPE.						
United Kingdom† ...	£ 427,637,595	£	s. 2	d. 6	£ 314,705,741	£ 8 s. 3 d. 9
Gibraltar ...	844,119	35	3	8	46,126	1 18 5
Malta† ...	1,010,756	6	3	4	138,962	0 17 0
ASIA.						
India‡ ...	83,285,427	0	7	9	98,833,879	0 9 2
Ceylon ...	4,172,791	1	7	10	3,226,060	1 1 6
Straits Settlements§ ...	23,429,859	41	5	0	19,982,892	35 3 8
Protected Malay States ...	2,258,053	5	0	4	2,865,662	6 7 4
Labuan ...	62,363	10	7	4	66,689	11 1 9
British North Borneo ...	254,946	1	9	2	99,370	0 11 4
Hong Kong ...	2,378,197	12	4	7	1,129,190	5 16 1
Sarawak ...	211,694	0	14	1	252,039	0 16 10
Cyprus ...	244,324	1	4	5	314,628	1 11 6
AFRICA.						
Mauritius... ..	1,252,087	3	7	3	3,319,878	8 18 2
Natal ... ..	4,527,015	8	10	9	1,656,318	3 2 6

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

† The figures for the United Kingdom are exclusive of bullion and specie. In other cases where daggers (†) occur the imports and exports of bullion and specie were not specified in the returns. In 1889 the United Kingdom imported bullion and specie to the value of £27,099,439, and exported it to the value of £25,121,630.

‡ Exclusive of Frontier trade.

§ Exclusive of the trade between the Settlements.

IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1889—*continued*.  
(Including bullion and specie, except where daggers (†) are marked).

Country or Colony.	Imports.		Exports.	
	Total Value.	Value per Head.	Total Value.	Value per Head.
<b>AFRICA—<i>continued</i>.</b>				
Cape of Good Hope ...	£ 10,841,454	£ s. d. 7 2 3	£ 9,829,900	£ s. d. 6 9 0
St. Helena ...	28,963	5 13 7	5,643	1 2 2
Lagos ...	464,260	4 12 10	457,649	4 11 6
Gold Coast ...	440,868	0 5 10	415,926	0 5 6
Sierra Leone ...	277,781	3 14 1	319,719	4 5 3
Gambia ...	140,818	9 19 0	167,599	11 16 11
<b>AMERICA.</b>				
Canada ...	23,676,356	4 13 3	18,326,541	3 12 2
Newfoundland ...	1,376,472	6 19 6	1,231,769	6 4 10
Bermuda † ...	272,603	17 6 4	64,976	4 2 6
Honduras... ...	260,089	9 9 6	300,879	10 19 2
British Guiana ...	1,803,777	6 7 11	2,471,200	8 15 3
West Indies —				
Bahamas ...	175,516	3 10 11	130,512	2 12 9
Turk's Island ...	27,369	5 5 3	34,485	6 12 8
Jamaica ...	1,597,600	2 11 2	1,614,824	2 11 9
St. Lucia ...	172,048	3 19 9	161,950	3 15 1
St. Vincent † ...	98,212	2 1 11	124,587	2 13 2
Barbados † ...	1,211,370	6 13 1	1,029,588	5 13 2
Grenada † ...	174,081	3 9 1	195,595	3 17 8
Tobago † ...	32,595	1 11 7	39,526	1 18 4
Virgin Islands † ...	3,324	0 13 4	4,341	0 17 4
St. Christopher † ...	177,794	3 19 0	343,172	7 12 6
Nevis † ...				
Antigua † ...	165,788	4 14 9	266,522	7 12 4
Montserrat ...	24,843	2 3 4	28,392	2 9 7
Dominica † ...	57,248	1 19 6	47,325	1 12 8
Trinidad ...	2,093,932	10 13 6	2,308,832	11 15 5
<b>AUSTRALASIA AND SOUTH SEAS.</b>				
Australia, Tasmania, and New Zealand *	68,849,089	18 8 11	62,585,856	16 15 4
Fiji † ...				
Falkland Islands † ...	189,393	1 10 4	364,282	2 18 4
	55,716	28 18 7	116,102	60 5 7
Total ...	666,258,585	2 8 7	549,625,126	2 0 1

25. 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 over fifty-five millions sterling, or over 9 per cent., and an increase in the value of the exports of nearly thirty-two millions sterling, or over 6 per cent. The increase in the import trade was made up of an increase

External  
trade of  
British  
possessions  
1876-89.

\* Including intercolonial trade. For imports and exports of the different Australasian Colonies, see tables following paragraphs 12 and 20 *ante*.

† See footnote (†) on page 52.

of forty millions—or about 10 per cent.—in that of the United Kingdom, and an increase of fifteen millions—or 7 per cent.—in that of other British possessions; whilst the increase in the export trade was seventeen millions—or 6 per cent.—in the trade of the United Kingdom, and of nearly fifteen millions—or 7 per cent.—in that of her various possessions. From a comparison of the figures in the following table, it appears that, although the total trade of the British Dominions had fallen off considerably since 1882 and 1883, it has in the last two or three years been gradually recovering, and was higher in 1889 than in any of the previous thirteen years, as will be seen by the following table:—

**IMPORTS AND EXPORTS OF THE UNITED KINGDOM AND OTHER  
BRITISH POSSESSIONS, 1876 TO 1889 (000'S OMITTED).**

Year.	Value of Imports from all places to—			Value of Exports to all places from—		
	The United Kingdom.*	Other British Possessions.†	Total.	The United Kingdom.*	Other British Possessions.†	Total.
	£	£	£	£	£	£
1876	375,155,	158,507,	533,662,	256,777,	166,074,	422,851,
1877	394,420,	164,360,	558,780,	252,346,	171,645,	423,991,
1878	368,770,	185,009,	553,779,	245,484,	179,760,	425,244,
1879	362,992,	172,866,	535,858,	248,783,	177,984,	426,767,
1880	411,229,	172,636,	583,865,	286,414,	188,191,	474,605,
1881	307,022,	201,669,	508,691,	297,083,	199,889,	496,972,
1882	413,020,	223,580,	636,600,	306,661,	222,148,	528,809,
1883	426,892,	225,466,	652,358,	305,437,	228,096,	533,533,
1884	390,019,	216,257,	606,276,	295,968,	217,901,	513,869,
1885	370,968,	215,886,	586,854,	271,404,	211,767,	483,171,
1886	349,863,	206,732,	556,595,	268,667,	198,336,	467,003,
1887	362,227,	210,320,	572,547,	280,763,	211,836,	492,599,
1888	387,636,	223,252,	610,888,	297,885,	220,091,	517,976,
1889	427,638,	238,621,	666,259,	314,706,	234,919,	549,625,

Victorian trade compared with other British possessions.

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

Australasian trade compared with other British possessions.

27. 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 more than three times as large as that of Canada, and also much larger than that of any other possession.

External trade of foreign countries.

28. The total value and value per head of the general imports and general exports of the principal Foreign countries during 1889 is given in the following table, which has been compiled in the

\* Exclusive of bullion and specie.

† Including intercolonial trade.

office of the Government Statist, Melbourne, chiefly from official documents:—

GENERAL IMPORTS AND EXPORTS OF FOREIGN COUNTRIES, 1889.  
(Including bullion and specie.)

Countries.	Imports.		Exports.	
	Total Value (000's omitted).	Value per Head.	Total Value (000's omitted).	Value per Head.
<b>EUROPE.</b>	£	£ s. d.	£	£ s. d.
Austria-Hungary ...	51,279,*	1 5 0	64,677,†	1 11 7
Belgium ..	129,516,	21 5 1	124,509,	20 8 8
Denmark ...	17,240,	7 18 9	11,907,	5 9 8
France ...	234,535,	6 2 9	205,242,	5 7 5
German Empire ...	283,585,	6 1 0	240,580,	5 2 8
Greece ...	6,485,	2 19 4	4,639,	2 2 5
Holland ...	103,773,*	22 16 2	91,173,†	20 0 10
Italy ...	59,836,	1 18 8	42,432,	1 7 5
Portugal... ..	13,906,	3 4 7	7,837,	1 16 5
Roumania ...	11,718,	2 14 9	10,967,	2 0 10
Russia§ ...	43,197,*	0 9 3‡	76,600,†	0 16 4‡
Spain ...	34,652,	1 19 6	35,875,	2 0 11
Sweden and Norway ...	31,601,	4 13 7	24,155,	3 11 6
Turkey   ...	17,511,	0 13 11	12,191,	0 9 8
<b>ASIA.</b>				
China ...	26,781,	0 1 5	23,486,	0 1 3
Japan ...	10,122,	0 5 1	10,728,	0 5 5
Persia¶ ...	1,000,	0 2 8	500,	0 1 4
<b>AFRICA.</b>				
Egypt§ ...	7,314,*	1 1 6	12,451,†	1 16 7
Morocco ...	1,681,	0 3 7	1,585,	0 3 5
<b>AMERICA.</b>				
Argentine Confederation ...	35,264,	8 12 7	30,249,	7 8 1
Brazil   ...	29,362,	2 1 11	23,917,	1 14 2
Chile ...	15,751,	5 16 0	14,325,	5 5 6
Mexico ...	8,339,	0 14 4	12,533,	1 1 6
United States ...	161,270,	2 11 3	174,801,	2 15 7
Uruguay ...	8,859,	13 13 5	7,521,	11 12 0
<b>Total ...</b>	<b>1,347,577,</b>	<b>1 11 1</b>	<b>1,264,880,</b>	<b>1 9 2</b>

NOTE.—In the cases of the Argentine Confederation, Chile, and Uruguay, the official values are given, which are said to be 25 per cent. below the real values.

29. By comparing the figures in this with those in a previous table,\*\* it will be at once seen that the imports and exports of the United Kingdom, even exclusive of bullion and specie, represent a Trade in Australasia and other countries compared.

\* Imports for home consumption only.

† Exports of home produce only.

‡ These calculations are based upon the population of Russia in Europe, exclusive of Finland.

§ Exclusive of bullion and specie.

¶ The figures for Persia are only estimates.

|| Figures for 1887.

\*\* See table following paragraph 24 ante.

much higher value than those of any other country in the world, and that those of Germany and France come next, in this respect; then follow in succession, according to their total trade, the United States, Belgium, Holland, and India, which are the only other countries possessing a larger external trade than the Australasian colonies taken collectively, where such trade, including that between the colonies, is larger by 12 millions than in Russia, by 16 millions than in Austria-Hungary, and by 29 millions than in Italy. The external commerce of Victoria\* is much larger than that of Denmark, Greece, Portugal, Roumania, or Turkey, but is not so extensive as that of Spain or Sweden and Norway; it is also less than that of the Argentine Confederation, Brazil, or China, but it is larger than that of the other extra-European countries shown in the table.

Trade per head in Australasia and other countries compared.

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

Imports and exports the produce of various countries.

31. 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 1890, will be found in the following table:—

#### IMPORTS AND EXPORTS THE PRODUCE OF DIFFERENT COUNTRIES, 1890.

Articles the Produce or Manufacture of—	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Victoria ... ..	...	...	10,291,821	77·58
The United Kingdom ...	9,637,926	41·99	1,127,642	8·50
Other British possessions ...	9,485,951	41·33	1,175,454	8·86
Foreign States ... ..	3,830,138	16·68	671,305	5·06
Total ... ..	22,954,015	100·00	13,266,222	100·00

\* See table following paragraph 12 *ante*.

† See table following paragraph 24 *ante*.

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

## EXPORTS OF VICTORIAN PRODUCE, 1867 TO 1890.

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 7	77·63
1883 ... ..	13,292,294	14 12 1	81·06
1884 ... ..	13,155,484	14 2 1	81·96
1885 ... ..	12,452,245	13 0 3	80·06
1886 ... ..	9,054,687	9 3 11	76·77
1887 ... ..	8,502,979	8 7 3	74·91
1888 ... ..	10,356,633	9 16 4	74·76
1889 ... ..	9,776,670	8 19 4	76·77
1890 ... ..	10,291,821	9 4 0	77·58

33. It should be pointed out that the returns of articles set down as produced or manufactured in Victoria are not always reliable, there being no other evidence as to the origin of such articles than the statements of the shippers, which, it is known, are sometimes made very loosely. It will be seen that, according to the figures, the total value of exports of local productions shows a considerable falling off during the last five years as compared with the six previous ones. The worst year was 1887, when such value was lower than in any of the previous twenty years, except 1879, and the value of such exports per head was absolutely the lowest in the whole period; but since then the local export trade has slightly revived, although it is still considerably below the standard of the

\* Averages per head since 1881 corrected in accordance with revised estimates of population based on the census of 1891.

earlier years. The proportion of exports of home products to the total exports was higher in 1890 than in the great majority of previous years.

Exports of  
Victorian  
products,  
1884 to  
1890.

34. 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 1890, the names of all the most important articles being given:—

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE  
OF VICTORIA, 1884 TO 1890.\*

(See Index following paragraph 6 *ante*.)

Order.	Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		£	£	£	£	£	£	£
1	Stationery ...	22,113	17,949	14,395	13,231	15,420	16,097	17,182
9	Agricultural im- plements	10,347	11,017	11,732	15,613	22,076	19,915	27,575
10	Machinery ...	98,468	73,227	48,034	90,403	56,562	62,167	61,105
10	Saddlery and harness	14,260	13,105	9,866	7,147	10,018	6,882	8,330
13	Furniture and upholstery	43,734	39,143	24,109	20,286	22,558	17,614	19,680
14	Manure ...	21,987	19,780	24,579	25,431	24,033	23,910	26,145
14	Drugs and chemicals	12,398	17,144	13,164	10,647	7,522	4,711	8,467
15	Woollens and woollen piece goods	10,633	4,189	2,751	1,820	9,439	2,609	6,817
19	Apparel & slops	257,269	242,617	155,358	117,858	121,801	98,367	118,536
19	Boots and shoes	36,916	25,482	20,926	23,137	20,937	16,254	15,645
20	Cordage... ..	29,312	20,695	9,195	5,398	4,012	4,683	3,434
21	Butter & cheese	145,484	103,365	90,221	43,123	68,862	45,274	66,293
21	Hams, bacon, and lard	17,232	13,061	10,343	8,817	7,756	5,455	3,958
21	Beef and pork, salted	33,072	18,905	9,951	4,077	4,931	3,550	3,834
21	Preserved meats	116,903	99,861	88,187	41,561	16,115	16,156	20,197
22	Confectionery ...	13,062	11,290	6,703	3,798	2,883	2,751	2,537
22	Biscuit ... ..	40,370	45,015	37,689	26,870	20,962	20,653	18,975
22	Flour ... ..	277,556	303,305	313,709	408,434	380,387	270,499	350,917
22	Grain & pulse—							
22	Wheat ... ..	1,426,905	407,668	165,391	410,524	502,275	70,147	102,603
22	Othert† ... ..	23,316	8,307	10,387	13,317	8,535	5,581	6,726
22	Fruit ... ..	38,021	23,662	21,967	10,105	18,719	15,147	17,869
22	Jams and pre- serves	28,515	15,932	14,678	6,563	6,497	4,638	4,239
22	Oatmeal... ..	28,540	29,550	25,222	17,978	27,159	28,467	33,796
22	Onions ... ..	38,710	31,868	34,696	33,482	40,678	35,308	27,960
22	Potatoes ... ..	148,929	103,644	120,532	37,861	94,301	57,612	24,787
22	Sugar, refined, and molasses	106,483	52,048	32,462	41,130	50,617	38,647	40,400
22	Vegetables ...	99,031	17,480	4,436	12,423	4,911	3,292	7,268
23	Wine ... ..	13,450	15,362	27,094	29,345	33,273	33,240	31,990
24	Bones ... ..	1,951	1,211	500	541	559	539	530
24	Bone-dust ... ..	11,380	14,458	9,674	5,270	11,328	11,057	6,584
24	Candles ... ..	3,655	7,163	5,561	1,629	551	298	421
24	Glue pieces ...	1,055	1,400	1,783	1,780	1,657	988	823

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

† Not including malt.

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE  
OF VICTORIA, 1884 TO 1890\*—*continued.*

(See Index following paragraph 6 *ante.*)

Order.	Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		£	£	£	£	£		£
24	Hides ... ..	8,696	10,284	9,581	15,250	17,136	25,000	13,717
„	Horns and hoofs	1,174	678	1,005	633	1,691	2,691	4,144
„	Leather ... ..	338,029	342,252	254,597	207,606	181,886	190,322	184,574
„	Skins—sheep, etc.	139,942	92,149	98,763	104,543	185,272	206,931	159,099
„	Soap ... ..	15,559	18,189	13,354	10,485	10,375	9,856	12,375
„	Stearine... ..	6,247	...	5	96	553	85	411
„	Tallow ... ..	256,686	155,918	121,900	85,640	157,601	149,429	156,851
„	Wool† ... ..	5,707,668	4,428,231	4,306,352	4,508,105	3,755,265	5,193,858	5,121,852
25	Bark and timber	33,472	32,782	37,481	23,470	51,813	53,610	76,986
„	Bran and pollard	16,102	9,598	23,010	4,323	9,727	2,101	1,107
„	Hay and chaff ...	194,393	84,825	174,139	63,660	134,971	129,390	83,558
„	Seeds ... ..	13,722	9,699	6,227	4,412	3,713	4,855	6,203
26	Oil—neatsfoot and ex tallow	9,016	7,634	7,478	3,625	2,207	1,816	4,159
31	Gold—bullion ...	760,875	353,362	336,874	243,425	166,877	296,375	516,438
„	„ specie ... ..	1,249,420	3,956,173	1,610,829	1,011,121	3,523,642	1,983,913	2,223,065
32	Minerals, metals, etc., exclusive of gold	31,858	25,716	32,393	14,733	12,731	14,619	19,380
33	Horned cattle ...	235,019	101,935	57,604	71,833	56,662	83,971	55,999
„	Horses ... ..	171,732	170,926	133,691	148,018	116,732	99,848	179,299
„	Sheep ... ..	307,609	426,149	101,232	191,246	94,571	119,742	96,350
34	Plants ... ..	7,561	7,343	5,664	5,920	6,447	6,948	6,666
35	Hardware and manufactures of metals	24,911	19,405	20,834	16,440	15,800	15,528	21,500
„	Oilmen's stores	15,421	14,400	11,898	13,622	11,211	9,284	9,721
...	All other articles	439,315	375,694	324,481	265,174	222,416	233,990	252,744
	Total ... ..	13,155,484	12,452,245	9,054,687	8,502,979	10,356,633	9,776,670	10,291,821

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

35. It has been already stated that in 1890, as compared with 1889, the increase in the total exports amounted in value to £531,488, of which increase £515,151 was in exports of home produce or manufactures. The increase in the exports of such products was spread over 33 articles, the total value of the increase of which was set down as £803,270; but as against this there was an increase in the exports of 22 articles, amounting in all to an increased value of £288,119, so that the net increase in the value of exports of home produce was as stated. The chief increase was in exports of gold bullion and specie, amounting to about £459,000, wheat and flour (£113,000), horses (£79,000), bark and timber (£23,400), butter and cheese (£21,000), and apparel and slops (£20,000). The chief articles of home produce

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

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

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

of which the exports decreased were wool (£72,000), cattle and sheep (£50,300), skins (£47,800), hay and chaff (£46,000), and potatoes (£33,000). The following table gives the names of the articles and the amount of increase or falling off in the exports of each article:—

INCREASE OR DECREASE OF EXPORTS OF ARTICLES OF HOME  
PRODUCE, 1890.

Increase 1890, as compared with 1889.		Decrease 1890, as compared with 1889.	
Articles.	Amount of Increase.	Articles.	Amount of Decrease.
	£		£
Stationery ... ..	1,085	Machinery ... ..	1,062
Agricultural implements ...	7,660	Boots and shoes ... ..	609
Saddlery and harness ... ..	1,448	Cordage ... ..	1,249
Furniture and upholstery ...	2,066	Hams, bacon and lard ...	1,497
Manure ... ..	2,235	Confectionery ... ..	214
Drugs and chemicals ... ..	3,756	Biscuit ... ..	1,678
Woollens and woollen piece goods	4,208	Jams and preserves ... ..	399
Apparel and slops .. ..	20,169	Onions ... ..	7,348
Butter and cheese .. ..	21,019	Potatoes ... ..	32,825
Beef and pork, salted ... ..	284	Wine ... ..	1,250
Preserved meats ... ..	4,041	Bones ... ..	9
Flour ... ..	80,418	Bone-dust ... ..	4,473
Grain and pulse—wheat ...	32,456	Glue pieces ... ..	165
„ „ other ... ..	1,145	Hides ... ..	11,283
Fruit ... ..	2,722	Leather ... ..	5,748
Oatmeal ... ..	5,329	Skins—sheep, etc. ... ..	47,832
Sugar—refined, and molasses	1,753	Wool ... ..	72,006
Vegetables ... ..	3,976	Bran and pollard ... ..	994
Candles ... ..	123	Hay and chaff ... ..	45,832
Horns and hoofs ... ..	1,453	Horned cattle ... ..	27,972
Soap ... ..	2,519	Sheep ... ..	23,392
Stearine ... ..	326	Plants ... ..	282
Tallow ... ..	7,422		
Bark and timber ... ..	23,376		
Seeds ... ..	1,348		
Oil—neatsfoot and ex tallow	2,343		
Gold—bullion ... ..	220,063		
„ specie ... ..	239,152		
Minerals, metals, etc., exclusive of gold	4,761		
Horses ... ..	79,451		
Hardware and manufactures of metals	5,972		
Oilmen's stores ... ..	437		
All other articles ... ..	18,754		
Total increase ... ..	803,270		
Deduct decrease ... ..	288,119		
Net increase ... ..	515,151	Total decrease... ..	288,119

36. The next table shows the total value and value per head of the exports of home produce or manufacture from each of the Australasian colonies during the eleven years 1879 to 1889, also the proportion of the value of such articles to that of the total exports:—

Exports of home produce from Australasian colonies.

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1879 TO 1889.

Colony.	Year.	Export of Articles Produced or Manufactured in each Colony.		
		Total Value.	Value per Head of the Population.*	Percentage of Total Exports.
Victoria ...	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 7	77·63
	1883	13,292,294	14 12 1	81·06
	1884	13,155,484	14 2 1	81·96
	1885	12,452,245	13 0 3	80·06
	1886	9,054,687	9 3 11	76·77
	1887	8,502,979	8 7 3	74·91
	1888	10,356,633	9 16 4	74·76
	1889	9,776,670	8 19 4	76·77
New South Wales ...	1879	10,775,644	15 12 0	82·34
	1880	12,679,782	17 9 5	81·67
	1881	12,895,493	16 19 2	80·35
	1882	13,208,459	16 12 4	79·01
	1883	16,129,867	19 6 8	81·11
	1884	14,595,736	16 11 4	79·97
	1885	12,957,881	13 18 5	78·33
	1886	12,884,200	13 3 0	82·82
	1887	15,472,361	15 2 8	83·65
	1888	17,289,487	16 4 11	82·88
	1889	17,423,311	15 15 8	74·79
Queensland ...	1879	3,259,613	15 4 5	94·92
	1880	3,150,151	14 3 10	91·36
	1881	3,289,253	14 17 8	92·91
	1882	3,183,947	13 8 0	90·01
	1883	5,156,835	19 5 1	97·73
	1884	4,553,477	15 8 11	97·43
	1885	5,116,293	16 11 5	97·58
	1886	4,813,092	14 9 6	97·55
	1887	6,338,205	17 17 4	98·21
	1888	6,012,722	15 18 10	98·15
	1889	7,511,744	18 18 4	97·10
South Australia ...	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

\* The averages for Victoria have been corrected since last publication in accordance with amended estimates of population based on the census of 1891; those for the other colonies have not yet been similarly revised.

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1879 TO 1889—*continued.*

Colony.	Year.	Exports of Articles Produced or Manufactured in each Colony.				
		Total Value.	Value per Head of the Population.*		Percentage of Total Exports.	
		£	£	s.	d.	
South Australia— <i>continued.</i>	1883	3,487,827	11	13	3	71·42
	1884	5,292,222	17	2	11	79·90
	1885	4,385,599	14	0	2	77·81
	1886	2,822,138	9	0	3	62·87
	1887	3,348,561	10	13	9	62·82
	1888	4,670,773	14	13	10	66·88
	1889	3,694,692	11	9	11	50·90
Western Australia ...	1879	492,707	17	6	9	99·56
	1880	496,408	17	4	2	99·44
	1881	498,634	16	14	1	99·18
	1882	580,765	19	2	2	99·61
	1883	444,764	14	4	10	99·50
	1884	404,000	12	9	11	99·58
	1885	445,208	13	1	4	99·67
	1886	626,524	16	17	0	99·40
	1887	601,656	14	8	7	99·50
	1888	673,519	15	18	4	99·00
1889	748,898	17	7	11	98·36	
Tasmania ...	1879	1,289,395	11	11	11	99·10
	1880	1,481,330	13	0	9	97·98
	1881	1,548,116	13	3	11	99·52
	1882	1,578,517	13	1	6	99·44
	1883	1,698,334	13	13	2	98·08
	1884	1,448,714	11	5	8	98·16
	1885	1,299,011	9	16	7	98·88
	1886	1,312,416	9	13	8	98·57
	1887	1,425,457	10	3	10	98·35
	1888	1,303,908	9	0	8	97·75
1889	1,442,605	9	13	11	98·81	
New Zealand ...	1879	5,563,455	12	8	4	96·87
	1880	6,102,400	12	17	4	96·06
	1881	5,762,250	11	13	5	95·07
	1882	6,253,350	12	5	7	93·94
	1883	6,855,244	12	19	0	96·61
	1884	6,942,486	12	12	10	97·90
	1885	6,591,911	11	12	10	96·66
	1886	6,386,682	10	19	5	95·71
	1887	6,551,081	10	19	8	95·41
	1888	7,255,128	11	19	8	93·41
1889	9,042,008	14	14	7	96·82	

Exports of home produce, 1888 and 1889.

37. According to its total value and its value per head, the home produce exported in 1889 was much higher than in 1888 in all the colonies except Victoria, New South Wales, and South Australia—the

\* See footnote (\*) on previous page.

greatest increases per head being in Queensland and New Zealand; but in 1889, as compared with 1888, the proportion of exports of home produce to the total exports was lower in all the colonies except Victoria, Tasmania, and New Zealand. It should be mentioned that the same circumstance which makes the returns of Victorian home produce exported not absolutely reliable, as has been already stated,\* may probably also operate against the truthfulness of the returns of the other colonies; consequently, some caution should be exercised in drawing deductions from the figures.

38. 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 of late years been in excess of that from the latter. This was the case in all the years shown; the difference in favour of New South Wales being greatest in 1887, 1888, and 1889, in each of which it amounted to about 7 millions sterling, and next greatest in 1886, when it amounted to  $3\frac{4}{5}$  millions sterling. Victoria is, however, in advance of every Australasian colony except New South Wales in regard to the value of home produce exported. The following is the order in which the colonies stood in this respect according to the returns of 1889:—

Order of colonies in respect to exports of home produce.

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF EXPORTS OF HOME PRODUCE, 1889.

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

39. In respect to the value of exports of domestic produce per head of the population in 1889, Victoria stood lowest on the list, at the top of which stood Queensland, Western Australia standing second. The following was the order of the colonies in this particular:—

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

ORDER OF COLONIES IN REFERENCE TO VALUE PER HEAD OF EXPORTS OF HOME PRODUCE, 1889.

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

\* See paragraph 33 *ante*.

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

40. In Victoria during the same year, the value of articles of domestic produce bore a slightly larger proportion to that of the total exports than in New South Wales, and a much larger proportion than in South Australia, but a much smaller proportion than in any other colony. It is probable, however, that the proportion in Victoria would have been larger but for the total exports being so much swelled by the exportation of wool produced in the adjacent colonies and imported over the frontiers. The colonies in this respect stood in the following order in 1889 :—

ORDER OF COLONIES IN REFERENCE TO PROPORTION OF EXPORTS OF HOME PRODUCE TO TOTAL EXPORTS, 1889.

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

Exports of Australasian produce.

41. The aggregate value of the exports of home produce from all the Australasian colonies amounted in 1889 to £49,639,928, or over 79½ per cent. of the total exports, as compared with £47,562,170, or 82½ per cent. of the total exports in 1888. During the last twelve years the exports of home produce have varied from 33 millions in 1879 to 49½ millions in 1889; and the proportion to the total exports has ranged from 81 to 85 per cent.

Trade with various countries 1890.

42. In 1890, according to value, 42 per cent. of the Victorian imports were from, and 52 per cent. of the Victorian exports were to, the United Kingdom. About 37 per cent. of the former, and 31 per cent. of the latter, were conveyed between Victoria and the neighbouring colonies, chiefly New South Wales. In regard to British possessions out of Australia, the imports therefrom and the exports thereto each amounted to about 6 per cent. of the totals; whilst in regard to Foreign countries the imports therefrom amounted to over 15 per cent., and the exports thereto to about 11½ per cent., of the totals. The value of the imports from and the exports to the principal British and Foreign countries, and the percentage of such values to the total imports and exports, are given in the following table :—

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES,  
1890.

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
<b>BRITISH COUNTRIES.</b>				
	£		£	
The United Kingdom ...	9,607,193	41·85	6,850,014	51·64
Australasia—				
New South Wales ...	6,569,987	28·63	2,034,647	15·34
Queensland ...	258,224	1·12	327,141	2·47
South Australia ...	544,320	2·37	610,039	4·60
Western Australia ...	111,977	·49	132,261	1·00
Tasmania ...	308,151	1·34	609,103	4·59
New Zealand ...	665,519	2·90	336,015	2·53
Fiji ...	67,581	·29	14,870	·11
Mauritius ...	423,694	1·85	39,550	·30
Hong Kong ...	286,805	1·25	90,792	·68
India ...	404,288	1·76	519,155	3·91
Ceylon ...	100,838	·44	157,331	1·19
Straits Settlements ...	43,750	·19	6,839	·05
Canada ...	55,740	·25	60	...
Other British Possessions ...	5,804	·02	4,007	·03
<b>Total ...</b>	<b>19,453,871</b>	<b>84·75</b>	<b>11,731,824</b>	<b>88·44</b>
<b>FOREIGN COUNTRIES.</b>				
Belgium ...	121,060	·53	654,748	4·94
France ...	174,547	·76	452,807	3·41
Germany ...	682,166	2·97	240,088	1·81
Sweden and Norway ...	565,501	2·47	...	...
Java ...	401,969	1·75	3,119	·02
Philippine Islands ...	435	...	7,959	·06
China ...	399,556	1·74	15	...
United States ...	1,069,297	4·66	155,872	1·17
Others ...	85,613	·37	19,790	·15
<b>Total ...</b>	<b>3,500,144</b>	<b>15·25</b>	<b>1,534,398</b>	<b>11·56</b>
<b>Grand Total ...</b>	<b>22,954,015</b>	<b>100·00</b>	<b>13,266,222</b>	<b>100·00</b>

43. Comparing the imports in 1890 with those in 1889, a decrease of as much as £1,807,500 is shown in the value of those from the United Kingdom alone. The imports from the other Australasian colonies also show a net falling off of £81,670, there having been a considerable decrease in those from South Australia, Tasmania, and New Zealand, but an increase from New South Wales and the other colonies; whilst there was a net increase of £109,691 from India and other British possessions. As regards foreign countries, there was an

Increase or decrease of imports from various countries, 1890.

improved trade in most cases, the only exceptions being France, Philippine Islands, and China. The largest increases were £162,800 from Java, £78,300 from the United States, and £75,500 from Germany; whilst the net increase from Foreign countries as a whole was £330,729. The following table shows the value of goods imported from each country in the last two years, and the increase or falling off of such value in the last year:—

**INCREASE OR DECREASE IN IMPORTS FROM DIFFERENT COUNTRIES,  
1890.**

Countries.	Imports therefrom.		Increase.	Decrease.
	1889.	1890.		
<b>BRITISH COUNTRIES.</b>				
The United Kingdom ...	£ 11,414,682	£ 9,607,193	...	1,807,489
Australasia—				
New South Wales ...	6,326,440	6,569,987	243,547	...
Queensland ...	189,072	258,224	69,152	...
South Australia ...	633,035	544,320	...	88,715
Western Australia ...	90,654	111,977	21,323	...
Tasmania ...	418,053	308,151	...	109,902
New Zealand ...	882,600	665,519	...	217,081
Fiji ...	65,789	67,581	1,792	...
Mauritius ...	390,185	423,694	33,509	...
Hong Kong ...	353,873	286,805	...	67,068
India ...	252,860	404,288	151,428	...
Ceylon ...	77,313	100,838	23,525	...
Straits Settlements ...	45,519	43,750	...	1,769
Canada... ..	77,548	55,740	...	21,808
Other British Possessions ...	15,722	5,804	...	9,918
Total ...	21,233,345	19,453,871	...	*1,779,474
<b>FOREIGN COUNTRIES.</b>				
Belgium ...	111,053	121,060	10,007	...
France ...	181,490	174,547	...	6,943
Germany ..	606,673	682,166	75,493	...
Sweden and Norway ...	512,165	565,501	53,336	...
Java ...	239,154	401,969	162,815	...
Philippine Islands ...	10,483	435	...	10,048
China ...	444,529	399,556	...	44,973
United States ...	991,009	1,069,297	78,288	...
Others ...	72,859	85,613	12,754	...
Total ...	3,169,415	3,500,144	*330,729	..
Grand Total ...	24,402,760	22,954,015	...	*1,448,745

\* Net figures.

44. In 1890, as compared with 1889, the exports to the United Kingdom fell off by £186,600. The only other countries to which the exports decreased were all the Australasian colonies except Western Australia and Tasmania, Fiji, and the Philippine Islands. The net increase in the exports to British countries, taken as a whole, was £129,000; whilst there was an increase of £319,300 to France, of £57,000 to Belgium, and a net increase of £26,106 to other Foreign countries. The following table shows the amount by which the exports to each country increased or decreased in the year:—

INCREASE OR DECREASE IN EXPORTS TO DIFFERENT COUNTRIES,  
1890.

Countries.	Exports thereto.		Increase.	Decrease.
	1889.	1890.		
<b>BRITISH COUNTRIES.</b>	£	£	£	£
The United Kingdom ...	7,036,585	6,850,014	...	186,571
Australasia—				
New South Wales ...	2,114,034	2,034,647	...	79,387
Queensland ...	358,272	327,141	...	31,131
South Australia ...	616,097	610,039	...	6,058
Western Australia ...	83,673	132,261	48,588	...
Tasmania ...	493,766	609,103	115,337	...
New Zealand ...	356,212	336,015	...	20,197
Fiji ...	17,430	14,870	...	2,560
Mauritius ...	32,826	39,550	6,724	...
Hong Kong ...	71,233	90,792	19,559	...
India ...	400,145	519,155	119,010	...
Ceylon ...	17,810	157,331	139,521	...
Straits Settlements ...	1,618	6,839	5,221	...
Other British Possessions ...	3,142	4,067	925	...
<b>Total ...</b>	<b>11,602,843</b>	<b>11,731,824</b>	<b>128,981*</b>	<b>...</b>
<b>FOREIGN COUNTRIES.</b>				
Belgium ...	597,641	654,748	57,107	...
France ...	133,513	452,807	319,294	...
Germany ...	218,652	240,088	21,436	...
Sweden and Norway ...	...	...	...	...
Java ...	1,317	3,119	1,802	...
Philippine Islands ...	17,045	7,959	...	9,086
China ...	8	15	7	...
United States ...	153,563	155,872	2,309	...
Others ...	10,152	19,790	9,638	...
<b>Total ...</b>	<b>1,131,891</b>	<b>1,534,398</b>	<b>402,507*</b>	<b>...</b>
<b>Grand Total ...</b>	<b>12,734,734</b>	<b>13,266,222</b>	<b>531,488*</b>	<b>...</b>

\* Net figures.

Trade with various countries at three periods.

45. The next table shows the value of the Victorian imports from and exports to different countries in 1890 and in the first year of each of the two previous quinquennia :—

IMPORTS AND EXPORTS TO DIFFERENT COUNTRIES, 1880, 1885, AND 1890.

Countries.	Imports therefrom.			Exports thereto.		
	1880.	1885.	1890.	1880.	1885.	1890.
<b>BRITISH COUNTRIES.</b>	£	£	£	£	£	£
The United Kingdom	5,892,834	8,946,816	9,607,193	9,249,873	8,159,135	6,850,014
Australasia—						
New South Wales ...	4,856,893	4,117,870	6,569,987	2,192,511	3,806,574	2,034,647
Queensland ...	32,731	254,636	258,224	22,091	20,964	327,141
South Australia ...	282,538	448,812	544,320	869,140	757,335	610,039
Western Australia ...	8,243	8,703	111,977	71,416	99,425	132,261
Tasmania ...	341,951	370,316	308,151	647,603	577,537	609,103
New Zealand ...	777,241	451,832	665,519	765,221	371,412	336,015
Fiji ...	16,817	27,379	67,581	26,159	22,262	14,870
Mauritius ...	491,756	435,203	423,694	15,200	41,559	39,550
Hong Kong ...	123,016	190,715	286,805	1,348	607	90,792
India ...	200,772	257,655	404,288	64,859	120,252	519,155
Ceylon ...	139,861	122,209	100,838	1,842,221	659,470	157,331
Straits Settlements ...	33,099	39,735	43,750	431	45	6,839
Canada ...	23,905	77,844	55,740	...	28	60
Other British possessions	13,665	1,677	5,804	14,953	1,887	4,007
<b>Total ...</b>	<b>13,235,322</b>	<b>15,751,402</b>	<b>19,453,871</b>	<b>15,783,026</b>	<b>14,638,492</b>	<b>11,731,824</b>
<b>FOREIGN COUNTRIES.</b>						
Belgium ...	...	93,241	121,060	...	124,807	654,748
France ...	62,816	187,532	174,547	224	528,633	452,807
Germany ...	27,434	204,465	682,166	...	30,219	240,088
Sweden and Norway	62,145	282,008	565,501	...	...	...
Java ...	271,222	101,151	401,969	10,775	2,100	3,119
Philippine Islands ...	29,311	10,153	435	65,730	58,556	7,959
China ...	463,325	602,259	399,556	...	...	15
United States ...	362,844	747,753	1,069,297	83,155	158,835	155,872
Others ...	42,475	64,640	85,613	11,649	10,116	19,790
<b>Total ...</b>	<b>1,321,572</b>	<b>2,293,202</b>	<b>3,500,144</b>	<b>171,533</b>	<b>913,266</b>	<b>1,534,398</b>
<b>Grand Total ...</b>	<b>14,556,894</b>	<b>18,044,604</b>	<b>22,954,015</b>	<b>15,954,559</b>	<b>15,551,758</b>	<b>13,266,222</b>

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

Imports at three periods compared.

46. It will be observed that the imports from Tasmania, Mauritius, Ceylon, the Philippine Islands, and China, represented a higher value at both former periods than in the year under review, as also did those from New Zealand at the first period, and those from Canada and France at the second period. From all the other specified countries the value represented was larger at the latest than at either of the former periods, the increase in imports from British countries taken

as a whole being £6,200,000 as compared with the first, and over £3,700,000 as compared with the second period; and the increase in imports from Foreign countries taken as a whole being nearly £2,200,000 as compared with the first, and close on £1,200,000 as compared with the second period. The imports from the United Kingdom and New South Wales show the largest increase, whilst a considerable trade with India, Germany, Sweden and Norway, and the United States, appears to be springing up.

47. In regard to the exports it will be noticed that the largest and most marked decreases were in those to the United Kingdom, New South Wales, and Ceylon; thus, in 1890, the exports to the United Kingdom were barely two-thirds of those in 1880, and those to New South Wales little more than half those in 1885. The countries to which the exports were much greater at the last than at either former period were Queensland, Western Australia, Hong Kong, India, the Straits Settlements, Belgium, and Germany; whilst on the other hand the exports were much lower at the last period to New South Wales, South Australia, New Zealand, Fiji, Ceylon, and the Philippine Islands. The exports to British countries, taken as a whole, showed a falling-off of over £4,000,000 as compared with the first, and of £2,900,000 as compared with the second period; but those to Foreign countries, taken as a whole, showed an increase of about £620,000 as compared with the second period, and of £1,360,000 as compared with the first period. Of the export trade to Foreign countries, that to Belgium and Germany shows the largest growth since 1885; but the trade to France has fallen off considerably, as also has that to the United States slightly. The export trade to the latter bears but a small proportion to the rapidly increasing import trade from that country. The great falling-off in the exports to Ceylon (nearly £1,700,000 as compared with 1880) is partly explained by the fact that the mail steamers leaving Australia now go right through to England, instead of transshipping to other steamers at Ceylon; and therefore the gold shipped in these vessels, which was formerly entered for the latter although intended to be sent on to the former country, is now entered at the Customs as for England direct.

Exports at  
three  
periods  
compared.

48. The value in 1890 of imports to Victoria from the neighbouring colonies was somewhat lower than in 1888 or 1889, but considerably higher than in any other of the previous ten years. The value of the exports from Victoria to the neighbouring colonies, which had been

Trade with  
neighbour-  
ing colo-  
nies, 1880  
to 1890.

steadily increasing up to 1884, has since shown a considerable falling-off, and in 1890 was about the same as in 1889, when it was lower than in any of the previous ten years, as will be seen by the following figures :—

TRADE BETWEEN VICTORIA AND THE OTHER AUSTRALASIAN COLONIES,\* 1880 TO 1890.

Year.	Imports from the Neighbouring Colonies.	Exports to the Neighbouring Colonies.	Excess in favour of—	
			Imports.	Exports.
	£	£	£	£
1880 ...	6,299,597	4,567,982	1,731,615	...
1881 ...	5,949,730	4,736,442	1,213,288	...
1882 ...	5,914,327	5,225,839	688,488	...
1883 ...	5,658,854	5,744,780	...	85,926
1884 ...	6,475,915	5,826,826	649,089	...
1885 ...	5,652,169	5,633,247	18,922	...
1886 ...	6,254,393	4,108,757	2,145,636	...
1887 ...	7,327,467	4,496,504	2,830,963	...
1888 ...	8,484,559	4,307,017	4,177,542	...
1889 ...	8,539,854	4,022,054	4,517,800	...
1890 ...	8,458,178	4,049,206	4,408,972	...

Imports from other colonies in excess of exports thereto.

49. It will be observed that Victoria imported from the other colonies more than she exported thereto in all the years named except 1883, and that the excess of imports in the last two was very much larger than in any other years shown. The figures in the last two columns show the net excess in favour of imports during the eleven years to have amounted to £22,296,389, or an average of nearly £2,030,000 per annum.

Imports and exports at each port.

50. In 1890, 79 per cent. of the imports were landed, and 86 per cent. of the exports were shipped, at the port of Melbourne. Nearly a fifth of the imports entered the colony at the Murray ports, but only about an eleventh of the exports were sent away therefrom. The chief of these ports is Echuca, at which nearly 10 per cent. of the total imports were landed. The only important port of shipment in Victoria, except Melbourne, is Geelong, from which, in 1890, 3½ 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 the year :—

\* Exclusive of Fiji.

## IMPORTS AND EXPORTS AT EACH PORT, 1890.

Ports.	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Melbourne ... ..	18,102,266	78·84	11,384,376	85·82
Geelong ... ..	211,278	·92	472,900	3·57
Portland ... ..	6,784	·03	139,219	1·05
Port Fairy ... ..	642	...	395	...
Warrnambool ... ..	21,918	·10	5,338	·04
Bairnsdale ... ..	640	...	300	...
Franklin River ... ..	650	...	...	...
Murray ports and places—				
Cobram ... ..	...	...	220	...
Echuca ... ..	2,256,435	9·85	164,675	1·24
Koondrook ... ..	38,594	·16	180	...
Mildura ... ..	38,979	·17	31,724	·24
Narung ... ..	7,577	·03	...	...
Swan Hill ... ..	91,386	·40	16,682	·12
Tocumwal ... ..	54,113	·24	9,194	·07
Wahgunyah ... ..	569,188	2·47	82,943	·62
Gooramadda .. ..	39,543	·18	15,967	·12
Yarrawonga ... ..	23,322	·11	14,079	·12
Wodonga ... ..	1,342,562	5·86	293,415	2·21
Tintaldra ... ..	30,663	·13	9,002	·07
Ports unspecified ... ..	...	...	*571,975	4·31
Stations, Border, etc. ... ..	117,475	·51	53,638	·40
<b>Total ... ..</b>	<b>22,954,015</b>	<b>100·00</b>	<b>13,266,222</b>	<b>100·00</b>

51. The values of sixty-six of the principal articles imported in 1890 and in the first year of each of the two previous quinquennia are placed side by side in the following table:—

Imports of principal articles at three periods.

## IMPORTS OF PRINCIPAL ARTICLES, 1880, 1885, AND 1890.

(See Index following paragraph 6 ante.)

Order.	Articles.	Value of Imports.		
		1880.	1885.	1890.
		£	£	£
1	Books ... ..	164,386	242,517	268,879
	Stationery ... ..	53,623	96,343	94,989
2	Musical instruments ... ..	53,210	128,933	118,526
6	Watches, clocks, and watchmakers' materials	48,123	81,767	81,946
9	Cutlery ... ..	19,839	26,326	45,257
	Machinery ... ..	60,488	179,593	348,726
	Sewing machines ... ..	52,256	71,680	54,940
	Tools and utensils ... ..	33,073	38,261	82,625

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

IMPORTS OF PRINCIPAL ARTICLES, 1880, 1885, AND 1890—  
continued.

(See Index following paragraph 6 ante.)

Order.	Articles.	Value of Imports.		
		1880.	1885.	1890.
		£	£	£
12	Building materials ... ..	34,133	125,361	250,283
13	Furniture and upholstery ... ..	30,616	91,417	73,336
14	Drugs and chemicals ... ..	47,785	118,542	96,567
	Matches and vestas ... ..	33,660	24,743	49,900
	Opium ... ..	94,962	39,581	35,736
	Paints and colours ... ..	54,375	82,486	80,417
15	Carpeting and druggeting ... ..	45,573	88,967	91,442
	Woollens and woollen piece goods	645,543	953,774	785,961
16	Silks ... ..	195,761	266,338	404,260
17	Cottons ... ..	673,678	1,019,410	958,266
	Linen piece goods & manufactures	33,253	38,583	41,116
18	Haberdashery ... ..	224,657	381,826	313,115
19	Apparel and slops ... ..	245,811	359,514	428,496
	Boots and shoes ... ..	100,941	109,998	127,286
	Gloves ... ..	60,558	108,436	126,183
	Hats, caps, and bonnets ... ..	95,295	108,909	114,852
	Hosiery ... ..	90,923	132,506	138,384
20	Bags and sacks (including wool-packs)	122,736	144,240	196,826
21	Butter and cheese ... ..	904	7,924	37,166
	Fish ... ..	84,655	136,389	194,150
	Meats—fresh, preserved and salted	10,453	15,534	46,051
22	Fruit(including currants and raisins)	146,853	208,862	347,443
	Flour and biscuit ... ..	8,539	11,963	11,638
	Grain—wheat ... ..	24,522	2,929	23,707
	„ oats ... ..	24,029	96,714	59,607
	„ other (including malt and rice)	247,240	123,222	91,892
	Sugar and molasses ... ..	1,039,065	1,204,021	1,208,797
23	Beer, cider, and perry ... ..	168,549	218,993	320,089
	Coffee ... ..	65,216	90,267	65,388
	Hops ... ..	37,855	18,667	19,125
	Spirits ... ..	335,687	370,292	487,941
	Tea ... ..	583,490	749,063	666,239
	Tobacco, cigars, and snuff ... ..	156,927	251,846	335,379
	Wine ... ..	97,582	112,959	143,345
24	Hides, skins and pelts ... ..	75,210	181,455	107,977
	Leather, leatherware, and leathern cloth	136,550	171,143	191,738
	Wool* ... ..	2,977,264	2,201,968	3,190,298
25	Paper (including paper bags) ... ..	149,605	255,137	298,980
	Timber ... ..	261,805	759,523	1,288,982
	Woodenware ... ..	29,183	50,741	48,355
26	Oil of all kinds ... ..	199,361	253,409	262,049
28	Coal ... ..	306,966	450,974	745,589
29	Earthenware, brownware, and chinaware	47,414	128,116	105,944
	Glass and glassware ... ..	56,973	155,650	153,291

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

IMPORTS OF PRINCIPAL ARTICLES, 1880, 1885, AND 1890—  
*continued.*

(See Index following paragraph 6 *ante.*)

Order.	Articles.	Value of Imports.		
		1880.	1885.	1890.
		£	£	£
31	Gold (exclusive of specie) ...	878,820	355,643	563,721
	Specie—gold... ..	10,015	3,313	36,282
	„ other ... ..	127,301	46,422	66,452
	Jewellery ... ..	53,237	56,387	49,487
32	Iron and steel (exclusive of railway rails, telegraph wire, etc.)	465,826	756,801	1,034,112
	Lead—ore, pig, pipe, sheet ...	8,230	15,088	33,603
	Manufactures of metal ...	47,866	140,116	202,651
	Tin ... ..	40,192	42,887	52,065
	Nails and screws ... ..	34,827	57,510	24,371
	Plated ware ... ..	13,507	29,455	71,408
33	Live stock ... ..	880,330	882,143	1,997,051
35	Fancy goods ... ..	29,545	98,598	54,851
	Hardware and ironmongery ...	76,860	202,567	148,506
	Oilmen's stores ... ..	13,726	18,842	23,949
	Total ... ..	13,267,437	15,993,584	20,217,983
	All other articles ... ..	1,289,457	2,051,020	2,736,032
	Total Imports... ..	14,556,894	18,044,604	22,954,015

52. Of all the articles named in the table the most important, according to the values in 1890, are wool—including that brought overland from New South Wales—live stock, timber, sugar, iron and steel, cottons, woollens, coal, tea, gold, and spirits, in the order named, the values of which varied in 1890 from £3,200,000 for wool to £488,000 for spirits. The aggregate value of these eleven items amounted in 1890 to close on £12,965,000, or to more than half the total value of all the articles imported. It may be mentioned that the value in 1880 of these articles was £9,058,500, in 1885 £9,707,000, and in 1889 £12,554,000, so that the value in 1890 was considerably higher than in 1889, and very much higher than in the earlier years named.

Eleven chief articles of import, 1890.

53. The total imports show an increased value in 1890, as compared with 1885, of nearly five millions, and as compared with 1880, of nearly eight and a half millions; while the imports of the articles named in the table have increased by four and a quarter millions and nearly seven millions respectively. Nearly all the items show very considerable increase at the last period as compared with either of the former periods, and of these the more important are cutlery, machinery, tools and utensils, building materials and timber, iron and

Imports of three periods compared.

steel, silks, apparel and slops, gloves, bags and sacks, fish, meats, fruit, beer, spirits, tobacco, wine, wool, paper, coal, plated ware, metal manufactures, live stock, and oilmen's stores. The imports of wool show an increase as compared with 1885 of £990,000, timber of £529,000, coal of £295,000, iron of £277,000, machinery of £169,000, silks and fruit of £140,000 each, building materials of £125,000, spirits of £118,000, and beer of £101,000. The items of import which showed decrease at the last period as compared with either of the former ones were few in number, the chief being opium and grain other than wheat and oats. Imports of sugar increased by only £5,000 since 1885, which is partly due to a fall in the price of this commodity, but chiefly to the cessation of refining operations on a large scale in the colony, a considerable proportion of refined sugar having been formerly exported.

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

#### EXPORTS OF PRINCIPAL ARTICLES, 1880, 1885, AND 1890.

(See Index following paragraph 6 ante.)

Order.	Articles.	Value of Exports.		
		1880.	1885.	1890.
		£	£	£
1	Books ... ..	64,007	78,468	61,891
	Stationery ... ..	40,040	43,839	36,203
9	Machinery ... ..	100,222	131,318	135,965
15	Woollens and woollen piece goods ...	91,332	127,443	65,620
16	Silks ... ..	14,878	31,360	40,710
17	Cottons ... ..	61,014	86,224	77,915
18	Haberdashery ... ..	46,025	90,678	39,019
19	Apparel and slops ... ..	246,566	318,760	167,682
	Boots and shoes ... ..	122,142	46,745	37,047
20	Bags and sacks ... ..	76,079	47,846	48,022
21	Butter and cheese ... ..	82,490	103,665	66,396
	Meats—fresh and preserved... ..	144,470	100,614	24,744
	„ salted (including hams and bacon)	27,111	30,747	9,055
22	Fruits (including currants and raisins)	35,252	55,895	51,693
22	Flour and biscuit ... ..	283,822	363,895	393,125
	Grain—wheat ... ..	603,158	408,537	114,357
	„ oats ... ..	11,091	10,240	4,745
	„ other (including malt and rice)	95,437	44,153	32,170
	Onions ... ..	11,238	31,868	27,960
	Potatoes ... ..	58,307	103,644	24,787
	Sugar and molasses ... ..	254,219	173,774	131,988
23	Coffee ... ..	24,666	19,283	7,265
	Spirits ... ..	131,899	103,594	89,516
	Tea ... ..	258,079	370,812	367,865
	Tobacco, cigars and snuff ... ..	156,977	135,634	107,928
	Wine ... ..	42,528	47,924	63,385

Exports of  
principal  
articles at  
three  
periods.

EXPORTS OF PRINCIPAL ARTICLES, 1880, 1885, AND 1890—  
*continued.*

(See Index following paragraph 6 *ante.*)

Order.	Articles.	Value of Exports.		
		1880.	1885.	1890.
		£	£	£
24	Bones and bone dust ... ..	17,168	15,669	7,114
	Candles ... ..	19,540	21,906	5,179
	Horns and hoofs ... ..	3,314	678	4,144
	Hides ... ..	9,953	10,284	13,717
	Skins and pelts ... ..	88,139	92,149	159,164
	Leather, leatherware and leathern cloth	321,565	372,916	212,910
	Soap ... ..	12,172	18,834	23,684
	Tallow ... ..	192,394	155,918	156,851
	Wool* ... ..	6,417,466	5,028,011	5,933,699
25	Bark ... ..	31,148	21,563	60,411
	Hay, straw and chaff ... ..	52,900	84,825	83,558
	Timber ... ..	48,605	27,271	35,700
26	Oil of all kinds ... ..	72,537	43,339	32,188
31	Gold (exclusive of specie) ... ..	967,924	353,362	516,438
	Specie—gold ... ..	2,919,610	3,956,173	2,223,065
	„ silver ... ..	50,000	3,121	13,100
32	Antimony ore, regulus, etc. ... ..	14,295	492	601
	Copper ore, regulus, etc. ... ..	18,725	1,299	2,060
	Iron, etc. ... ..	148,190	62,183	56,747
	Manufactures of metals ... ..	32,198	34,266	33,869
	Tin, tin ore, black sand ... ..	2,796	6,912	1,737
33	Live stock ... ..	340,426	900,801	476,717
35	Hardware and ironmongery ... ..	67,688	38,323	36,497
	Travellers' samples ... ..	52,110	103,450	73,367
	Total ... ..	14,983,912	14,460,705	12,389,570
	All other articles ... ..	970,647	1,091,053	876,652
	Total Exports ... ..	15,954,559	15,551,758	13,266,222

55. It appears from this table that the chief articles of Victorian export are wool—of which the value in 1890 was £5,934,000, and gold (inclusive of specie) valued at £2,739,500—which two articles alone contributed 65 per cent. to the total value of exports of all articles; next in order in 1890 were breadstuffs, £507,000; and live stock, £477,000; then tea, leather, apparel and slops, hides and skins, tallow, machinery, and sugar, in the order named—the values of which varied in 1890 between £368,000 and £132,000. It will be noticed, however, that, of these, sugar (excepting so far as the process of refining is concerned) and tea are not produced in Victoria, but are merely re-exports. The value of the eleven articles just named amounted in 1890 to £11,003,543, which leaves the balance of £2,262,679 distributed over all the other heads.

Eleven chief articles of export, 1890.

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

Exports of  
three  
periods  
compared.

56. The value of the total exports in 1890 shows a very large falling-off as compared with either of the two previous periods, it being over  $2\frac{2}{3}$  millions lower than the value in 1880, and over  $2\frac{1}{4}$  millions lower than the value in 1885. As against the two former periods, the articles showing decrease are numerous, the most important being gold, grain of all kinds (especially wheat), potatoes, sugar, spirits, tobacco, butter and cheese, meats, candles, leather, woollens, apparel and slops, boots and shoes, and antimony ore. The falling-off under several of these articles, however, such as sugar, spirits, and tobacco, is indicative of a decline in the re-export trade. On the other hand there was more or less increase, as compared with both the previous periods, in the exports of silks, flour, wine, hides, skins and pelts, horns, and bark. The exports of gold fell off by nearly £1,150,000 as compared with 1880, and by £1,570,000 as compared with 1885; and those of breadstuffs (notwithstanding the increase in flour exported) by £380,000 and £265,000 respectively; whilst those of wool, although higher by about £900,000 than in 1885, were, owing to its depreciated value, lower by £480,000 than in 1880. The value of apparel and slops, and of live stock, exported was only half as large in 1890 as in 1885.

Falling-off  
in exports  
of sugar  
and wool.

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

QUANTITY AND VALUE OF EXPORTS OF SUGAR AND WOOL,  
1880-1890.

Year.	Refined Sugar and Molasses.			Wool.		
	Quantity.	Declared Value.		Quantity.	Declared Value.	
		Total.	Per cwt.		Total.	Per lb.
	cwt.	£	£	lbs.	£	d.
1880 ...	155,469	254,219	1·63	112,486,206	6,417,466	13·7
1885 ...	154,443	172,062	1·11	106,278,038	5,028,011	11·4
1886 ...	139,364	143,618	1·03	107,984,839	4,999,662	11·1
1887 ...	140,282	140,163	1·00	115,461,606	5,073,491	10·5
1888 ...	140,785	141,444	1·00	118,453,968	5,170,930	10·5
1889 ...	116,030	127,257	1·10	135,607,370	5,928,932	10·5
1890 ...	130,154	131,524	1·01	132,149,027	5,933,699	10·8

58. It will be noticed that whilst the declared value of sugar exported was greater in 1880 than in 1890 by about £122,700, or by 49 per cent., the quantity exported was less by only 25,315 cwt., or 16 per cent.; also, that although the declared value of wool exported in 1880 exceeded that in 1890 by about £484,000, the quantity of such wool in the latter exceeded that in the former year by nearly 20 million pounds weight. The figures show that—supposing the qualities to be the same, which may not be the case—the average price of sugar has fallen off 38 per cent., and that of wool by 21 per cent., since 1880.

Falling-off more in value than quantity.

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

Exports of greasy wool.

QUANTITY AND VALUE OF EXPORTS OF GREASY WOOL, 1880-1890.

Year.	Quantity.	Declared Value.	
		Total.	Per lb.
	lbs.	£	d.
1880 ...	76,808,471	3,616,981	11·3
1885 ...	83,927,788	3,478,404	9·9
1886 ...	82,473,370	3,324,839	9·7
1887 ...	91,635,136	3,538,195	9·3
1888 ...	99,685,415	4,022,032	9·7
1889 ...	113,699,150	4,560,861	9·6
1890 ...	113,157,230	4,742,739	10·1

60. The quantity of greasy wool, it will be observed, exported in 1890 was much higher than in any previous year shown except 1889, and the total value of such wool was higher than in any of those years. The average price of greasy wool in 1890, although higher than in the previous five years, shows a decline, as compared with 1880, of 1¼d. per pound, or of about 11 per cent. Had greasy wool continued to fetch the price at which it was quoted in 1880, the value in 1890 would have amounted to over £560,000 more than that set down in the table.

Falling-off in value of greasy wool.

61. In thirty-five out of the fifty-four years ended with 1890, the value of imports to Victoria exceeded that of exports therefrom, but

Excess of imports over exports, etc., 1837 to 1890.

\* The proportion of greasy to all kinds of wool exported was 68 per cent. in 1880, 79 per cent. in 1885, 76 per cent. in 1886, 80 per cent. in 1887, 84 per cent. in 1888 and 1889, and 85½ per cent. in 1890.

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

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 1890.

Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.
	£	£		£	£
1837 ... ..	103,201	...	1867 ... ..	...	1,050,347
1838 ... ..	45,232	...	1868 ... ..	...	2,273,328
1839 ... ..	127,038	...	1869 ... ..	444,636	...
1840 ... ..	306,507	...	1870 ... ..	...	14,256
1841 ... ..	164,094	...	1871 ... ..	...	2,215,825
1842 ... ..	78,644	...	1872 ... ..	...	179,873
1843 ... ..	...	66,446	1873 ... ..	1,231,402	...
1844 ... ..	...	105,785	1874 ... ..	1,512,876	...
1845 ... ..	...	215,304	1875 ... ..	1,918,900	...
1846 ... ..	...	109,640	1876 ... ..	1,508,867	...
1847 ... ..	...	230,815	1877 ... ..	1,204,617	...
1848 ... ..	...	301,683	1878 ... ..	1,236,173	...
1849 ... ..	...	275,495	1879 ... ..	2,581,368	...
1850 ... ..	...	296,871	1880 ... ..	...	1,397,665
1851 ... ..	...	366,472	1881 ... ..	466,418	...
1852 ... ..	...	3,381,807	1882 ... ..	2,554,502	...
1853 ... ..	4,781,093	...	1883 ... ..	1,344,983	...
1854 ... ..	5,883,847	...	1884 ... ..	3,151,168	...
1855 ... ..	...	1,485,399	1885 ... ..	2,492,846	...
1856 ... ..	...	527,491	1886 ... ..	6,735,254	...
1857 ... ..	2,176,697	...	1887 ... ..	7,671,006	...
1858 ... ..	1,119,040	...	1888 ... ..	10,118,371	...
1859 ... ..	1,755,032	...	1889 ... ..	11,668,026	...
1860 ... ..	2,131,026	...	1890 ... ..	9,677,783	...
1861 ... ..	...	296,154			
1862 ... ..	448,365	...	Total ... ..	90,257,828	14,790,656
1863 ... ..	552,431	...			
1864 ... ..	1,076,431	...	Deduct excess of exports	14,790,656	...
1865 ... ..	106,789	...			
1866 ... ..	1,882,165	...	Net excess of imports	75,467,172	...

Balance of  
trade in  
fifty-four  
years.

62. It will be observed that in the fifty-four years of which mention is made in the table the imports exceeded the exports by £75,500,000, or an average of about £1,400,000 per annum, which excess, it should be mentioned, would be added to if the value of the British and Foreign built ships placed on the register of Victoria were included with the imports, but diminished if freight, which is included in the value of imports, were also added to the exports. Moreover, profits

received on investments in the neighbouring colonies should not be overlooked.

63. In 1890 the excess of imports over exports was about £2,000,000 lower than in 1889, and about £440,000 lower than in 1888, but, with these exceptions, the imports in the last year exceeded the exports by a much larger amount than in any previous year. The excess of exports over imports was greatest in 1852, next in 1868, next in 1871, next in 1855, next in 1880; the last mentioned year being the only one during the last 18 years in which the exports were in excess of the imports. In connexion with the large excess of imports in the last seven, and especially in the last five years, it will be remembered that a new loan of nearly £1,400,000 was raised in London in 1884,\* £819,000 in 1885,† £1,500,000 in 1886, £3,000,000 in 1887, £1,500,000 in 1888, £3,000,000 in 1889, and £4,000,000 in 1890; and, besides, that numerous municipal and private loans, and very large amounts of other capital, have been remitted for investment in Victoria as well as in the neighbouring colonies. These sums must either gradually find their way into the imports, or act as a temporary check on the exports by restricting the export of gold, etc., which would otherwise naturally leave our shores; in like manner the annual interest payable on these sums must find its way into the exports. Then, again, it has not been possible to ascertain for earlier years the profits derived by Victoria from its investments in the neighbouring colonies; but it has been ascertained that in 1890 nearly half a million (£453,250) was received by the colony in the shape of dividends from the Broken Hill silver mines (in New South Wales) alone, which amount, being clear profit, has not of course to be counterbalanced, as is usually the case, by a corresponding export. The Melbourne Exhibition, moreover, must, to a certain extent, have stimulated the imports in 1888.

Years in which excess of imports or exports was highest.

64. In 1889 the imports exceeded the exports in Victoria (largely), Western Australia, and Tasmania, but the reverse was the case in all the other colonies. The imports were in excess of the exports in Victoria in each of the last eleven years, with one exception; in New South Wales, with two exceptions; in Tasmania, with three exceptions; also in Queensland, Western Australia, and New Zealand, with four exceptions; and in South Australia, with five exceptions. The following table shows the amounts by which the imports exceeded the exports, or the contrary, in the different colonies during the eleven years ended with 1889, and the net result for each colony over the whole period:—

Excess of imports, etc., in Australasian colonies.

\* Not including a redemption loan of £2,636,600. † Not including a redemption loan of £3,180,620.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1879 TO 1889.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Victoria	1879	2,581,368	...	47,386,277
	1880	...	1,397,665	
	1881	466,418	...	
	1882	2,554,502	...	
	1883	1,344,983	...	
	1884	3,151,168	...	
	1885	2,492,846	...	
	1886	6,735,254	...	
	1887	7,671,006	...	
	1888	10,118,371	...	
	1889	11,668,026	...	
New South Wales	1879	1,112,028	...	23,254,645
	1880	...	1,575,063	
	1881	1,359,823	...	
	1882	4,564,169	...	
	1883	1,074,139	...	
	1884	4,575,479	...	
	1885	6,823,451	...	
	1886	5,417,335	...	
	1887	309,319	...	
	1888	25,842	...	
	1889	...	431,877	
Queensland	1879	...	353,145	5,810,754
	1880	...	360,864	
	1881	523,259	...	
	1882	2,784,011	...	
	1883	956,743	...	
	1884	1,708,112	...	
	1885	1,179,086	...	
	1886	1,169,257	...	
	1887	...	632,334	
	1888	520,376	...	
	1889	...	1,683,747	
South Australia	1879	251,423	...	1,010,892
	1880	6,992	...	
	1881	836,307	...	
	1882	1,347,898	...	
	1883	1,426,594	...	
	1884	...	874,351	
	1885	...	87,852	
	1886	363,742	...	
	1887	...	234,487	
	1888	...	1,570,460	
1889	...	454,914		

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1879 TO 1889—*continued.*

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of Imports over Exports.
		£	£	£
Western Australia	1879	...	87,585	335,621
	1880	...	145,514	
	1881	...	97,939	
	1882	...	74,301	
	1883	69,837	...	
	1884	115,474	...	
	1885	203,699	...	
	1886	127,620	...	
	1887	61,689	...	
	1888	105,906	...	
	1889	56,735	...	
Tasmania	1879	...	33,622	1,508,263
	1880	...	142,708	
	1881	...	124,432	
	1882	83,483	...	
	1883	101,038	...	
	1884	180,261	...	
	1885	443,793	...	
	1886	425,027	...	
	1887	147,446	...	
	1888	276,799	...	
	1889	151,178	...	
New Zealand	1879	2,631,459	...	2,496,436
	1880	...	190,681	
	1881	1,396,179	...	
	1882	1,951,262	...	
	1883	878,039	...	
	1884	572,221	...	
	1885	659,982	...	
	1886	86,222	...	
	1887	...	620,654	
	1888	...	1,825,425	
	1889	...	3,042,168	
Total ...	...	97,844,676	16,041,788	81,802,888
Deduct excess of exports ...	..	16,041,788	...	...
Net excess of imports ...	...	81,802,888	...	81,802,888

65. It will be observed that during the eleven years to which the table relates goods to the value of  $47\frac{1}{3}$  millions sterling were received by Victoria,  $23\frac{1}{4}$  millions by New South Wales, nearly 6 millions by Queensland, 1 million by South Australia, £336,000 by Western Australia,  $1\frac{1}{2}$  million by Tasmania, and  $2\frac{1}{2}$  millions by New Zealand, in excess of the values of the goods sent away.

Colonies in which imports exceed exports, and contrary.

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

66. During the period alluded to it will be found that the Australian continent, taken as a whole, received goods to the value of nearly 78 millions more than it exported, whereas the surplus received by the continent, with the addition of Tasmania and New Zealand, amounted to nearly 82 millions.

Effects of borrowings on imports and exports.

67. In regard to this large balance of imports, it will be borne in mind that the colonies borrow largely from London; thus, the Government debt of Australasia at the end of 1889, amounting to over 175\* millions sterling, nearly all represents English capital. As a set-off against this, however, an annual return has to be made, as interest, which averages about 4 per cent. This item alone would be represented in the annual exports at the present time by a value amounting to about £7,000,000 annually. No information is available respecting the amount of private borrowings, but it is known they are extensive.

Excess of imports in United Kingdom.

68. The imports of the United Kingdom have always largely exceeded the exports, and, in the twenty years ended with 1875, this excess is calculated to have amounted in the aggregate to no less than 1,200 millions sterling.† In the five years ended with 1880, the total excess of imports over exports was 626 millions; in the five years ended with 1885 it was 518 millions; and in the year 1886 it was 95 millions; in the year 1887 it was 90 millions; in 1888, 89 millions; and in 1890, 115 millions. In all these cases bullion and specie are included.‡

British possessions in which imports exceed exports, etc., 1889.

69. The following are the British possessions in which in 1889 the imports exceeded the exports, and the contrary:—

**BRITISH POSSESSIONS IN WHICH IMPORTS, 1889, EXCEEDED EXPORTS, AND THE CONTRARY.**

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

\* This shows an increase, as compared with 1884, of 27 millions. By the end of 1890, the debt had increased to nearly 186 millions.

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

‡ For this reason the excess of imports over exports, as here shown, differs from figures derived from subtracting the one from the other as given in table following paragraph 24 *ante*. See first footnote to that table

70. Taking the British dominions as a whole, the imports in 1889 exceeded the exports in the same year by about 117 millions sterling; if, however, the United Kingdom be omitted, the excess will be found to have been less than 4 millions sterling. It should be mentioned that, in making up these figures, bullion and specie are included in nearly all cases.

Excess of imports over exports in British dominions.

71. During 1889, the imports of all the European countries respecting which particulars are given in a previous table,\* with the exceptions of Austro-Hungary, Russia, and Spain, exceeded the exports; but in Japan, Egypt, Mexico, and the United States, the exports preponderated. The aggregate imports of Foreign countries exceeded the exports by nearly 83 millions sterling, or by 6½ per cent.

Excess of imports over exports in Foreign countries.

72. The following table shows the value of goods transhipped in Victorian ports without being landed during the twenty-one years ended with 1890. These goods are not included in the lists of imports and exports:—

Transshipments, 1870 to 1890.

#### TRANSHIPMENTS IN VICTORIAN PORTS, 1870 TO 1890.†

Value of Transshipments.			Value of Transshipments.		
1870	...	£1,145,882	1881	...	£1,946,804
1871	...	1,191,169	1882	...	1,334,137
1872	...	1,292,656	1883	...	1,059,427
1873	...	1,827,842	1884	...	876,527
1874	...	3,527,461	1885	...	861,427
1875	...	4,280,798	1886	...	724,792
1876	...	3,193,644	1887	...	1,159,080
1877	...	3,398,207	1888	...	1,346,568
1878	...	3,318,219	1889	...	1,874,338
1879	...	1,914,884	1890	...	1,542,134
1880	...	1,432,327			

73. It will be observed that the transshipments fell off considerably in the three years ended with 1886. This is attributed to the reduced quantities of gold coin and bullion received from New South Wales for transshipment, consequent upon the mail steamers on the Suez route, the terminus of which had previously been Melbourne, going on to Sydney. Since 1886, however, there has been a recovery, and although the value of transshipments in 1890 was not so high as in 1889, it was much larger than in any other previous year since 1879, except 1881.

Falling-off of transshipments.

\* See table following paragraph 28 *ante*.

† In 1887 and previous years the full values of the transshipments are not represented by the figures given, in consequence of a number of packages not having any values assigned to them. It is understood that since then values have been assigned to all the packages.

Tranship-  
ment to  
various  
countries.

74. The countries from which goods were received for transhipment, and to which they were transhipped, in 1890, 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, 1890.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
	£	£
United Kingdom ... ..	314,128	551,995
Australasia—		
New South Wales ... ..	231,030	248,210
New Zealand ... ..	72,971	188,176
Queensland ... ..	25,727	24,992
South Australia ... ..	259,265	247,706
Tasmania ... ..	331,227	217,267
Western Australia ... ..	1,810	25,118
Other British Possessions—		
Fiji ... ..	12,346	369
Mauritius ... ..	33,471	574
Aden ... ..	64	54
Hong Kong ... ..	52,404	713
India ... ..	66,608	4,583
Ceylon ... ..	2,708	366
Straits Settlements—Singapore ... ..	2,392	125
Natal ... ..	...	250
Cape Town ... ..	...	40
Seychelles ... ..	...	5
Foreign States—		
Europe—		
Belgium ... ..	2,390	3,209
France ... ..	4,590	1,560
Germany ... ..	58,754	2,886
Greece ... ..	1,217	...
Holland ... ..	551	...
Italy ... ..	52	237
„ Sicily ... ..	1,260	...
Norway ... ..	332	...
Sweden ... ..	658	...
Asia—		
China ... ..	11,357	3
Japan ... ..	2,895	60
Java ... ..	4,214	2
Siam ... ..	...	1,185
South America—Peru ... ..	...	15
Chile ... ..	...	7
United States ... ..	47,260	12,248

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1890—  
continued.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
	£	£
Africa—Port Said ... ..	453	9
Madagascar ... ..	...	160
South Seas—		
New Britain ... ..	...	461
Tonga ... ..	...	1,820
Guam ... ..	...	7,729
Total	1,542,134	1,542,134

75. The following table is interesting, as showing the total value of goods entered and cleared at ports in Victoria from and to the United Kingdom and each foreign country, *viâ* the Suez Canal, in each of the years 1888, 1889, and 1890:—

VICTORIAN GOODS PASSING THROUGH THE SUEZ CANAL,  
1888 TO 1890.

Countries.	Entered as from Victoria.			Cleared for Victoria.		
	1888.	1889.	1890.	1888.	1889.	1890.
	£	£	£	£	£	£
United Kingdom ... ..	4,054,395	3,223,736	2,873,557	5,583,935	4,528,272	4,121,482
Belgium ... ..	...	12,985	...	217,645	229,546	301,202
France ... ..	273,720	179,174	191,920	165,488	192,924	357,785
Germany... ..	261,908	331,974	556,208	128,082	220,670	382,009
Sweden ... ..	...	...	11,648	...	...	...
Total ... ..	4,590,023	3,747,869	3,633,333	6,095,150	5,171,412	5,162,478

76. The Customs revenue was smaller in 1890 than in 1889 by nearly £230,000. The receipts from import duties alone fell off by £186,000, in addition to which there was a decrease of £20,000 in those from excise duty on tobacco, of £22,500 in the tonnage received, owing to the reduction of the rate from 1s. in 1889, to 6d. in 1890, as well as smaller increases under the head of wharfage and harbour rates, licences, and fines and forfeitures. On the other hand there was an increase of £6,600 under the head of excise duties on spirits,

of about £450 from fees, and of about £700 in miscellaneous receipts. It should be stated that a revised tariff came into force on the 31st July, 1889, but the alterations in the rates of duty on several articles did not take effect until the latter part of the year.\* The following are the amounts received under the different heads in the last two years:—

## GROSS CUSTOMS REVENUE, 1889 AND 1890.

Heads of Revenue.	Year ended 31st December.	
	1889.	1890.
	£	£
Import duties ... ..	2,890,719	2,704,380
Wharfage and harbour rates† ... ..	52,897	45,635
Excise duties on—		
Spirits ... ..	95,825	102,466
Tobacco, cigars, and snuff ‡ ... ..	50,937	30,890
Licences, other than tobacco licences ... ..	968	957
Tonnage § ... ..	42,449	19,969
Fees ... ..	7,095	7,546
Fines and forfeitures ... ..	1,005	599
Miscellaneous ... ..	12,023	12,739
Total ... ..	3,153,918	2,925,181

NOTE.—Drawbacks and repayments have not been deducted from the above figures; they amounted to £148,752 in 1889, and £126,353 in 1890.

Taxation on imports.

77. The import duties received in both 1889 and in 1890 amounted to 11·8 per cent. of the total value of imports. ||

Pilotage rates.

78. The pilotage rates, formerly payable over to the Pilot Board, but latterly to the newly constituted Marine Board, amounted in 1889 to £38,752, and in 1890 to £34,790. These rates, although collected by the Customs, are not included in the Customs revenue.

Revenue from spirits, wine and beer.

79. The following is a statement of the total revenue and revenue per head received from the import and excise duty on spirits, wine, and beer, during the last 25½ years:—

\* For full particulars see table following paragraph 6 *ante*; also Appendix C. to Vol. II. of the *Victorian Year-Book*, 1888-9; also Appendix B. to Vol. II. of the edition for 1889-90.

† Including the proportion of wharfage rates received from the Melbourne Harbour Trust, amounting to £46,223 in 1889, and £41,407 in 1890.

‡ Including licences to sell and manufacture tobacco, returning £1,200 in 1889, and £1,300 in 1890.

§ The tonnage rate was 1s. per ton. It has, however, been reduced to 6d. since 1st January, 1890.

|| See also paragraph 207, Vol. I.

## REVENUE FROM SPIRITS, WINE, AND BEER,\* 1865 TO 1890.

Year.	Revenue received from—					Total Amount.	Amount per Head.		
	Import duties on—			Spirits distilled in Victoria.	Beer made in Victoria.				
	Spirits.	Wine.	Beer.						
£	£	£	£	£	£	£	s.	d.	
1865	503,346	46,509	34,847	16,821	...	601,523	0	19	8
1866	452,439	40,493	30,621	29,147	...	552,700	0	17	7
1867	596,294	40,886	31,474	28,603	...	697,257	1	1	8
1868	353,899	40,355	28,429	48,180	...	470,863	0	14	2
1869	445,220	38,250	28,170	43,176	...	554,816	0	16	2
1870	455,925	28,107	23,209	34,877	...	542,118	0	15	2
1871 (six months)	224,700	17,574	12,283	14,445	...	269,002	0	7	4
1871-2	476,408	34,890	26,723	32,479	...	570,500	0	15	3
1872-3	476,859	26,048	28,954	31,036	...	562,897	0	14	10
1873-4	501,044	32,235	32,729	32,869	...	598,877	0	15	6
1874-5	507,631	36,012	32,100	32,475	...	608,218	0	15	6
1875-6	520,557	37,716	27,096	33,437	...	618,806	0	15	8
1876-7	499,568	39,139	30,352	34,768	...	603,827	0	15	1
1877-8	489,236	37,893	29,346	36,309	...	592,784	0	14	6
1878-9	455,157	31,462	27,143	36,088	...	549,850	0	13	3
1879-80	420,872	34,095	27,372	41,230	...	523,569	0	12	5
1880-81	430,909	43,171	29,721	52,232	62,557	618,590	0	14	5
1881-2	443,431	45,112	29,770	52,620	98,955	669,888	0	15	3
1882-3	468,746	44,100	32,372	52,522	11,256	608,996	0	13	6
1883-4	472,259	39,096	33,845	53,638	...	598,838	0	13	0
1884-5	518,370	42,101	35,210	68,930	...	664,611	0	14	1
1885-6	545,170	41,086	37,904	67,250	...	691,410	0	14	3
1886-7	566,134	41,335	41,126	56,557	...	705,152	0	14	1
1887-8	611,256	44,688	46,047	65,603	...	767,594	0	14	10
1888-9	664,438	53,147	55,580	88,867	...	862,032	0	16	0
1889-90	661,129	51,409	56,830	98,712	...	868,080	0	15	9

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

80. The total amount received during the 25½ years was £15,972,798, or an annual average of 15s. 3d. per head of the population. It will be noticed that the amounts per head vary from £1 1s. 8d. in 1867 to 12s. 5d. in 1879-80; also that the amount per head received in 1889-90 was 3d. less than in the preceding year, but more than in any other previous year since 1869.

Total and average receipts from spirits, wine and beer.

81. 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.

Drawbacks.

\* Exclusive of receipts for publicans' and other licences for the sale of fermented or spirituous liquors. These amount to about £110,000 per annum, nearly three-fourths of which is paid over to the municipalities. The approximate revenue from spirits, wine, and beer, in 1890-91 was £854,108.

In 1890 the value of the goods was £170,000 less than in 1889, and was also exceeded in every previous year since 1880; but the amount paid as drawback, although smaller by £3,400 than in 1889, was larger than in any other previous years except 1885 and 1888. This will be seen by the following figures:—

EXPORTS FOR DRAWBACK, 1872 TO 1890.

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	1882 ...	784,806	93,414
1873 ...	522,752	43,685	1883 ...	765,342	95,241
1874 ...	753,033	62,895	1884 ...	863,163	113,087
1875 ...	831,799	79,055	1885 ...	934,620	122,342
1876 ...	832,292	81,915	1886 ...	748,135	114,646
1877 ...	854,509	87,021	1887 ...	791,871	115,938
1878 ...	573,454	69,168	1888 ...	743,394	116,479
1879 ...	493,816	59,933	1889 ...	845,065	119,404
1880 ...	606,055	68,018	1890 ...	672,124	116,013
1881 ...	725,957	92,412			

Drawbacks on Victorian manufactured goods.

82. 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 1890, goods to the value of £35,944, or 5 per cent. of the exports for drawback, had undergone some such process. The amount paid as drawback on such goods was £3,634, or 3 per cent. of the whole. The following are the goods referred to, also the values and amounts paid:—

DRAWBACKS ON EXPORT OF GOODS MANUFACTURED IN VICTORIA FROM IMPORTED MATERIALS, 1890.

Articles.	Value.	Amount paid as Drawback.*
	£	£
Apparel and slops ...	28,885	2,674
Boots and shoes ...	...	5
Fruits (canned) ...	1,558	653†
Jams and preserves ...	3,144	98
Paints ...	232	9
Paper bags ..	614	58
Rice (Victorian dressed) ...	427	75
Saddles and harness ...	948	43
Sugar (Victorian refined) ...	133	19†
Varnish ...	3	...
Total ...	35,944	3,634

\* Includes amounts paid on account of 1889.

† Approximate.

83. The following is a statement of the goods in the various bonded warehouses of the colony at the end of 1890. It is to be regretted that in so many instances the weight or quantity of the articles is not given, but merely the number of cases, bales, packages, etc., also that the values are not given:—

Stocks in bond.

## STOCKS IN BOND.

Article.	Quantity.
Brandy ... ..	4027 hhds., 24,570 casks.
Rum ... ..	842½ hhds., 892 cases.
Geneva ... ..	9¼ hhds., 9,945 cases (4-gal.), 899 cases (2-gal.)
Gin, sweetened ... ..	53 hhds., 4,428 cases.
Whisky ... ..	3,738¼ hhds., 57,934 cases.
Cordials ... ..	2,007 cases.
Spirits of wine ... ..	54½ casks.
Other spirits ... ..	1½ hhds., 12,627 cases.
Wine ... ..	2,413¼ hhds., 23,416 casks.
Beer ... ..	765 hhds., 48,048 cases and casks.
Tobacco, manufactured ... ..	20 half-tierces, 7 qr.-tierces, 674 ¾-boxes and boxes, 4,195 cases.
„ unmanufactured ... ..	578 tierces, hhds., and casks, 1,043 cases, 632 bales, 612 boxes.
Cigars ... ..	1,183½ cases.
Candles ... ..	202 chests and cases, 20 tanks, 3,878 boxes.
Cocoa and chocolate ... ..	286 packages.
Coffee ... ..	188 bags, 8 casks, 709 cases, 19 barrels.
Chicory ... ..	612 packages.
Opium ... ..	81 packages.
Oats ... ..	3,062 bags.
Hops ... ..	375 packages.
Rice ... ..	7,922 bags.
Salt ... ..	51,593 bags.
Vinegar ... ..	1,714 casks, 3,020 cases.
Tea ... ..	7,481 chests, 101,703 half-chests, 27,377 boxes.
Sugar, Mauritius ... ..	11,225 bags, 42,555 pockets.
„ other ... ..	22,650 bags, 12,319 mats.
„ refinery ... ..	622 tons.
„ Java ... ..	4,672 bags, 11 mats, 23,517 baskets.
„ cases and casks ... ..	5,154 No.
Milk Preserved ... ..	2,986 cases.
Woolpacks ... ..	3,475 bales.

84. The number of vessels entering and leaving Victorian ports in 1890 was smaller by 808 than in 1889, and by 421 than in 1888, but larger than in any other former years; the tonnage in 1890 was less by 235,837 than in 1889, but slightly more than in 1888 and considerably larger than in any other year. The following table contains a statement of the number, tonnage, and crews of vessels inwards and outwards during the twenty-three years ended with 1890:—

Vessels inwards and outwards.

## VESSELS ENTERED AND CLEARED, 1868 TO 1890.

Year.	Vessels Entered.			Vessels Cleared.			Total Entered and Cleared.	
	Number.	Tons.	Men.	Number.	Tons.	Men.	Number.	Tons.
1868 ...	2,067	653,362	33,613	2,172	685,207	35,332	4,239	1,338,569
1869 ...	2,320	721,274	35,628	2,334	730,961	35,696	4,654	1,452,235
1870 ...	2,093	663,764	32,838	2,187	681,098	33,836	4,280	1,344,862
1871 ...	2,137	663,002	33,789	2,257	692,023	35,050	4,394	1,355,025
1872 ...	2,104	666,336	33,551	2,234	694,426	35,353	4,338	1,360,762
1873 ...	2,187	756,103	36,307	2,226	762,912	36,216	4,413	1,519,015
1874 ...	2,100	777,110	36,834	2,122	792,509	36,472	4,222	1,569,619
1875 ...	2,171	840,386	38,681	2,223	833,499	38,454	4,394	1,673,885
1876 ...	2,086	810,062	38,960	2,150	847,026	39,600	4,236	1,657,088
1877 ...	2,192	939,661	43,928	2,219	935,324	43,786	4,411	1,874,985
1878 ...	2,119	951,750	43,082	2,173	961,677	43,391	4,292	1,913,427
1879 ...	2,084	963,087	43,676	2,083	977,135	43,648	4,167	1,940,222
1880 ...	2,076	1,078,885	51,585	2,115	1,101,014	52,153	4,191	2,179,899
1881 ..	2,125	1,219,231	54,792	2,123	1,192,671	54,521	4,248	2,411,902
1882 ...	2,089	1,349,093	55,814	2,079	1,341,791	54,855	4,168	2,690,884
1883 ...	2,023	1,464,752	61,630	2,064	1,499,579	61,969	4,087	2,964,331
1884 ...	1,986	1,569,162	64,488	1,989	1,582,425	64,546	3,975	3,151,587
1885 ...	2,154	1,631,266	66,624	2,119	1,628,892	66,201	4,273	3,260,158
1886 ...	2,307	1,848,058	73,949	2,324	1,887,329	73,908	4,631	3,735,387
1887 ...	2,435	1,920,180	80,918	2,418	1,938,063	79,888	4,853	3,858,243
1888 ...	2,724	2,182,071	85,879	2,630	2,125,812	84,233	5,354	4,307,883
1889 ...	2,855	2,270,827	89,187	2,886	2,328,351	89,489	5,741	4,599,178
1890 ...	2,474	2,178,551	85,818	2,459	2,184,790	85,163	4,933	4,363,341

Increase  
in shipping.

85. Some idea of the extension of Victorian commerce may be formed from the circumstance that, although the population of the colony increased by 56 per cent. during the twenty years ended with 1890, the tonnage of vessels entered and cleared in the last as compared with the first year of that period increased more than threefold; also, that whilst the population in the ten years ended with 1890 increased only 32 per cent., the tonnage in 1890 was twice as great as that in 1880.

Nationality  
of vessels.

86. Of the vessels inwards and outwards during 1890, 75 per cent., embracing 49 per cent. of the tonnage, were Colonial; 18 per cent., embracing 38 per cent. of the tonnage, were British; and 7 per cent., embracing 13 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, 38 per cent. to British, and 12 per cent. to Foreign vessels. The following are the figures from which these proportions have been derived:—

## NATIONALITY OF VESSELS ENTERED AND CLEARED, 1890.

Nationality.	Vessels Entered.			Vessels Cleared.		
	Number.	Tons.	Men.	Number.	Tons.	Men.
Colonial ...	1,855	1,076,710	43,221	1,835	1,079,164	42,975
British ...	435	827,122	32,698	435	825,769	32,323
Foreign ..	184	274,719	9,899	189	279,857	9,865
<b>Total ...</b>	<b>2,474</b>	<b>2,178,551</b>	<b>85,818</b>	<b>2,459</b>	<b>2,184,790</b>	<b>85,163</b>

87. Of Foreign vessels visiting Victorian ports in the last four years, the greatest number have been German; in 1890, the next largest was American, the next French, and the next Norwegian. The following are the nationalities of such vessels, the numbers entered and cleared of each nationality during 1890 being shown:—

Foreign vessels.

## FOREIGN VESSELS ENTERED AND CLEARED, 1890.

Country.	Vessels Entered.	Vessels Cleared.	Both.
Germany ...	83	83	166
United States ...	43	47	90
France ...	27	27	54
Norway ...	16	18	34
Holland ...	3	4	7
Sweden ...	4	2	6
Nicaragua ...	3	3	6
Italy ...	2	2	4
Denmark ...	1	1	2
Hawaii ...	1	1	2
Austria ...	...	1	1
Chile... ..	1	...	1
<b>Total ...</b>	<b>184</b>	<b>189</b>	<b>373</b>

88. 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 usually the worst. In 1887, 1888, and 1889 there was in this respect either no difference, or only a slight difference, between British and Foreign vessels. With reference to the comparatively smaller number of hands in British and Foreign than in colonial vessels, it will be remembered that, whilst most of the Colonial vessels are steamers, a larger proportion of British and Foreign vessels are sailing vessels; and as steamers must have one

Crews, and proportion to tonnage.

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:—

	1886.	1887.	1888.	1889.	1890.
Colonial vessels had 1 man to	24 tons	23 tons	24 tons	25 tons	25 tons
British „ „	26 „	25 „	27 „	27 „	25½ „
Foreign „ „	29 „	25 „	27 „	28 „	28 „
All „ „	<u>25 tons</u>	<u>24 tons</u>	<u>25 tons</u>	<u>26 tons</u>	<u>25½ tons</u>

Steam and sailing vessels.

89. The steamers and sailing vessels which entered and left Victorian ports in 1890, together with their tonnage and crews, were as follow:—

STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1890.

Description of Vessels.	Vessels.	Tons.	Crews.
INWARDS.			
Steamers ... ..	1,880	1,786,700	78,197
Sailing vessels ... ..	594	391,851	7,621
Total ... ..	2,474	2,178,551	85,818
OUTWARDS.			
Steamers ... ..	1,859	1,788,353	77,876
Sailing vessels ... ..	600	396,437	7,287
Total ... ..	2,459	2,184,790	85,163

Crews in steam and sailing vessels.

90. By means of the figures in the foregoing table, it is ascertained that, whilst steamers had one man to every 23 tons, sailing vessels had but one man to every 52 tons.

Vessels with cargoes and in ballast.

91. Over ninety-seven per cent. of the vessels, embracing 99 per cent. of the tonnage, in 1890, arrived with cargoes. In the same year 69 per cent. of the vessels, embracing 73 per cent. of the tonnage, left with cargoes. Although the latter proportion was higher in 1890 than in 1889 (when it was 68½ per cent.), there has been a gradual falling-off since 1884, when as many as 81 per cent. of the vessels, embracing 85 per cent. of the tonnage, left with cargoes. The following are the numbers and percentages of the vessels and of their tonnage which arrived and departed with cargoes and in ballast during the year:—

## VESSELS WITH CARGOES AND IN BALLAST, 1890.

State of Vessels.	Vessels.		Tons.	
	Number.	Percentage.	Number.	Percentage.
<b>INWARDS.</b>				
With cargoes ... ..	2,406	97·25	2,159,843	99·13
In ballast ... ..	68	2·75	18,708	·87
<b>Total ... ..</b>	<b>2,474</b>	<b>100·00</b>	<b>2,178,551</b>	<b>100·00</b>
<b>OUTWARDS.</b>				
With cargoes ... ..	1,702	69·22	1,593,887	72·95
In ballast ... ..	757	30·78	590,903	27·05
<b>Total ... ..</b>	<b>2,459</b>	<b>100·00</b>	<b>2,184,790</b>	<b>100·00</b>

92. In the same year, 80 per cent. of the vessels inwards, embracing 94 per cent. of the tonnage, were entered at Melbourne, and 79 per cent. of the vessels outwards, embracing 94 per cent. of the tonnage, were cleared at the same port. Next to Melbourne, the largest number of vessels was entered and cleared at Swan Hill, Echuca, and Mildura, on the River Murray, but the largest amount of tonnage was that of vessels entered and cleared at Geelong. The following table shows the number and tonnage of vessels entered and cleared at each port in Victoria during the year:—

## SHIPPING AT EACH PORT, 1890.

Ports.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
Melbourne ... ..	1,967	2,051,826	1,954	2,045,156
Geelong ... ..	68	60,183	82	71,620
Portland ... ..	14	2,159	18	7,544
Port Fairy ... ..	4	465	3	219
Warrnambool ... ..	16	3,882	13	3,800
Bairnsdale ... ..	7	656	8	556
Murray ports—				
Mildura ... ..	117	13,192	104	11,270
Echuca ... ..	138	25,428	134	23,865
Swan Hill ... ..	143	20,760	143	20,760
<b>Total ... ..</b>	<b>2,474</b>	<b>2,178,551</b>	<b>2,459</b>	<b>2,184,790</b>

93. Taking the Murray ports as a whole, it will be observed that 779 vessels, or nearly a sixth of the total number, were entered and cleared thereat; but the burden of these vessels amounted in the aggregate to only 115,275 tons, or a thirty-eighth part of the total tonnage entered and cleared.

Shipping in  
Austral-  
asian  
colonies.

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

SHIPPING IN AUSTRALASIAN COLONIES.

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Victoria	1874	2,100	777,110	2,122	792,509	4,222	1,569,619
	1878	2,119	951,750	2,173	961,677	4,292	1,913,427
	1882	2,089	1,349,093	2,079	1,341,791	4,168	2,690,884
	1886	2,307	1,848,058	2,324	1,887,329	4,631	3,735,387
	1887	2,435	1,920,180	2,418	1,938,063	4,853	3,858,243
	1888	2,724	2,182,071	2,630	2,125,812	5,354	4,307,883
	1889	2,855	2,270,827	2,886	2,328,351	5,741	4,599,178
New South Wales†	1874	2,217	1,016,369	2,168	974,525	4,385	1,990,894
	1878	2,469	1,267,374	2,307	1,192,130	4,776	2,459,504
	1882	2,437	1,686,620	2,340	1,610,045	4,777	3,296,665
	1886	2,684	2,114,618	2,755	2,143,986	5,439	4,258,604
	1887	2,815	2,142,457	2,906	2,180,301	5,721	4,322,758
	1888	2,955	2,414,750	2,972	2,350,669	5,927	4,765,419
	1889	3,254	2,632,081	3,229	2,689,098	6,483	5,321,179
Queensland‡	1874	713	302,825	657	269,925	1,370	572,750
	1878	1,111	541,850	1,117	524,908	2,228	1,066,758
	1882	1,492	962,600	1,467	917,991	2,959	1,880,591
	1886	918	557,026	977	563,453	1,895	1,120,479
	1887	838	468,180	879	456,052	1,717	924,232
	1888	928	478,517	936	517,712	1,864	996,229
	1889	760	506,780	773	494,229	1,533	1,001,009
South Australia ...	1874	720	265,899	720	268,651	1,440	534,550
	1878	1,026	452,738	1,035	453,535	2,061	906,273
	1882	1,113	675,441	1,099	661,777	2,212	1,337,218
	1886	859	770,922	878	787,554	1,737	1,558,476
	1887	907	841,422	905	836,461	1,812	1,677,883
	1888	969	973,479	1,019	1,000,172	1,988	1,973,651
	1889	1,036	978,532	1,046	980,810	2,082	1,959,342
Western Australia	1874	144	65,351	153	67,476	297	132,827
	1878	155	80,655	161	82,098	316	162,753
	1882	202	172,698	201	171,549	403	344,247
	1886	287	260,286	255	237,222	542	497,508
	1887	255	249,813	185	214,824	440	464,637
	1888	263	402,807	266	409,586	529	812,393
	1889	349	497,232	345	507,586	694	1,004,818

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

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

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

SHIPPING IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Inwards.		Outwards.		Both.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Tasmania	1874	607	119,706	620	119,801	1,227	239,507
	1878	693	159,063	688	156,791	1,381	315,854
	1882	733	208,934	718	208,484	1,451	417,418
	1886	690	343,656	715	348,773	1,405	692,429
	1887	677	360,404	714	374,895	1,391	735,299
	1888	770	385,650	795	390,628	1,565	776,278
	1889	842	458,247	819	453,999	1,661	912,246
New Zealand	1874	856	399,296	822	385,533	1,678	784,829
	1878	926	456,490	886	428,493	1,812	884,983
	1882	795	461,285	769	438,551	1,564	899,836
	1886	725	502,572	707	488,331	1,432	990,903
	1887	653	489,754	675	493,583	1,328	983,337
	1888	683	526,435	701	531,478	1,384	1,057,913
	1889	781	602,634	762	593,252	1,543	1,195,886

95. It will be noticed, that in all the colonies except Queensland and South Australia, the tonnage of vessels inwards and outwards was considerably greater in the last than in any other year named, but a falling-off, as compared with some previous years, took place in the last-named colonies. Notwithstanding the larger size of the vessels now employed in the Australian trade, the number of vessels in four of the colonies, viz., Victoria, New South Wales, Western Australia, and Tasmania, was also greater than in any previous year shown.

Shipping in colonies in 1889 and former years.

96. The vessels trading to New South Wales exceed those to Victoria, both in number and aggregate tonnage, which is no doubt chiefly owing to the large amount of shipping engaged in the coal trade of the former colony; but, with this exception, Victoria is in advance of all the Australasian colonies. The following is the order in which the colonies stand in regard to the amount of shipping trading to and from their ports in the last year named in the table. The ships stand in the same order in regard to their numbers as they do in regard to their tonnage, except that in the former case Western Australia falls to the bottom of the list, and Tasmania rises to the fourth place, whilst New Zealand and Queensland stand fifth and sixth respectively:—

Order of colonies in respect to shipping.

ORDER OF COLONIES IN REFERENCE TO TONNAGE OF SHIPPING  
ENTERED AND CLEARED, 1889.

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

Shipping in  
Australia  
and Aus-  
tralasia.

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

SHIPPING\* IN AUSTRALIA AND AUSTRALASIA.

Year.	Vessels Entered and Cleared in—			
	Australia.		Australia with Tasmania and New Zealand.	
	Number.	Tons.	Number.	Tons.
1874 ... ..	11,714	4,800,640	14,619	5,824,976
1878 ... ..	13,673	6,508,715	16,866	7,709,552
1882 ... ..	14,519	9,549,605	17,534	10,866,859
1886 ... ..	14,244	11,170,454	17,081	12,853,786
1887 ... ..	14,543	11,247,753	17,262	12,966,389
1888 ... ..	15,662	12,855,575	18,611	14,689,766
1889 ... ..	16,533	13,885,526	19,737	15,993,658

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

98. An increase in the aggregate tonnage of the vessels trading to the Australasian colonies is usually observable from period to period. Both as regards the Australian continent and that continent combined with Tasmania and New Zealand, the number and tonnage of vessels were far larger in 1889 than in any of the previous years named.

Shipping in  
British  
possessions.

99. The following is the tonnage of vessels entered at and cleared from British possessions throughout the world in the year 1889. The information is derived entirely from official documents:—

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

SHIPPING IN BRITISH POSSESSIONS, 1889.  
(Exclusive of Coasting Trade.)

Country or Colony.	Burden of Vessels Entered and Cleared.	Country or Colony.	Burden of Vessels Entered and Cleared.
EUROPE.		AMERICA— <i>continued</i> .	
	Tons.		Tons.
United Kingdom* ...	71,889,895	British Guiana ...	634,770
Gibraltar ...	12,515,850	West Indies—	
Malta ...	10,407,116	Bahamas ...	207,326
		Turk's Island ...	215,274
ASIA.		Jamaica ...	1,704,889
India ...	6,983,332	St. Lucia ...	903,221
Ceylon ...	4,831,965	St. Vincent ...	266,123
Straits Settlements ...	8,136,605	Barbados ...	1,217,728
Labuan ...	54,390	Grenada ...	338,017
Hong Kong ...	8,971,990	Tobago ..	74,613
		Virgin Islands ...	8,506
AFRICA.		St. Christopher ...	} 388,148
Mauritius ...	654,535	Nevis ...	
Natal ...	1,013,108	Dominica ...	295,866
Cape of Good Hope ...	2,783,177	Montserrat ...	308,623
St. Helena ...	94,668	Antigua ...	385,964
Lagos ...	505,517	Trinidad ...	1,198,778
Gold Coast ...	569,046		
Sierra Leone ...	589,171	AUSTRALASIA AND SOUTH SEAS.	
Gambia ...	198,911	Australia, Tasmania, and New Zealand†	15,993,658
AMERICA.		Fiji ...	98,523
Canada ...	9,296,601	Falkland Islands ...	60,284
Newfoundland ...	656,556		
Bermuda ...	221,755		
Honduras ...	338,743	Total ...	165,013,242

100. The tonnage of vessels trading to Victoria exceeds that to any British possession outside Australasia except the United Kingdom, Gibraltar, Malta, India, Ceylon, the Straits Settlements, Hong Kong, and Canada. Excluding the United Kingdom, the tonnage to Australasia far exceeds that to any other British possession, being two-thirds as much again as that to Canada, and more than twice as much as that to India. Shipping compared with that of other British possessions.

101. In the next table a statement is given of the tonnage of vessels trading to the principal Foreign countries, by means of which and the previous table it will be seen that in France, Germany, Spain, and the United States, the tonnage is greater than, and in Austria it is about the same as, in Australasia. The information has been derived from the most reliable sources available:— Shipping in Foreign countries.

\* The coasting trade, not included, amounted to 89,560,000 tons.

† Including vessels engaged in the intercolonial trade. For figures relating to each Australasian colony, see table following paragraph 94 *ante*.

## SHIPPING IN FOREIGN COUNTRIES, 1889.

Country.	Inwards.	Outwards.	Both.
	Tons.	Tons.	Tons.
Argentine Confederation ...	6,711,686	5,842,972	12,554,658
Austria* ...	7,885,784	7,875,328	15,761,112
Belgium ...	5,158,436	5,146,001	10,304,437
Chile ...	2,667,497	2,630,784	5,298,281
China ...	2,967,109	2,897,571	5,864,680
Denmark ...	3,629,285	3,573,102	7,202,387
France ...	13,424,296	13,952,999	27,377,295
Germany ...	10,222,353	10,250,063	20,472,416
Holland ...	5,221,044	5,144,543	10,365,587
Italy ...	7,193,422	6,678,282	13,871,704
Japan† ...	1,469,586	1,442,234	2,911,820
Portugal ...	5,051,858	4,817,127	9,868,985
Russia in Europe ...	6,695,500	6,736,862	13,432,362
Spain ...	11,528,398	12,758,024	24,286,422
Sweden ...	5,249,760	5,180,834	10,430,594
Norway ...	2,705,293	2,629,177	5,334,470
United States (30th June)‡ ...	13,311,652	13,671,661	26,983,313
Uruguay ...	2,178,017	2,130,669	4,308,686
Total ...	113,270,976	113,358,233	226,629,209

Vessels  
built and  
registered.

102. Five vessels were built in Victoria during the year 1890. These were small, their aggregate burden being only 1,271 tons. The vessels registered numbered 21, of an average burden of 385 tons. The following were the classes and sizes of the vessels :—

## VESSELS BUILT AND REGISTERED, 1890.

Vessels Built.			Vessels Registered.			
Description.	No.	Tons.	Description.	No.	Tons.	Men.
Steamers ...	3	1,256	Steamers ...	7	5,052	162
Sailing vessels ...	2	15	Barques ...	2	864	8
			Brigantines ...	2	352	16
			Schooners ...	2	109	8
			Ketches ...	2	86	6
			Hopper Barges ...	2	1,208	2
			Steam Dredges ...	2	392	40
			Steam Launches...	2	15	5
Total ...	5	1,271	Total ...	21	8,078	247

\* Including coasting trade, exclusive of Hungary.

† The tonnage of Japanese vessels is that of vessels of foreign type only.

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

103. The vessels on the Victorian register, and, therefore, presumably Victorian owned, were as follow on the 31st December, 1890, the ports of their registration being distinguished:—

## VESSELS OWNED IN VICTORIA, 1890.

Port.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Melbourne ... ..	137	42,820	265	43,528	402	86,348
Geelong ... ..	...	...	4	358	4	358
Port Fairy ... ..	2	293	3	72	5	365
Portland ... ..	1	328	1	22	2	350
Total ... ..	140	43,441	273	43,980	413	87,421

104. The following is a statement of the number and net tonnage of vessels on the registers of all the Australasian colonies and Fiji on the 30th June, 1891\* :—

## VESSELS OWNED IN AUSTRALASIAN COLONIES, 30TH JUNE, 1891.

Colony.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Victoria ... ..	140	43,441	273	43,980	413	87,421
New South Wales ... ..	487	53,053	561	67,143	1,048	120,196
Queensland ... ..	94	13,180	108	9,915	202	23,095
South Australia ... ..	95	14,915	234	26,390	329	41,305
Western Australia ... ..	6	682	119	4,901	125	5,583
Tasmania ... ..	55	8,084	172	11,687	227	19,771
New Zealand ... ..	177	37,864	341	34,445	518	72,309
Total ... ..	1,054	171,219	1,808	198,461	2,862	369,680
Fiji † ... ..	...	...	13	579	13	579

105. The material for the following statement of the number of merchant vessels sailing under the flags of different nationalities has been taken from the *Journal of the Statistical Society of Paris* for June, 1891.† All steamers of 100 tons burden and under, and all sailing vessels of 50 tons burden and under, are excluded:—

\* Figures kindly furnished by the Merchant Shipping and Underwriters' Association of Victoria Limited.

† On 30th June, 1889.

‡ Page 204, *et seq.*; Berger-Levrault et Cie, 5 Rue des Beaux Arts, Paris.

## VESSELS OWNED IN VARIOUS COUNTRIES.

(Exclusive of Steamers not exceeding 100 tons, and Sailing Vessels not exceeding 50 tons.)

Countries.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons (00's omitted).	Number.	Tons (00's omitted).	Number.	Tons (00's omitted).
United Kingdom ...	5,302	8,043,9	10,559	3,693,7	15,861	11,737,6
France ...	471	806,0	1,627	298,8	2,098	1,104,8
Germany ...	689	930,8	1,698	706,5	2,387	1,637,3
Austria ...	111	149,4	330	120,7	441	270,1
Italy ...	300	294,7	2,401	655,6	2,701	950,3
Spain ...	350	423,6	1,359	253,4	1,709	677,0
Portugal ...	41	49,4	320	68,3	361	117,7
Sweden ...	403	172,0	1,799	373,4	2,202	545,4
Norway ...	371	245,1	3,567	1,405,9	3,938	1,651,0
Russia ...	230	177,8	2,131	455,9	2,361	633,7
Denmark ...	197	154,5	877	145,9	1,074	300,4
Holland ...	164	220,0	861	230,3	1,025	450,3
Belgium ...	55	98,1	...	...	55	98,1
Greece ...	68	70,4	1,457	299,5	1,525	369,9
Turkey ...	...	...	512	80,4	512	80,4
United States ...	419	533,3	3,406	1,445,0	3,825	1,978,3
Brazil ...	129	76,0	268	56,2	397	132,2
Argentine Republic ...	...	...	104	29,4	104	29,4
Chile ...	...	...	146	74,6	146	74,6
Japan ...	147	123,3	104	27,7	251	151,0
Total ...	9,447	12,568,3	33,526	10,421,2	42,973	22,989,5

Value of  
ships  
trading to  
Victoria

106. The next table\* shows the tonnage and estimated value of British, Colonial, and Foreign owned vessels which entered the Port of Melbourne during the year 1885. No later information is available:—

## VALUE OF BRITISH, COLONIAL, AND FOREIGN VESSELS TRADING TO PORT OF MELBOURNE, 1885.

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

Lighters and  
boats.

107. The licences issued in 1890 to lighters numbered 80, and to boats 528. The former were to be employed in the conveyance of goods, and the latter for ferry, passenger, and other purposes.

\* Compiled in the Department of Trade and Customs.

† This represented over 92 per cent. of the tonnage of vessels trading to Victoria.

108. An Act for the establishment of a Harbor Trust for the Port of Melbourne was passed in 1876, and came into force on the 1st January, 1877. This Statute was afterwards amended by an Act which came into operation in April, 1883. In 1890 these Acts were consolidated by Act 54 Vict. No. 1119, and on the 19th December of the same year an amendment of this Act was effected by the *Melbourne Harbor Trust Act 1890*, 54 Vict. No. 1,182.

Melbourne  
Harbor  
Trust.

109. To carry out the more important of the designs of the Harbor Trust, the services of Sir John Coode, C.E., were secured from England, and this eminent engineer submitted a general and comprehensive scheme for the permanent improvement of the port. The estimated total cost of the works recommended by Sir John Coode, including a fair margin for contingencies and superintendence, is, if the river be deepened to 20 feet, £1,163,200; or if it be deepened to 25 feet, £1,246,000.

Total cost  
of works  
recom-  
mended.

110. In addition to the works designed by Sir John Coode, and reported on in previous years, advantage has been taken by the Trust of the division of the River channel at Yarraville to utilize the deep water of the old channel at this place, so as to provide accommodation for the timber trade of the port; and, on the side of the river opposite Yarraville, timber import wharf and jetties, which at present will accommodate 12 large ships, have been constructed at a cost of £36,334. Here ample space is provided for the discharge and sorting of large timber cargoes with facility and despatch. Land to the extent of 142 acres adjacent to the above has been vested in the Trust by Parliament, on which timber yards for storage and other purposes required by the trade will be provided; further, in order to connect this accommodation with the City by land, the Trust has formed and made Lorimer Street at a cost of £19,381. The distance by road from the timber wharf to the Queen's Bridge is  $3\frac{1}{2}$  miles.

Recent  
harbor  
improve-  
ments.

111. During the year 1890 many large and deeply laden ships came up the River from the Bay and discharged their cargoes on the Melbourne wharves. Ships over 400 feet in length and drawing 22 feet reached the wharves safely and without delay. In the Bay a channel 300 feet wide and 26 feet deep at low water has been completed from the Trust boundary beyond the Breakwater Pier, at Williamstown, to the Port Melbourne Piers, so that the largest vessels entering the port may berth and discharge at these piers.

Further  
Harbor  
Trust  
improve-  
ments.

Dredges.

112. In the same year the Trust possessed thirteen dredges, having an aggregate lifting capacity of 4,600 tons per hour of ordinary material, but varying according to the character of material dredged, whether silt, sand, clay, rotten rock, etc. Of the above dredges four are centre-ladder, three end-cutting, two side-cutting, and four are grab dredges or silt cranes. One of the principal, is a hopper dredge, and this vessel can, when required, take her own dredging to sea. Two end-cutting dredges were added to the Trust's plant during the year, and will each lift 600 tons per hour. These were built by Messrs. W. Simons & Co., of Renfrew, Scotland, and were delivered at Melbourne at a cost of £50,636. In addition to the above, the Commissioners have caused a side-cutting dredge to be constructed in Victoria at a cost of £32,120.

Silt raised.

113. The total quantity of dredgings actually raised in 1890 amounted to 2,693,848 cubic yards, viz., 1,418,578 cubic yards from the Bay, and 1,275,270 cubic yards from the River. Since the establishment of the Trust the River dredgings have amounted to 9,832,723 cubic yards, and the Bay dredgings to 5,711,966 cubic yards, making a total of 15,544,689 cubic yards. Of the dredgings, 8,699,835 cubic yards were deposited at sea, and 6,844,854 cubic yards were landed for roads and reclamation works. The average cost of dredging in 1890 was 5·72d. per cubic yard, and the average cost of landing silt was 10·74d. per cubic yard. The whole cost of getting the material and placing it on the ground was thus 16·46d. (nearly 1s. 4½d.) per cubic yard.\*

Postal returns.

114. 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:—

POSTAL RETURNS, 1889 AND 1890.

Year.	Number of Post Offices.	Number Despatched and Received of—			
		Letters.†	Newspapers.	Packets and Parcels.	Total.
1889 ..	1,640	48,097,268	20,662,732	6,959,508	75,719,508
1890 ...	1,671	62,526,448	22,729,005	7,491,316	92,746,769
Increase	31	14,429,180	2,066,273	531,808	17,027,261

\* For revenue and expenditure of the Trust, and loans raised, see tables following paragraphs 216 and 286 in Vol. I.

† Including post cards. These were first issued on the 1st April, 1876. The number issued was 3,611,334 in 1889, and 1,530,180 in 1890. The decrease arises from the fact that the inland postage on letters was reduced also to 1d.

115. It will be noticed that an increase of  $14\frac{1}{2}$  millions, or 30 per cent., took place in the number of letters despatched and received. This large increase was, no doubt, mainly due to the reduction on and after the 1st January, 1890, of the inland postage from 2d. to 1d. per half-ounce. The number of newspapers also increased by two millions, or by 10 per cent., and the number of packets, etc., by 530,000, or by nearly 8 per cent. The three items combined show a total increase of over 17 millions.

Falling-off  
in corres-  
pondence  
explained.

116. The letters despatched and received in proportion to each head of population were 44 in 1889, and 56 in 1890.

Letters per  
head.

117. The number of registered letters in 1890 was 574,013, or 1 in 109 of all the letters posted, as compared with 849,827, or 1 in 56, in the previous year.

Registered  
letters.

118. The dead and irregularly-posted letters numbered, in 1889, 473,231, or 1 in every 102; and in 1890, 464,637, or about 1 in every 134 of the total number posted. In the former year, 3,783, and in the latter year 6,033, contained articles of value. The total value of notes, cheques, cash, etc., included, in 1889, was £26,718, and, in 1890, £10,304; for £25,796 of which, or 97 per cent., in the former, and £9,548, or 93 per cent., in the latter year, owners were found. In 1889, 12,646, or 1 in every 3,803 letters posted, and in 1890, 10,330, or 1 in every 6,053, were without addresses or were imperfectly addressed. Of these, 379 in 1889, and 176 in 1890, were envelopes without correspondence, covering cash, cheques, etc., to the value of over £5,500 and £1,800 respectively. Seven letters in 1889, and the same number in 1890, bore obscene or libellous addresses, and were detained for that reason. In 1889, 4,264 letters, and in 1890, 3,197 letters were refused by the persons to whom addressed, chiefly on account of postal charges, which were, however, subsequently recovered in most cases from the senders. In compliance with the provisions of the *Post Office Act* 1883, 4,016 letters in 1889, and 1,351 in 1890, having been unclaimed at hotels to which they were addressed, were forwarded to the Dead Letter Office. Under the powers given by the same Act, 7 letters in 1889, and 14 letters in 1890, intended for promoters of lotteries, etc., were detained during the year. Nineteen letters in 1889, and 9 in 1890, bore obliterated or defaced stamps. Besides letters, packets and newspapers were received at the Dead Letter Office during the year 1890; most of the letters were returned or delivered, but the packets and newspapers were generally destroyed.

Dead letters,  
etc.

Disposal  
of dead  
letters.

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

DISPOSAL OF DEAD AND IRREGULARLY-POSTED LETTERS,  
1889 AND 1890.

		1889.		1890.	
Returned, delivered, etc.	... ..	445,853	...	425,048	...
Destroyed or on hand	... ..	27,378	...	39,589	...
Total	... ..	473,231	...	464,637	...

Inland and  
Foreign  
corres-  
pondence.

120. Of the total number of letters, newspapers, and packets which passed through the Victorian Post Office in 1890, 81 per cent. were posted for delivery within the colony, 12 per cent. were despatched for or received from the neighbouring colonies, and 7 per cent. were despatched for or received from British or Foreign countries. The following table shows the number under each of these heads :—

INLAND, INTERCOLONIAL, AND FOREIGN CORRESPONDENCE, 1890.

Nature of Correspondence.	Inland (Posted.)	Intercolonial.		British and Foreign.	
		Despatched.	Received.	Despatched.	Received.
Letters and Post Cards	54,656,357	2,634,724	3,295,098	907,475	1,032,794
Newspapers ...	15,235,045	1,953,501	1,991,569	1,229,823	2,319,067
Packets ... ..	5,645,190	465,957	796,163	106,938	477,068
Total ...	75,536,592	5,054,182	6,082,830	2,244,236	3,828,929

Parcel post.

121. The following information relating to the Parcel Post has been furnished for this work by the Deputy Postmaster-General :—

THE INLAND PARCEL POST

Came into operation on the 1st July, 1887, and an increase of business of about 12 per cent. took place in 1890. The number of Inland Parcels posted during the year 1890 was 167,348, and the postage paid on them amounted to £8,238, as against 149,220 parcels and £7,240 for postage for the year 1889.

INTERCOLONIAL PARCEL POSTS.

A Parcels Post Exchange has been established with Western Australia, South Australia, New Zealand, and Tasmania; but that with New Zealand commenced only from the 1st January, 1890, and that with Tasmania from the 1st February, 1890. Parcels to these colonies are limited to 11lbs. weight. The number of intercolonial parcels received in 1890 was 1,970, and the number despatched 5,326. The charges for Intercolonial Parcel Post are 8d. for 1lb. or under, and 6d. for each additional lb. up to limit of weight.

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

## THE BRITISH AND FOREIGN PARCEL POSTS.

This system came into operation on the 1st July, 1886. In 1890, the total number of parcels received was 14,534, and the number despatched was 3,783, or 18,317 in all, as compared with a total of 15,778 parcels in 1889. At first the business was almost solely confined to presents, now it is being used for mercantile purposes, and is made the medium for the consignment of watches, diamonds, jewellery, works of art, etc. The charge between Victoria and the United Kingdom is now 1s. 6d. for a 2-lb. parcel and 9d. for each extra lb.

A direct Parcel Post exchange with Germany has been established since June, 1888, and parcels are now forwarded by each German mail steamer up to 11lbs. weight, and one with Egypt will be established from the 1st October, 1891.

## PARCEL POST WITH INDIA AND THE EAST.

The parcels exchanged between India and the East and Victoria increased from 528 for 1889 to 638 for 1890.

The Victorian share of the postage for British, Colonial, and Foreign Parcel Posts for 1890 was £1,262, and the duty collected and paid to the Customs Department was £3,314.

122. The postal returns of the various Australasian colonies during the year 1889 are given in the following table:—

Postal returns of Australasian colonies.

## POSTAL RETURNS OF AUSTRALASIAN COLONIES, 1889.\*

Colony.	Number of Post Offices.	Letters Despatched and Received.		Newspapers Despatched and Received.	
		Total Number.	Number per Head.	Total Number.	Number per Head.
Victoria ...	1,640	48,097,268	43·55	20,662,732	18·71
New South Wales ..	1,261	53,971,300	48·89	36,530,800	33·09
Queensland ...	834	13,070,083	32·92	10,937,339	27·55
South Australia ...	593	16,388,607	50·99	9,085,714	28·27
Western Australia ...	186	2,737,034	63·57	1,392,825	32·35
Total ...	4,514	134,264,292	45·21	78,609,410	26·47
Tasmania ...	293	4,703,324	31·61	5,424,657	36·45
New Zealand ...	1,189	44,151,393	71·93	16,721,016	27·24
Grand Total ...	5,996	183,119,009	49·06	100,755,083	26·99

123. Although the letters despatched and received in New South Wales exceed those in Victoria by over 12 per cent., the post offices in the latter exceed those in the former by 379, or nearly a fourth. Indeed, Victoria, so far as the establishment of post offices is concerned, appears to afford much greater facilities to correspondents than any other colony in the group. This is made plain by the following figures:—

Post offices per square mile in Australasian colonies.

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

Victoria	has a post office to every 54 square miles.
New Zealand	„ „ 88 „
Tasmania	„ „ 90 „
New South Wales	„ „ 245 „
Queensland	„ „ 801 „
South Australia	„ „ 1,523 „
Western Australia	„ „ 5,246 „

Order of colonies in respect to correspondence per head.

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

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

Order according to Letters per Head.

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

Order according to Newspapers per Head.

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

Small number of newspapers posted in Victoria.

125. In making the returns of newspapers despatched and received, it is probable that some of the neighbouring colonies have included packets, and this may to a certain extent account for the extremely low position Victoria occupies in regard to the number per head. Should packets be combined with newspapers in the Victorian returns, the total number in 1889 would be 27,600,000, or over 23 per head, which proportion is higher than in any of the other colonies for which the particulars are available, except New Zealand and Tasmania. It may be remarked, moreover, that in consequence of the facilities existing in Victoria for communication with the interior by means of railways, newspapers are to a large extent transmitted by rail in parcels, in preference to being posted. It must also be remembered that in this colony there is a postage fee on newspapers, whereas, subject to certain exceptions and restrictions, newspapers posted in New South Wales, Queensland, and Tasmania, for places within the Australasian colonies, and in Western Australia for places within its own boundaries, are carried free. The fact of a fee being charged no doubt acts as a check on the posting of newspapers, and is probably the chief reason why the number here compares unfavourably with the numbers in those colonies in which they are carried free of charge.

Postal returns of United Kingdom.

126. The following are the postal returns of the United Kingdom for the year 1889-90\* :—

\* The postal year referred to commenced with the second quarter of 1889, and ended with the first quarter of 1890.

## POSTAL RETURNS OF THE UNITED KINGDOM, 1889-90.

Country.	Millions delivered in 1889-90 of—		
	Letters.	Newspapers and Packets.	Total.
England and Wales ...	1,413	502	1,915
Scotland ...	140	58	198
Ireland ...	96	37	134
Total United Kingdom	1,649*	598	2,248

127. Per head of population, 49·07 letters (exclusive of post cards) were delivered in England and Wales, 33·98 in Scotland, and 20·59 in Ireland, during 1889-90. Taking the United Kingdom as a whole, the letters delivered in that year were in the proportion of 43·16 to each inhabitant, or with post cards in the proportion of 48·83 to each inhabitant. Proportion of letters to population of United Kingdom.

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

## LETTERS PER HEAD IN VARIOUS COUNTRIES, 1884-5.†

Country.	Number of Letters‡ per Head.	Country.	Number of Letters‡ per Head.
Australasia ... (1889)	49·1	Algeria ...	3·3
United Kingdom (1889-90)	48·8	Argentine Republic ...	3·3
Switzerland ...	29·5	Brazil ...	3·0
United States ...	21·8	Uruguay ...	2·4
Belgium ...	21·1	Roumania ...	2·1
Germany ...	19·3	Japan ...	2·0
Holland ...	18·8	Greece ...	2·0
Luxemburg ...	17·5	Finland ...	1·9
France ...	16·7	Peru ...	1·8
Denmark ...	16·0	Russia ...	1·7
Canada ... (1887)	15·2	Egypt ...	·8
Austria-Hungary ...	10·7	British India ...	·7
Norway ...	9·3	Servia ...	·7
Sweden ...	9·2	Bulgaria ...	·6
Italy ...	5·3	Mexico ...	·4
Spain ...	5·0	Turkey ...	·4
Hawaii ...	4·8	Netherlands-India ...	·2
Chile ...	4·5	Columbia ...	·2
Portugal ...	4·2	Persia ...	·05

\* Exclusive of 216½ millions of post cards.

† The figures, except those for Australasia, the United Kingdom, and Canada, have been taken from *L'Almanach de Gotha*, 1887, page 1063; Justus Perthes, Gotha.

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

Inter-  
colonial  
Postal  
Conference,  
1891.

129. An intercolonial Postal and Telegraph Conference, at which all the Australasian Colonies were represented, was held in Sydney in February and March, 1891. The principal business dealt with comprised the adoption of an Australasian Postal Convention, with a view to the introduction, at an early date, of uniform postal rates and regulations between the different colonies; the adequate representation of the colonies at the Postal Union Congress at Vienna in May, 1891; and arrangements in connexion with the reduction of telegraphic charges to Europe.\*

Rates of  
postage.

130. On the 1st January, 1890, the postage on letters for delivery within the colony was reduced from 2d. to 1d. per  $\frac{1}{2}$  oz., whilst the single rate for intercolonial letters remained at 2d.; the weight, however, allowed at the single rate on the latter—which had for some time previously been 1 oz.—being reduced, for the sake of uniformity, to  $\frac{1}{2}$  oz. from the 1st January, 1891. In accordance with the resolutions agreed to at an Intercolonial Postal and Telegraph Conference,† held in Adelaide in May, 1890, the rate of postage on letters to the United Kingdom (formerly 6d. per  $\frac{1}{2}$  oz. *viâ* Italy, France, or America, and 4d. by the long sea route), and all places beyond the colonies, was reduced to a uniform rate of 2½d. from the 1st January, 1891. This uniform rate was charged until the 3rd February, when, owing to representations made by the British postal authorities, the old rates were reverted to except in the case of the United Kingdom, pending the deliberations of the Vienna Postal Union Congress appointed to meet in May, 1891, at which representatives of Australia were to be present to advocate admission into the Union.‡ The 2½d. rate was also established with India, Ceylon, and Straits Settlements, from the 1st June, 1891. Moreover, post cards available for transmission to places within Victoria and to places in every other Australasian colony, except Fiji, are issued at 1d. each, and those to the United Kingdom at 2d. each. The postage on newspapers is ½d. to places in Victoria or any of the other Australasian colonies, and 1d. to the United Kingdom.

\* See Report of the Victorian Post Office and Telegraph Department, 1890, Appendix A, page 3, *et seq.*; Brain, Melbourne, 1891.

† Western Australia and New Zealand were not represented at this Conference.

‡ See next paragraph.

131. In accordance with resolutions agreed to at an Intercolonial Postal and Telegraph Conference held in Sydney in February and March, 1891, Victoria, with the other Australian colonies, sent delegates to the Universal Postal Union Congress held in Vienna in May, 1891, at which it was decided that the Australian colonies should join the Universal Postal Union from the 1st October, 1891, and should have, collectively, one vote on all matters affecting the Union. From the date named, therefore, uniform rates have been chargeable on correspondence addressed to all countries outside Australasia (which for postal purposes includes British New Guinea, Fiji, and New Hebrides), in accordance with the following scale:—

Admission  
of Austral-  
asian  
colonies to  
Universal  
Postal  
Union.

POSTAL UNION CHARGES.

Letters—For every $\frac{1}{2}$ oz. or under	...	...	...	...	2½d.
Post Cards	...	...	...	each	1½d.
Reply Post Cards	...	...	...	”	3d.
Newspapers (excepting those addressed to places in the United Kingdom), for 4oz. or under	...	...	...	...	1d.
Each additional 2oz. or fraction thereof	...	...	...	...	½d.
Newspapers addressed to places in the United Kingdom, irrespective of weight	...	...	...	each	1d.
(a) Commercial Papers, 5oz. or under	...	...	...	...	2½d.
” ” each additional 2oz. or under	...	...	...	...	1d.
(b) Printed Papers (other than Newspapers), for every 2oz. or under	...	...	...	...	1d.
(c) Patterns and Samples, for every 2oz. or under	...	...	...	...	1d.
Registration Fee	...	...	...	...	3d.
Acknowledgment of delivery of a Registered Article	...	...	...	...	2½d.

132. The following account of the Universal Postal Union has been translated for this work from *L'Almanach de Gotha*, 1891.\*

Universal  
Postal  
Union.

UNIVERSAL POSTAL UNION.

“This Union, established under a treaty entered into at Berne on the 9th October, 1874, and further developed at Postal Conferences held at Berne in 1876 and at Paris in 1880, also at Postal Conferences held at Paris in 1878 and at Lisbon in 1885, has been joined by almost all the civilized countries in the world. Its jurisdiction, which extended at the time of its coming into operation over an area of about 37 millions of square kilometres with upwards of 350 millions of inhabitants, now covers about 87 millions of square kilometres with 915 millions of inhabitants.

“A central office, under the name of ‘*Le Bureau International de L'Union Postale*,’ has been established at Berne, at the joint cost of the countries interested in the Union.

“The following countries have joined the Union:—Europe (the whole), America (the whole), Russia in Asia, Turkey in Asia, Persia, British India (including Hindostan, Burmah, and the postal establishments at Aden, Muscat, and Guadar), Japan, Siam; most of the British, French, Dutch, Portuguese, and Spanish colonies; the British, French, and Japanese postal establishments in China and Corea; Egypt, Algeria, Tripoli, Tunis, and Liberia; the Independent State of Congo; the Azores; Madeira; the Spanish postal establishments at Morocco and in the Spanish possessions in North Africa; the Indian postal establishment at Zanzibar; the German territories

of Togo and South-East Africa; the French postal establishment at Tamatave (Madagascar); Hawaii and the Marshall Islands.

“The number of postal articles received and despatched throughout the extent of the Union in the year 1888 is estimated to have amounted to 14,760 millions, distributed as follows:—Letters, 6,920 millions; postcards, 1,550 millions; newspapers and official documents, written and printed, 5,690 millions; samples, 100 millions; post-office and other orders for remitting money, 240 millions remitting 12,100 million francs (£484,000,000); packets, 260 millions, with and without declarations of value, valued at 13,750 million francs (£550,000,000).”

Ocean mail  
services.

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

- (a.) The weekly service conducted, since the 1st February, 1888, by means of alternate fortnightly trips made by vessels of the Peninsular and Oriental and Orient Companies respectively between Adelaide and Italy. These companies are subsidized to the extent of £170,000 per annum, towards which £95,000 is contributed by the Imperial Government, and the balance by Victoria, New South Wales, Queensland, South Australia, Tasmania, and Western Australia according to population, the amount payable by Victoria in 1891-92 being £26,369. The contracts will continue until the 31st January, 1895.
- (b.) The monthly service *via* Torres Straits, carried out between Queensland and Great Britain by the British-India Company, which receives a subsidy of £55,000 per annum from Queensland, but is required—in consideration of the subsidy—to carry immigrants for £16 per head.
- (c.) The monthly service between Sydney and San Francisco, undertaken by the Union Steamship Company of New Zealand, between Sydney and Honolulu, and between Honolulu and San Francisco by a local company. The total subsidy is £37,000 per annum. Of this sum the United States contributes £3,000, and of the balance New Zealand pays two-thirds and New South Wales one-third. (This contract has recently expired, but negotiations are being entered into for a fresh service.)
- (d.) The monthly service carried out by the Messageries Maritimes Company, subsidized by the French Government; the vessels of the company running between Marseilles and New Caledonia by way of the principal Australian ports.
- (e.) In addition to the foregoing, a four-weekly service, subsidized by the German Government, runs between Brindisi and Australia.

134. The subsidy to the Peninsular and Oriental, and Orient Companies is paid by the different colonies according to the terms of the contract.\* All the Australasian colonies now contribute except New Zealand. Fiji joined in contribution from the 1st October, 1890, the proportion paid by it being £47 8s. 8d., which is to be divided amongst the other contributing colonies. Omitting Fiji, the amounts of subsidy payable for the three years ended 31st March, 1892, by each contributing colony are as follow:—

Subsidy  
payable  
by each  
colony.

\* For an account of the terms of the mail contract, see *Victorian Year-Book*, 1889-90, Vol. II., paragraph 276, *et seq.*

MAIL SUBSIDY PAYABLE BY EACH CONTRIBUTING COLONY,  
1889 TO 1892.

Colony.	Amount of Contribution Payable.		
	1889-90.	1890-91.	1891-2.
	£	£	£
Victoria ... ..	26,710	26,534	26,369
New South Wales ... ..	26,634	26,632	26,679
Queensland ... ..	9,460	9,651	9,711
South Australia ... ..	7,644	7,575	7,580
Western Australia ... ..	1,029	1,037	1,063
Tasmania ... ..	3,523	3,571	3,598
	75,000	75,000	75,000

135. The average time and the fastest time occupied in the transmission of letters from Australia to London, and *vice versa*, by means of various routes during 1890, were as follow:—

Time occupied by mail services.

TIME OCCUPIED BY MAILS BETWEEN ENGLAND AND AUSTRALIA,  
1890.

Service.	London to Australia.		Australia to London.	
	Average Time.	Quickest Time.	Average Time.	Quickest Time.
	dys. hrs.	dys. hrs.	dys. hrs.	dys. hrs.
Melbourne, <i>via</i> Brindisi and Ceylon (P. and O. steamers)	33 5 $\frac{3}{8}$ $\frac{1}{0}$	30 12 $\frac{1}{12}$	34 19 $\frac{1}{8}$	32 18 $\frac{5}{12}$
Melbourne, <i>via</i> Brindisi or Naples (Orient steamers)	33 15 $\frac{1}{15}$	30 17	34 10 $\frac{1}{30}$	32 3 $\frac{3}{4}$
Melbourne, <i>via</i> Suez (French steamers)	35 0	32 0	33 15 $\frac{1}{2}$	33 1 $\frac{4}{15}$
Sydney, <i>via</i> San Francisco (Pacific steamers)	40 8 $\frac{13}{80}$	39 0	40 0	39 0
Brisbane, <i>via</i> Brindisi and Torres Straits (British-India steamers)	45 13 $\frac{2}{30}$	41 0 $\frac{1}{12}$	...	...

136. It will be remarked that the mails *en route* to Australia were, on the average, delivered in quicker time by the P. and O. than by the Orient steamers; but those *en route* to London were, on the average, delivered in quicker time by the latter than by the former. The quickest time occupied in the conveyance of mails to Melbourne, in 1890, was by a P. and O. steamer, in a fraction more than 30 $\frac{1}{2}$  days, and the quickest time to London was by an Orient steamer in a fraction less than 32 days 4 hours.

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

Time occupied 1889 and 1890 compared.

137. On comparing the times of delivery of Victorian mails by the P. and O. steamers with those in the previous year, it appears that in their conveyance from London the average was longer by 1 minute and to London shorter by 1 day 6 hours in 1890 than in 1889; whilst the average time occupied in the delivery of mails carried by the Orient steamers was shorter between London and Melbourne by over 9 hours, and between Melbourne and London by  $35\frac{1}{3}$  hours in 1890 than in 1889.

Time occupied by German mail service.

138. The average time in 1890 occupied in the transit of mails from London to Melbourne by the German line of steamers was 36 days, and the quickest time was 33 days. During the same year the average time of the mails between Melbourne and London was 37 days 12 hours, and the quickest time was 32 days.

Contract time of mail steamers.

139. According to arrangements under the present Australian mail contract the time allowed for conveying letters from Melbourne to London averages 35 days  $19\frac{1}{2}$  hours; and the time allowed from London to Melbourne averages 35 days  $15\frac{1}{2}$  hours. The following is a statement of the times allowed each way for the two lines of mail steamers :—

**TIME ALLOWED FOR MAILS BETWEEN LONDON AND MELBOURNE.**

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

Cost of Victorian mail services with Italy, 1879 to 1890.

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

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

**COST TO VICTORIA OF CONTRACT MAIL SERVICES AT  
THREE PERIODS.**

Items of Receipt and Payment.	Four-weekly. 1879.	Fortnightly.		Weekly.	
		1886.	1887.	1889.	1890.
<b>PAYMENTS.</b>					
	£	£	£	£	£
Total amount of subsidy ... ..	90,000	85,000	85,000	27,595	26,543
Premiums for early arrival of mails ... ..	2,050	2,550	2,950	...	...
Cost of landing and shipping mails ... ..	242	170	23	156	93
Amount due to Great Britain ... ..	...	105	230	152	187
Transit, Italy and France ... ..	...	...	...	5,308	5,522
„ South Australia ... ..	...	...	...	1,161	1,544
<b>Total ... ..</b>	<b>92,292</b>	<b>87,825</b>	<b>88,203</b>	<b>34,372</b>	<b>33,889</b>
<b>RECEIPTS.</b>					
Postages collected in Victoria ... ..	15,261	17,893	17,986	32,255	33,912
Amount chargeable to Great Britain ... ..	14,741	..	...	} 2,890	2,929
„ „ New South Wales ... ..	13,236	16,352	16,793		
„ „ South Australia ... ..	18,321	7,290	7,115		
„ „ Tasmania ... ..	3,866	3,012	3,377		
„ „ Western Australia ... ..	2,336	3,793	4,226		
„ „ Queensland ... ..	1,602	5,257	6,410		
„ „ New Zealand ... ..	9,094	1,956	1,876		
„ „ Fiji ... ..	80	76	82		
„ „ Non-contributing colonies—New contracts ... ..	...	...	...	1,448	253
„ „ France ... ..	1,100	...	...	...	...
„ „ Italy ... ..	...	474	515	...	...
Balance on Parcel Post Accounts ... ..	...	...	...	609	686
<b>Total ... ..</b>	<b>79,637</b>	<b>56,103</b>	<b>58,380</b>	<b>37,202</b>	<b>37,780</b>
Net Deficit ... ..	12,655	31,722	29,823	...	...
„ Surplus ... ..	...	...	...	2,830	3,891

**NOTE.**—In 1888 Victoria and several of the other colonies became parties to a joint contract; prior to that date Victoria had a separate contract on her own account.

141. The four-weekly service in the last complete year of its existence (1879) cost Victoria somewhat less than £13,000; the fortnightly service cost at first only about £20,000, but eventually about £30,000 per annum. The existing weekly service was in 1889

Diminished cost of contract mail service.

and 1890, it will be observed, not only self-supporting, but carried on at a profit. It is probable, however, that the general reduction in the postal rates to the United Kingdom and other countries outside Australasia already referred to\* will have the effect of again creating a deficit, which will continue for some years to come.

Net cost of ocean mail services.

142. The gross cost to Victoria in 1890 of the minor mail services, viz., those *viâ* San Francisco and the Torres Straits, was £6,536, which, added to the cost of the Federal service, £33,889, as shown in the last table, makes a total cost for all the ocean mail services of £40,425.† As a set-off against this, it is estimated that the total amount collected for postages was £39,724,‡ so that the net cost to the colony in 1890 was only £701, as against £2,116 in 1889, £7,532 in 1888, £37,453 in 1887, whilst in 1883, or seven years previously, it was £22,800. The reduced cost in 1889 and 1890 arises from the favourable contracts entered into by the Australasian colonies with the P. and O. and Orient Companies. The net cost for the last two years and for 1887 and 1883 was distributed as follows amongst the various mail services:—

#### NET COST OF STEAM POSTAL COMMUNICATION WITH EUROPE.

Lines of Steamers.	Net Cost to Victoria.			
	1883.	1887.	1889.	1890.
	£	£	£	£
P. and O. Service } Under joint Australian {	20,256	29,823	Cr. 2,836	Cr. 3,891
Orient „ } subsidy in 1888 {	...	4,457		
San Francisco Service ... ..	2,500	3,000	4,916	4,552
Torres Straits „ ... ..	44	30	36	40
French Service (Messageries Maritimes) ...	...	143	...	...
Total ... ..	22,800	37,453	2,116	701

Postal revenue.

143. Since the postage stamp has been made available for payment, not only of postage and the transmission of telegraphic

\* See paragraphs 130 and 131 *ante*.

† The cost referred to differs from that shown in the statement following paragraph 146 *post*, viz., £49,722; the one being the amount payable, the other that paid.

‡ The postages referred to were as follow:—Subsidized Service, £37,780; San Francisco Service, £1,944.

messages, but of fees, stamp duty, and any other charges for which payment is required to be made in stamps, it has been found impossible to ascertain the true postal revenue as apart from amounts unconnected with postal business also collected by the Post Office, and the Postal Department express themselves as consequently unable to determine whether the alterations made from time to time in the rates have proved a financial success or otherwise. The following is a statement of the amounts collected by the Post Office during the last two years:—

## REVENUE RECEIVED BY THE POST OFFICE, 1889 AND 1890.

Heads of Revenue:	Amount received in—		Increase.	Decrease.
	1889.	1890.		
	£	£	£	£
Stamps on telegrams ... ..	127,720	138,969	11,249	...
Parcels Post ... ..	7,240	8,238	998	...
Stamps for payment of postage, duties, fees, etc.* ... ..	686,724	584,717	...	102,007
<b>Total Stamps ... ..</b>	<b>821,684</b>	<b>731,924</b>	<b>...</b>	<b>89,760†</b>
Commission on money orders... ..	13,448	14,263	815	...
Telephone Exchange subscriptions and private wires ... ..	31,373	36,808	5,435	...
<b>Grand Total ... ..</b>	<b>866,505</b>	<b>782,995</b>	<b>...</b>	<b>83,510†</b>

144. As has been already stated, a reduction in the rate of letter postage within the colony from 2d. to 1d. came into force on the 1st January, 1890. As was to be expected, the increased demand for 1d. stamps has caused a proportionate falling-off in the sale of other stamps, and of post and letter cards, but the fact that the same stamps are used for postage as for duty prevents any certain check being kept on the state of the postal revenue. It was estimated that the falling-off in consequence of the reduced rate of postage would be £96,000 for the first year, but so far as can be judged from the sale of stamps chiefly affected by the reduction the actual falling-off was no more than £79,600, as will be observed by the figures in the following

Stamp revenue affected by reduced postage.

\* The amounts in this line are collected by the Post Office, but a considerable proportion of the stamps sold are used for other than postal purposes. Cash collections in the Registrar-General's Department, formerly paid in stamps, are not included. For numbers of stamps issued, see table following paragraph 148 post.

† Net figures.

statement. Notwithstanding the reduction, the amount of correspondence apparently increased by only  $8\frac{1}{4}$  per cent. It should be stated that on account of the increased work consequent upon the introduction of the penny post, it was found necessary to add to the Post Office staff 90 persons, at an annual cost of £9,150:—

SALE OF STAMPS AFFECTED BY REDUCTION OF INLAND POSTAGE,  
1889 AND 1890.

Denomination of Inland Stamps Sold.	Number Sold in—		Increase (+) or Decrease (—).	
	1889.	1890.	Number.	Per Cent.
Twopenny Stamps ...	26,889,810	3,720,104	— 23,169,706	— 86·17
Penny Stamps ...	25,266,977	56,258,864	+ 30,991,887	+ 122·66
„ Post Cards ...	3,564,054	1,521,120	— 2,042,934	— 57·32
$1\frac{1}{4}$ d., $1\frac{1}{2}$ d., and 2d. Letter Cards	1,216,986	104,778	— 1,112,208	— 91·39
Total ...	56,937,827	61,604,866	+ 4,667,039	+ 8·20
Value £	351,885	272,301	— 79,584	— 22·62

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

145. It should be pointed out that no credit is taken by the Post Office for the value of Government correspondence, on which postage is not charged. In 1890 the value of Government telegrams transmitted was £5,891; and the amount which would have been derived from official correspondence, if charged for, was some years ago estimated at about £60,000. This information has not been furnished for any late year.

Postal ex-  
penditure.

146. In 1890 the total ordinary expenditure of the Post and Telegraph Department amounted to £626,984,\* whilst the capital expenditure—which, however, is known to be understated—during the same year amounted to £109,759, which includes cost of extension of the General Post Office, Melbourne, etc. The ordinary expenditure, which shows an increase of about £44,000 over the corresponding amount in the previous year, includes all the annual charges—paid either by the Postal Department itself or by other Government Departments—in connexion with the maintenance of the postal and telegraphic services, with the exception of rent, or interest on capital expended on buildings. The ordinary and the capital expenditure in 1889 and 1890 were made up of the following items:—

\* For estimated proportion of expenditure on account of the telegraph branch only, see paragraph 165 *post*.

EXPENDITURE IN CONNEXION WITH POST AND TELEGRAPHS,  
1889 AND 1890.

Heads of Expenditure.	1889.	1890.	Increase.	Decrease.
ORDINARY.	£	£	£	£
Salaries and wages ... ..	277,593	302,158	24,565	...
Contingencies ... ..	116,962	121,312	4,350	...
Mail service, inland ... ..	115,100	123,912	8,812	...
"    "    British and foreign ...	43,141	49,722	6,581	...
Gratuities to masters of vessels ...	4,316	1,857	...	2,459
Duplicate cable subsidy ... ..	12,897	13,885	988	...
Cost of printing, books, forms, stamps, etc.*	12,901	14,138	1,237	...
Total ... ..	582,910	626,984	44,074†	...
CAPITAL.				
Telegraph lines‡ ... ..	25,842	24,938	...	904
Erection and extension of offices § ...	88,969	84,821	...	4,148
Total ... ..	114,811	109,759	...	5,052
Grand Total ... ..	697,721	736,743	39,022†	...

147. The amount paid by the Postal Department in 1890 for the conveyance of Inland Mails was £123,912, of which £55,548 was paid to the Victorian Railways. The number of miles travelled with mails during the year was 4,334,691 by road, and 4,476,513 by rail, or 8,811,204 in all. Whence it follows that the average cost per mile of conveying mails by road was a little over 3 $\frac{3}{4}$ d., and by rail not quite 3d., the average being nearly 3 $\frac{1}{2}$ 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 nearly two-fifths of a penny ( $\cdot$ 39d.). The total length of the inland mail service is about 19,040 miles, of which 383 miles is the length of new services opened in 1890. Cost of inland mail service.

148. Since the 1st January, 1884, only one kind of stamp has been used for the payment of postage, fees, and duty, also—since the 1st July, 1884—for telegrams. An accurate account is kept of the value of paid telegrams transmitted; but in other respects it is impossible to say what proportion is actually used for each of the other purposes indicated. || The following are the numbers and Stamps issued.

\* Figures furnished by the Government printer.

† Net figures.

‡ Chiefly cost of construction, but repairs also included.

§ Expenditure defrayed by Public Works Department. The amount is incomplete, as the Post Offices often form part of buildings erected for general public purposes.

|| See also paragraph 143 *ante*.

nominal values of postal and duty stamps issued from the General Post Office, in the last two years :—

## STAMPS ISSUED, 1889 AND 1890.

Description.	Number.		Nominal Value.	
	1889.	1890.	1889.	1890.
Adhesive ... ..	72,952,300	79,872,828	£ 764,251	£ 703,261
Impressed on Cheques and Receipts	10,383,160	10,838,712	43,263	45,161
Impressed on Bills of Exchange, Promissory Notes, Transfers of Freeholds, Conveyances, Mortgages, Drafts, etc.	430,168	154,760	39,299	16,350
Total ... ..	83,765,628	90,866,300	846,813	764,772

NOTE.—This table contains a statement of the stamps *issued* in the last two years, which differ considerably from the stamps *sold*. The value of the latter was £821,684 in 1889, and £731,924 in 1890. See table following paragraph 143 *ante*.

Commission  
on sale of  
stamps.

149. The value of commission paid in stamps to bank managers and licensed vendors of duty stamps (or those they replace) was £10,537 in 1889, and £8,984 in 1890; and that to licensed vendors of freight stamps was £336 in 1889, and £382 in 1890. The total value of commission paid on the sale of stamps was thus £10,873 in 1889, and £9,366 in 1890.

Postal staff.

150. The following are the numbers of male and female officers employed under the Postal Department in 1890. The figures do not include mail contractors, etc. :—

## POST OFFICE STAFF, 1890.

Males ... ..	2,491
Females ... ..	368
Total ... ..	2,859

Money  
orders.

151. Money order offices in Victoria in connection with the Post Office had been established in 421 places up to the end of 1890. Besides the issue and payment of money orders at these places, such orders are issued in favour of Victoria, and Victorian orders are paid not only in Great Britain and Ireland, and the various Australasian colonies, but in most of the other principal countries of the world. The following is a comparative statement of the business in the last two years :—

## MONEY ORDERS,\* 1889 AND 1890.

Year.	Number of Money Order Offices.	Money Orders Issued.		Money Orders Paid.	
		Number.	Amount.	Number.	Amount.
1889 ...	390	251,245	£ 780,590	226,279	£ 705,653
1890 ...	421	251,267	778,313	229,745	720,189
Increase ...	31	22	...	3,466	14,536
Decrease ...	...	...	2,277	...	...

152. The commission on money orders for sums not exceeding £5 is sixpence to places in Victoria, and one shilling to places in the other Australasian colonies; whilst an extra 6d. and 1s. respectively are charged for every additional £5 up to £20. To the United Kingdom and most other countries outside of Australasia, the scale is as follows:—Not exceeding £2, one shilling; from £2 to £5, two shillings and sixpence; from £5 to £7, three shillings and sixpence; from £7 to £10, five shillings. Money orders may be made payable by telegraph either in the colony or to any of the other Australasian colonies (except New Zealand) on payment, in addition to the above rates, for a message of ten† words. Money orders are granted for sums not exceeding £20 to any of the Australasian colonies, China, India, or the United States, and for sums not exceeding £10 to other countries.

Rates of commission on money orders.

153. 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 1890 was more than two-thirds as large again as in 1880, and a third as large again as in 1885; but the net amount received from the neighbouring colonies has fallen off to little more than a third of the amount received in the two earlier periods. The following table shows the net transactions with the United Kingdom and the neighbouring colonies during 1890 and the first year of the two previous quinquennia:—

Money remitted to United Kingdom and from neighbouring colonies.

\* Exclusive of postal notes, for which see paragraphs 160 and 161 *post*.

† Six words in the case of Victoria.

MONEY ORDERS.—NET TRANSACTIONS WITH UNITED KINGDOM AND NEIGHBOURING COLONIES, 1880, 1885, AND 1890.

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.
		£		£
1880 ... ..	14,297	45,711	28,692	108,629
1885 .. ...	18,202	60,826	28,640	98,669
1890 ... ..	24,471	78,288	8,245	37,791

Money orders in New South Wales.

154. In New South Wales the money orders issued in 1890 numbered 442,425, and were of a total value of £1,252,305; those paid numbered 441,845, and were of a total value of £1,193,954. Comparing these figures with those of Victoria, it appears that in the same year the money orders issued and paid in New South Wales exceeded those in this colony by 84 per cent. in number, and by 63 per cent. in value. It should be pointed out, however, that if, in Victoria, postal notes were included with money orders, the number would be nearly trebled, and the value increased by 22 per cent.

Average value of money orders.

155. The average value of money orders (exclusive of postal notes) issued in Victoria was £3 2s. 2d. in 1889, and £3 1s. 11d. in 1890. The average value of those issued in New South Wales was £2 18s. 1d. in 1889, and £2 16s. 7d. in 1890, the latter being 5s. 4d. below the average value of those in Victoria during the same year.

Proposed rates for inter-colonial orders.

156. According to the Postal Convention adopted by the Inter-colonial Postal and Telegraph Conference, held in Sydney in March, 1891, it was agreed that the following should be the rates of commission chargeable on intercolonial money orders:—Not exceeding £2, 6d.; £5, 1s.; £7, 1s. 6d.; £10, 2s.; £12, 2s. 6d.; £15, 3s.; £17, 3s. 6d.; £20, 4s.

Money orders in United Kingdom.

157. The money orders issued in each division of the United Kingdom in 1889 were of the following number and amount:—

MONEY ORDERS\* IN THE UNITED KINGDOM, 1889.

Country.	Money Orders Issued.	
	Number.	Amount.
		£
England and Wales ... ..	7,395,352	19,548,374
Scotland ... ..	1,068,457	2,501,572
Ireland ... ..	563,941	1,283,471
Total United Kingdom ...	9,027,750	23,333,417

\* Exclusive of money orders issued in the United Kingdom for payment abroad, which numbered 363,825, of the value of £998,975.

158. The average value of each money order issued during 1889 in England was £2 12s. 10d., in Scotland £2 6s. 10d., and in Ireland £2 5s. 6d., or in the United Kingdom £2 11s. 8d. By reference to a previous paragraph,\* it will be found that during 1889 the average value of money orders issued exceeded by 10s. 6d. in Victoria, and by 7s. 8d. in New South Wales, the average value of those issued in the United Kingdom.

Average value of money orders in United Kingdom.

159. To every 100 of the population nearly 23 money orders were issued in Victoria during 1890, which proportion differs but little from that in the previous year. To every 100 of the population, 40 money orders were issued in New South Wales in 1890; whilst, in 1889, 25 were issued in England, 26 in Scotland, and 12 in Ireland.

Proportion of money orders to population.

160. Postal notes were first issued in Victoria on the 1st January, 1885. These notes are for various amounts, £1 being the maximum, and their denominations have been so arranged that any sum of shillings and sixpences up to £1 may be remitted by not more than two notes. Should it be desired to add thereto broken sums of pence, uncanceled stamps to the value of 5d. may be affixed to the back of a note, in which case the amount of the note and stamps will be paid. The notes, if left blank as issued by the Department, are payable to bearer at any money order office in Victoria; but if the sender or holder so desire, he can make them payable to any person named, at any such office, by inserting the particulars in space reserved for the purpose on the face of the notes. The poundage or price charged is  $\frac{1}{2}$ d. for notes of the value of 1s. or 1s. 6d.; 1d. for notes from 2s. to 4s. 6d. in value; 2d. for notes of 5s. or 7s. 6d. in value; and 3d. for notes from 10s. to 20s. in value. As the charge is 6d. for money orders under £5, it may be expected that such orders will be supplanted by postal notes so far as remittances up to £2 are concerned. Moreover, Victorian postal notes are payable at all money order offices in South Australia and Tasmania, and postal notes issued in the latter colonies are payable in Victoria, a further charge being paid by the payee, equal to the commission first paid. The total number of notes paid in 1890 (including intercolonial notes) was 413,173, valued at £171,230; showing an increase of about 97,000 in the number and £36,900 in the value, or of nearly one-third as compared with 1889.† The following were the numbers and amounts of Victorian and intercolonial notes paid in the last two years:—

Postal notes.

\* See paragraph 155 *ante*.

† It should be pointed out that, if postal notes were reckoned in the same manner as money orders, the numbers in 1890 would be:—Notes issued—number 401,197, value £167,263; notes paid—number 407,298, value £168,406.

## POSTAL NOTES, 1889 AND 1890.

Where Issued or Paid.	Number.		Value.	
	1889.	1890.	1889.	1890.
Victorian Notes paid in Victoria ...	307,149	395,322	£ 130,709	£ 164,439
"    "    "    "    other Colonies	3,528	5,875	1,778	2,824
Intercolonial Notes paid in Victoria...	5,491	11,976	1,831	3,967
Total ...	316,168	413,173	134,318	171,230

Denomina-  
tions of  
postal  
notes.

161. The following are the denominations, numbers, and nominal values of *Victorian* postal notes paid during the year 1890 :—

## VICTORIAN POSTAL NOTES PAID, 1890.

Denomination.		Number.	Nominal Value.		
<i>s.</i>	<i>d.</i>		£	<i>s.</i>	<i>d.</i>
1	0	13,704	685	4	0
1	6	8,828	662	2	0
2	0	19,691	1,969	2	0
2	6	23,050	2,881	5	0
3	0	29,232	4,384	16	0
3	6	17,959	3,142	16	6
4	0	31,302	6,260	8	0
4	6	17,704	3,983	8	0
5	0	50,376	12,594	0	0
7	6	21,093	7,909	17	6
10	0	64,486	32,243	0	0
10	6	13,146	6,901	13	0
15	0	27,923	20,942	5	0
20	0	62,703	62,703	0	0
Total	...	401,197	167,262	17	0

NOTE.—Including 5,875 notes, valued at £2,824, paid in South Australia and Tasmania.

Electric  
telegraphs.

162. Telegraphic communication exists in Victoria between 748 stations (including 404 railway telegraph stations) within her 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. About one-third of the line and one-third of the wire are worked in connexion with the Government railways, but are available for the use of the public; the remainder are under the postal and telegraph department. In 1890, as compared with the previous year, the number of stations increased by 92, and the miles of wire in operation by 619. The following are the particulars for the two years :—

## ELECTRIC TELEGRAPHS, 1889 AND 1890.

Under the control of	Number of Stations.	Miles Open.	
		Line (poles).	Wire.
Postal Department ...	344	4,000	8,720
Railway Department ...	404	2,958	4,779*
Total, 1890 ...	748	6,958	13,499
„ 1889 ...	656	6,436	12,880
Increase ...	92	522	619

NOTE.—In previous editions of this work, the length of railway telegraphs was not taken into account, although the business done was included in the returns. Telephone lines are not included.

163. The number of telegrams transmitted in 1890 exceeded 3,100,000, at a cost to senders of about £207,200. As compared with the previous year, the former increased by over 229,000, or by nearly 8 per cent., and the latter by about £7,400, or by over 3½ per cent. Of the total number of messages, nearly five-sixths were inland telegrams, and rather more than one-eighth were to the neighbouring colonies. The returns for the two years are shown in the following table:—

## TELEGRAMS AND COST TO SENDERS, 1889 AND 1890.

Whence Transmitted.	Number of Telegrams Transmitted.		Increase+ Decrease—	Cost to Senders.		Increase+ Decrease—
	1889.	1890.		1889.	1890.	
Paid—Inland	2,366,930	2,594,565	+ 227,635	£ 81,669	£ 88,467	+ 6,798
„ To neighbouring colonies	404,657	427,019	+ 22,362	49,188	52,875	+ 3,687
„ To Europe and East	11,164	11,308	+ 144	60,596	59,946	— 650
Unpaid—O.H.M. Service	103,168	81,891	— 21,277	8,327	5,891	— 2,436
Total ...	2,885,919	3,114,783	+ 228,864†	199,780	207,179	+ 7,399†

164. The actual revenue derived from telegrams in 1890 exceeded that in 1889 by £11,249, the amounts in the two years being as follow:—

\* Of this extent, 3,879 miles is available for use of the public.

† Net figures.

## TELEGRAPH REVENUE, 1889 AND 1890.

1889	...	...	...	...	£127,720
1890	...	...	...	...	138,969
					<hr/>
			Increase	...	£11,249
					<hr/>

Telegraph  
revenue and  
expenditure  
compared.

165. For the financial year ended 30th June, 1890, it was estimated by the postal authorities that the sum which should be fairly charged to the Telegraph Branch of the Department, exclusive of the cost of construction of telegraph lines, the cable subsidies, and the interest on the capital cost of works and buildings, was £184,923. Deducting from this amount the revenue for the year, viz., £131,013, a net deficiency is shown of £53,910.\* This deficiency would be increased to £68,465 if the amount paid on account of cable subsidies were added.

Telegraph  
charges in  
Victoria.

166. The charge upon telegraphic messages to places in Victoria is 6d. for six words or less, and 1d. for each extra word; to places in New South Wales, 1s. for ten words, and 2d. for each extra word; to places in South Australia and Tasmania, 2s. for ten words, and 2d. for each extra word; to places in Queensland and Western Australia, 3s. for ten words, and 3d. for each extra word; to places in New Zealand, 10s. for ten words, and 1s. 1d. for each extra word. The charge for telegrams to places in the United Kingdom and Europe was reduced on the 1st May, 1891, from 9s. 4d. to 4s. 1d. for each word. In the case of telegrams to places on the Australian Continent, names and addresses are not charged for; to places in Tasmania they are not charged for unless they exceed ten words, but all words above that number are charged for as part of the message. In the case of telegrams to New Zealand, the United Kingdom, India, and other countries, the names and addresses of both sender and receiver are charged for as part of the message. The Intercolonial Postal and Telegraph Conference, held in Sydney in 1891, recommended an amended scale of charges for intercolonial telegrams, but this has not yet been approved by the Parliaments of the respective colonies.

Course of a  
telegram to  
London.

167. 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:—

\* See Report of the Post Office and Telegraph Department for 1890, page 38.

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

168. The following table shows the number of miles of electric telegraph open, with their proportion to area and population, in each of the Australasian colonies at the end of 1890 :—

Telegraphs  
in Austral-  
asian  
colonies.

ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES, 1890.

Colony.	Number of Miles of Telegraph Open.		Miles of Line.	
	Line.	Wire.	Per 1,000 Square Miles.	Per 100,000 Inhabitants.
Victoria ... ..	6,958	13,499	79·2	614
New South Wales† ... ..	11,231	25,880	36·3	1,001
Queensland ... ..	9,830	17,437	14·7	2,514
South Australia ... ..	5,526	10,208	6·1	1,732
Western Australia ... ..	2,921	3,469	3·0	5,878
Total ... ..	36,466	70,493	12·0	1,210
Tasmania‡ ... ..	2,104	3,060	79·7	1,448
New Zealand§... ..	5,060	12,771	48·5	809
Grand Total ... ..	43,630	86,324	14·2	1,153

NOTE.—Including railway telegraphs—for the first time in the case of Victoria—in all the colonies except New Zealand; but telephone lines and wire are excluded, except in the case of New South Wales.

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

† Including telephone lines and wire.

‡ Including 359 miles of submarine cable.

§ Including 202 miles of submarine cable. Railway telegraphs not included.

Order of colonies in respect to length of telegraphs.

169. The following is the order in which the respective colonies stood at the end of 1890 in regard to the number of miles of electric telegraph line open in each:—

ORDER OF COLONIES IN REFERENCE TO LENGTH OF TELEGRAPH LINE OPEN, 1890.

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

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

170. In proportion to area, Victoria had, in 1890, about the same extent of telegraph line as Tasmania, but a larger extent than any other colony; but in proportion to population, Victoria was at the bottom of the list. The order of the colonies in regard to the proportion of telegraph line to area is almost the reverse of that to population, as will be observed by the following lists:—

ORDER OF COLONIES IN REFERENCE TO RATIO OF TELEGRAPH LINE TO AREA AND POPULATION, 1890.

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

Telephone wire in Australasian colonies.

171. In addition to the telegraph wire, the following lengths of telephone wire were in use in 1890 in the five colonies named:—Victoria 7,898 miles, New Zealand 2,036 miles, South Australia 1,970 miles, Western Australia 517 miles, and Tasmania 382 miles. In New South Wales telephone is not distinguished from telegraph wire, whilst in Queensland there were (in 1889) 634 telephones in use. The Telephone Exchanges in Victoria had 2,307 subscribers.

Messages in Australasian colonies.

172. From the following figures, which show the extent to which electric telegraphy is made use of in the different colonies, it would appear that in 1890 most messages were transmitted\* in New South Wales, the next largest number in Victoria, and the next in New Zealand:—

TELEGRAPHIC MESSAGES\* IN AUSTRALASIAN COLONIES, 1890.

	Number of Messages Transmitted.		Number of Messages Transmitted.
New South Wales ...	3,592,519	South Australia ...	1,005,119*
Victoria ...	3,114,783	Tasmania ...	353,548
New Zealand ...	1,961,161	Western Australia	177,364
Queensland ...	1,197,620	Total ...	11,402,114

\* Exclusive of messages received from other colonies or countries. The figures for South Australia include only her own proportion of the international traffic; which, if included, would increase the number of messages for that colony to 1,061,756—the messages passing through the colony in both directions being taken into account.

173. The proportion of telegrams per head of population was much larger in every one of the Australasian colonies than in any of the countries shown in the following list:—

Telegrams per head in various countries.

TELEGRAMS PER HEAD IN VARIOUS COUNTRIES.

Western Australia	...	3·7	Norway	...	...	...	·7
New South Wales	..	3·3	Denmark	...	...	...	·7
South Australia	...	3·2	France	...	...	...	·7
New Zealand	...	3·2	Germany	...	...	...	·5
Queensland...	...	3·1	Sweden	...	...	...	·4
Victoria	...	2·8	Portugal (1880)	...	...	...	·4
Tasmania	...	2·5	Austria (Proper)	...	...	...	·4
United Kingdom	...	1·6	Italy	...	...	...	·3
Belgium	...	1·3	Hungary	...	...	...	·3
Switzerland	...	1·1	Spain	...	...	...	·2
Holland	...	·9	Russia	...	...	...	·1
United States	...	·8					

NOTE.—Figures for the Australasian colonies relate to the year 1890; those for the other countries to the period 1887-9. The latter were taken from the *Statesman's Year Book*, 1891.

174. According to returns presented to the Intercolonial Postal and Telegraph Conference of 1891, the following was the cost of construction of telegraphs in the colonies named, also the revenue derived therefrom. As, however, few, if any, of the colonies keep a regular capital account, and the postal and telegraph departments are generally carried on in the same buildings and under the same management, it is probable the cost is based in part on estimates, and cannot implicitly be relied on. The cost of buildings and instruments is, moreover, probably not included in the amount, except in the case of South Australia:—

Cost of construction and revenue of Australasian telegraphs.

COST OF CONSTRUCTION AND REVENUE OF TELEGRAPHS IN THE AUSTRALASIAN COLONIES, 1890.

Colonies.	Miles Open.		Cost of Construction.		Revenue.	
	Line.	Wire.	Total.	Average per Mile of Line.	Total.	Average per Mile of Wire.
			£	£	£	£
Victoria ...	3,967	8,241	345,297*	87	138,969	16·9
New South Wales	11,231	23,698	743,698	66	178,735	7·6
South Australia ..	5,623	12,178	966,440†	172	67,132	5·5
Tasmania	1,283	1,909	53,555	42	15,884	8·3
New Zealand ...	5,060	12,771	578,154	114	89,508†	7·0

NOTE.—The above figures relate solely to lines under the control of the Postal and Telegraph Departments, and are therefore exclusive of those managed by the Railway Departments. Telephone line and wire are not included in the figures for Victoria or New Zealand, but are included in those of the other colonies. The calculations were made in the office of the Government Statist of Victoria.

\* Exclusive of buildings.

† Inclusive of buildings.

‡ Exclusive of the value of Government telegrams, £26,071. The expenditure in New Zealand was £94,822.

Telegrams  
to and  
from  
Europe  
and other  
countries.

175. During 1890 the number of telegrams which passed from Victoria to countries outside Australasia was 10,500, at a cost to senders of £59,946; and the number received from such countries was 11,649, at a cost to senders of £57,706. Taking the Australasian colonies as a whole, the number of foreign telegrams transmitted was 32,737, at a cost to senders of £165,488; and the number received was 34,329, at a cost of £165,979. Comparing 1890 with the previous year, the number of foreign telegrams transmitted increased by 5 per cent., and the number received by 8 per cent.; the value of the former, however, increased by only  $1\frac{1}{4}$  per cent., and that of the latter by only 3 per cent. The following are the numbers transmitted from and received in each colony in 1890, the increase in that year being also shown:—

TELEGRAMS BETWEEN AUSTRALASIAN COLONIES AND OTHER COUNTRIES, 1890.

Colony.	Transmitted.		Received.	
	Number of Messages.	Cost to Senders.	Number of Messages.	Cost to Senders.
Victoria ...	10,500	£ 59,946	11,649	£ 57,706
New South Wales ...	9,752	47,792	8,654	39,957
Queensland ...	2,824	14,788	2,220	9,953
South Australia ...	3,903	15,167	6,526	33,238
Western Australia ...	867	2,734	607	2,265
Tasmania ...	475	1,992	416	1,717
New Zealand ...	4,416	23,069	4,257	21,143
Total 1890 ...	32,737	165,488	34,329	165,979
„ 1889 ...	31,133	163,423	31,776	161,214
Increase ...	1,604	2,065	2,553	4,765

Reduced  
cable rates  
to Europe,  
etc.

176. In accordance with an agreement entered into with the Eastern Extension, Australasia, and China Telegraph Co. Limited, the charge for ordinary telegrams from Australia to Europe was reduced on the 1st May, 1891, from 9s. 4d. to 4s.\* per word, similar reductions being made to other countries. The receipts under the former rate were distributed amongst the various countries and companies as follow:—South Australia 1s. 2d., Java  $1\frac{1}{2}$ d., India  $7\frac{1}{2}$ d., Europe 2d., Cis-Indian Administration† 2s. 9d., Eastern Extension Co. 4s. 6d., total 9s. 4d.; but the reduced rate is to be divided thus:—South Australia 5d., Java  $1\frac{1}{2}$ d., India  $3\frac{1}{2}$ d., Europe 2d., Cis-Indian Administration 2s. 7d., Eastern Extension Co. 5d.; total 4s.\* It was also stipulated that one moiety of the deficiency,

\* This is the rate to South or Western Australia. The inland rates of other colonies through which the telegram passes to be added.

† Consisting of Indo-European Telegraphic Department (of H.M. Indian Government), the Eastern Telegraph Co. Ltd., and Indo-European Telegraph Co. Ltd.

arising from the reduction, in the joint revenue of the Cis-Indian Administration and the Eastern Extension Company below that of 1889 (after deducting payments to other Administrations), should be paid by the contracting colonies, which embrace all those on the Australian continent (excepting Queensland) and Tasmania. Thus, the joint revenue in 1889 being £237,736, the amount receivable at the reduced rate would be £105,926 (assuming there was no increase of traffic), leaving a deficiency of £131,810, of which £65,905 would be borne by the companies, and £65,905 by the five colonies referred to in proportion to population. If, however, traffic increased by say 55 per cent., the deficiency would amount to only £73,550, and the Australian subsidy to only £36,775. It has also been agreed amongst the contracting colonies that any deficiency in the revenue of South Australia arising from the reduction in the rate over her lines from 1s. 2d. to 5d. shall be defrayed by the contracting colonies in proportion to their populations. This deficiency, without any increase of traffic, would amount to about £22,200, but with an increase of 55 per cent. to about £13,200. Judging from the large increase in the traffic during the 15 years ended with 1889 under the higher rates, it is expected that it will be still more rapid under the reduced rates, and that in less than 5 years\* the Australian liability will cease. From figures published in the Appendices to the Report of the Victorian Post Office and Telegraph Department for 1890, it appears that the number of words transmitted and received on account of the Australasian international traffic was 235,160 in 1875, 353,348 in 1880, 537,355 in 1885, and 788,657 in 1889. If, however, this experiment should not prove a success, the agreement with the Eastern Extension Co. may be determined after due notice by either side at the expiration of the first or any subsequent year.

177. Comparing the returns for the Australasian colonies, which have recently come to hand, for the first four months under the new rates (*i.e.*, four months ended August, 1891) with those for the corresponding period of 1889, it appears that the messages increased from 20,166 to 27,264, or 35 per cent.; and the words from 256,727 to 394,982, or 54 per cent.; whilst the gross receipts fell off from £104,364 to £82,299, or by 21 per cent. In the Victorian business alone there was an increase of 42 per cent. in regard to the number of telegrams, or of 67 per cent. in regard to the number of words—the former having increased from 6,747 in the four months of 1889 to 9,583 in the corresponding period of 1891, and the latter from 94,261 to 156,756.

Messages,  
words, and  
receipts,  
1889 and  
1891.

\* Judging from the actual experience, it will probably be considerably less than this. See next paragraph.

Telegraph  
subsidies.

178. Including the subsidies just referred to, the following are the particulars of telegraph subsidies payable annually by Victoria:—

## TELEGRAPH SUBSIDIES PAYABLE BY VICTORIA.

	£
Towards duplicate telegraph cable (Port Darwin to Penang) ...	13,200
To Eastern Extension Co. on account of reduced cable rates—Proportion payable by Victoria, based on actual returns of first four months' experience (54 per cent.) ... ..	12,810
To South Australia, do. ... ..	5,165
Total ... ..	£31,175

Telegraphs  
in British  
dominions.

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

ELECTRIC TELEGRAPHS IN BRITISH DOMINIONS, 1889  
(Exclusive of Telephones).

Country or Colony.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
	Line.	Wire.	
United Kingdom ... ..	31,440	...	62,368,
Australasia (1890) ... ..	43,630	86,324	12,347,
Bermuda ... ..	32*	...	...
British Guiana ... ..	260*	...	...
British Bechuanaland ..	290	...	...
Canada ... ..	29,239*	62,020	5,033,
Cape of Good Hope ... ..	4,510	...	1,376,
Ceylon ... ..	734	...	...
Cyprus ... ..	240	...	...
Gold Coast ... ..	175	...	...
Gibraltar ... ..	3	...	...
India ... ..	33,462*	99,654	3,011,
Malta ... ..	65	...	...
Mauritius ... ..	122	...	...
Natal ... ..	535	...	...
Newfoundland ... ..	1,080	...	...
Protected Malay States ...	299	...	...
Straits Settlements ... ..	247	...	...
St. Helena ... ..	13	...	...
West Indies—			
Antigua ... ..	30	...	...
Grenada ... ..	40	...	...
Jamaica ... ..	608	...	87,
Trinidad ... ..	63	...	...
Zululand ... ..	30	...	...

NOTE.—The following particulars relate to telephone lines which are not included in the table:—United Kingdom, 28 exchanges with 1,370 subscribers; Bermuda, 300 miles; Canada, 17,500 miles; British Guiana, 145; Mauritius, telephone exchange with 64 subscribers; Straits Settlements, 235 miles; Barbados, 58 miles (but no telegraph lines); Jamaica, 87 miles; Trinidad, 600 miles; Australasia, about 13,000 miles.

\* Excluding cable, viz., 15 miles in Bermuda, 12 in British Guiana, 215 in Canada, and 230 miles in India.

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

Telegraphs  
in Foreign  
countries.

## ELECTRIC TELEGRAPHS IN FOREIGN COUNTRIES.

Country.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
Algeria ... ..	1889	7,000	16,000	...
Argentine Confederation	1888-90	19,000	28,550	3,511,*
Austria-Hungary ... ..	1890	38,223	112,100	10,347,†
Belgium ... ..	1889	4,013	19,139	5,172,
Bolivia ... ..	1889	180	290	16,‡
Bosnia ... ..	1883	1,730	2,995	297,
Brazil ... ..	1889	6,700	11,460	568,
Bulgaria ... ..	1889	2,733	4,100	621,§
Chile ... ..	1889	13,040	18,500	603,
Cochin-China... ..	1888	1,810	...	...
Columbia ... ..	1888	3,000	3,500	...
Costa Rica ... ..	1889	600	700	113,§
Cuba ... ..	1889	2,795	5,400	...
Denmark ... ..	1889	2,748	7,514	1,494,
Egypt ... ..	1888	3,172	5,423	667,
France ... ..	1888	65,104	240,978	22,341,
Germany ... ..	1888-9	58,048	206,209	24,090,
Greece ... ..	1889	4,347	5,044	955,
Guatemala ... ..	1889	2,219	4,200	457,§
Hawaii ... ..	1890	250	890	...
Holland ... ..	1889	3,186	11,176	4,118,
Honduras ... ..	1889	1,840	2,680	...
Italy ... ..	1890	22,186	74,820	9,178,*
Japan ... ..	1889	6,581	18,593	2,767,§
Java ... ..	1885	5,746	...	378,
Luxemburg ... ..	1890	1,650	1,942	...
Mexico ... ..	1890	28,750	49,000	...
Nicaragua ... ..	1889	1,710	2,220	...
Orange Free State ... ..	1890	1,240	2,400	...
Paraguay ... ..	1888	95	190	32,†
Persia ... ..	1887-90	3,824	6,124	76,§
Peru ... ..	1888	2,700	5,200	...
Portugal ... ..	1889	3,210	7,468	1,730,
Roumania ... ..	1889	3,317	8,238	1,328,
Russia ... ..	1890	88,280	172,360	10,477,†
Servia ... ..	1889	1,806	3,068	471,§
Spain ... ..	1888	14,710	33,552	3,652,‡
Sweden ... ..	1889	5,388	13,991	1,709,
Norway ... ..	1890	5,638	10,274	1,246,§
Switzerland ... ..	1890	4,418	10,868	3,612,
Transvaal ... ..	1890	1,250	2,500	...
Turkey ... ..	1890	15,000	28,000	...
United States ... ..	1890	254,110	807,589	54,108,
Uruguay ... ..	1888	2,679	5,300	148,
Venezuela ... ..	1888	2,982	5,800	409,

\* Figures for 1889.

† Figures for 1887.

‡ Figures for 1886.

§ Figures for 1888.

Telegraphs  
in each  
continent.

181. In *L'Almanach de Gotha*, 1887,\* the number of miles of telegraph and the number of messages in each of the great continents of the world are set down as follow. To these the figures for the Australasian colonies in 1890 have been added:—

## ELECTRIC TELEGRAPHS IN EACH CONTINENT.

Continent.	Miles of Line.	Messages (000's omitted).
Australasia ... ..	43,630	12,347,
Europe ... ..	326,709	138,634,
Asia ... ..	42,148	5,029,
Africa ... ..	17,981	1,221,
America ... ..	245,215	50,212,
Cables ... ..	103,096	...
The World ... ..	778,779	207,443,

Telegraphs  
of the  
world.

182. According to Mr. McCarty† (with a correction of the figures for Australasia), the length of telegraph lines in 1889-90 throughout the principal countries of the world was 857,831 miles, and that of telegraph wire was 2,436,827 miles. It will be observed that the former exceeds the total length of line given in the table by 79,000 miles.

Telephones.

183. Including aerial and underground cables, there were 1,121 miles of telephone line and 7,898 miles of telephone wire in the colony at the end of 1890. Some of these lines, however, are exclusively used by the Railway Department and are not available for public use, the wires being, where possible, carried on the same poles as telegraph wires. The telephone wires erected by the Postal Department are carried along 395 miles of special poles, and are for the most part connected with the Telephone Exchanges. The length of lines and wire, and number of instruments in use, under the control of each Department are shown in the following table:—

## TELEPHONES, 1890.

Under the control of	Miles open.		Sets of Telephones in use.
	Line (poles and cable).	Wire.	
Postal Department ...	471	7,104	3,629
Railway Department ...	650	794	670
Total ...	1,121	7,898	4,299

\* Page 1,061. The lengths have been reduced from kilomètres to miles, on the assumption that a kilomètre is equal to '621 of a mile.

† *Annual Statistician*, San Francisco, 1891, page 360.

184. Until September, 1887, the Telephone Exchanges in Victoria were worked by a private company, but in that month the business, together with buildings and plant, was purchased by the Government. The price paid was £40,000, but a considerable amount had to be expended to place the Exchanges in thorough repair. There are now nine Telephone Exchanges in the colony—two of which were opened during the year 1890, viz., at Brighton and Hawthorn. In the Central Exchange there are now ten sections of switch-board employed with a capacity to accommodate 2,000 subscribers; forty-six female switch-hands are employed during the day, and four male hands at night. The receipts for 1890, exclusive of £3,264 from private lines, amounted to £33,510; the total number of subscribers, exclusive of 226 who used private lines, at the end of the year was 2,307, and the amount subscribed during the year was £34,580. At present only subscribers are supposed to use the lines. The establishment of public telephone offices is still under consideration. The number of subscribers at the various Exchanges in the colony at the end of each of the last four years, together with the amount of subscriptions payable each year, was as follows\* :—

## SUBSCRIBERS TO TELEPHONE EXCHANGES, 1887 TO 1890.

	1887.	1888.	1889.	1890.
Melbourne ...	864	1,339	1,608	1,769
Ballarat ...	140	135	137	126
Bendigo (Sandhurst)	117	112	100	70
Geelong† ...	...	51	81	143
Warrnambool ...	...	...	Nil	54
Windsor† ...	...	...	26	53
Malvern† ...	...	...	36	45
Brighton† ...	...	...	...	34
Hawthorn† ...	...	...	...	13
<b>Total ...</b>	<b>1,121</b>	<b>1,637</b>	<b>1,988</b>	<b>2,307</b>
Subscriptions payable } during year ... }	£16,647	£24,649	£29,203	£34,580

185. The number of miles of railway open on the 30th June, 1890, was 2,471½, consisting of 2,193 miles of single and 278 miles of double line; and by the 30th June, 1891, the total length open increased to 2,764½ miles. The following table shows the names, lengths, and cost of construction of the different lines, and the distance travelled during the year ended 30th June, 1890 :—

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

† These Exchanges are also connected by means of trunk lines with the Melbourne Exchange.

‡ Including 1½ mile on disputed territory near the South Australian border.

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

Lines.	Length open on the 30th June, 1890.			Cost of Construction.*		Distance Travelled during the Year.
	Double.	Single.	Total.	Total.	Average per Mile.	
	Miles	Miles.	Miles.	£	£	Miles.
<i>Northern System.</i>						
Melbourne to Sandhurst (exclusive of Melb. Terminus)	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	4,777,386†	47,418	2,762,314
Sandhurst to Echuca (including bridge over Murray at Echuca)	...	55 $\frac{1}{4}$	55 $\frac{1}{4}$	682,139‡	12,346	
Lancefield Junction to Lancefield	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	64,101	4,421	
Carlsruhe to Creswick ...	...	46 $\frac{1}{4}$	46 $\frac{1}{4}$	330,317	7,142	
Castlemaine to Dunolly ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	335,524	7,064	
Dunolly to Donald ...	...	56 $\frac{3}{4}$	56 $\frac{3}{4}$	257,325	4,534	
Castlemaine to Maldon ...	...	10 $\frac{1}{4}$	10 $\frac{1}{4}$	61,085	5,959	
Ballarat to Maryborough ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	273,982	6,447	
Ballarat Racecourse Branch Line	...	2	2	7,347	3,674	
Maryborough to Avoca ...	...	15	15	61,714	4,114	
Sandhurst to Wycheproof ...	...	89 $\frac{1}{4}$	89 $\frac{1}{4}$	418,834	4,693	
Toolamba to Echuca ...	...	41 $\frac{3}{4}$	41 $\frac{3}{4}$	180,355	4,320	
Wedderburn Junction to Wedderburn	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	17,746	3,736	
Korong Vale to Boort ...	...	18	18	72,745	4,041	
Eaglehawk to Swan Hill ...	...	108 $\frac{3}{4}$	108 $\frac{3}{4}$	433,322	3,985	
Ballarat Racecourse to Waubra ...	...	13 $\frac{3}{4}$	13 $\frac{3}{4}$	67,365	4,900	
Inglewood to Dunolly ...	...	24 $\frac{3}{4}$	24 $\frac{3}{4}$	94,750	3,828	
Sandhurst to Tooborac (portion of Wandong, Heathcote and Sandhurst line)	...	38 $\frac{1}{4}$	38 $\frac{1}{4}$	275,000§	...	
Wandong to Kilmore (portion of Wandong, Heathcote and Sandhurst line)	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$			
Total ...	100 $\frac{3}{4}$	638 $\frac{3}{4}$	739 $\frac{1}{2}$	8,411,037	11,382	
<i>Western System.</i>						
Footscray Junction to Williamstown (including Piers and Breakwater)	6	...	6	487,795	81,299	**
Newport to Geelong (including line to Geelong Wharf and Williamstown Racecourse Line)	1 $\frac{3}{4}$	37 $\frac{3}{4}$	39 $\frac{1}{2}$	1,150,878¶	29,136	
North Geelong to Ballarat...	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,862,414	34,811	
Geelong to Queenscliff—(Queenscliff Junction to Queenscliff)	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	111,566	5,377	

\* Exclusive of rolling stock, cost of Melbourne station, and general construction. See footnote (¶) on page 136 post.

† Excluding the Melbourne and North Melbourne stations, which cost £1,099,018.

‡ Including a bridge over the Murray at Echuca, constructed conjointly by Victoria and New South Wales, the proportion paid by Victoria to 30th June, 1884, being £49,282.

§ Approximate cost only.

|| Including the pier and breakwater, and western pier, which cost £179,549.

¶ Including the cost of the Geelong pier.

\*\* For distance travelled see next page.

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

Lines.	Length open on the 30th June, 1890.			Cost of Construction.*		Distance Travelled during the Year.
	Double.	Single.	Total.	Total.	Average per mile.	
	Miles	Miles.	Miles.	£	£	Miles.
<i>Western System—contd.</i>						
Geelong to Warrnambool (including Geelong Race- course Branch Line)	...	123	123	762,244	6,197	2,939,088
Mt. Moriac to Wensleydale	...	11 $\frac{1}{4}$	11 $\frac{1}{4}$	37,860	...	
Irrewarra to Beeac	...	8 $\frac{3}{4}$	8 $\frac{3}{4}$	39,302	4,492	
Terang to Mortlake	...	13	13	52,720	4,055	
Koroit to Warrnambool	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	73,746	7,763	
Koroit to Port Fairy	...	11 $\frac{1}{4}$	11 $\frac{1}{4}$	80,500	7,155	
Lal Lal Racecourse	...	2	2	11,332	5,666	
Ballarat East to Buninyong	...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	61,075	8,143	
Ballarat to Ararat	3	54	57	397,206	6,969	
Ararat to S.A. Border	1	156 $\frac{1}{4}$	†157 $\frac{1}{4}$	917,625	5,835	
Ballarat Cattle Yards	...	3	3	12,368	4,123	
Ballarat to Scarsdale	...	13 $\frac{1}{4}$	13 $\frac{1}{4}$	59,525	4,492	
Ararat to Hamilton	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	317,400	4,773	
Hamilton to Portland	...	54	54	280,326	5,191	
Hamilton to Coleraine	...	23	23	107,843	4,689	
Branxholme to Casterton	...	32	32	175,969	5,499	
Lubeck to Rupanyup	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	42,318	4,455	
Murtoa to Warracknabeal	...	31 $\frac{1}{4}$	31 $\frac{1}{4}$	136,868	4,380	
Horsham to Noradjuha	...	20 $\frac{1}{4}$	20 $\frac{1}{4}$	77,107	3,808	
Footscray to Warrenheip	...	62 $\frac{1}{4}$	62 $\frac{1}{4}$	677,678	10,886	
Bacchus Marsh Junction to Newport	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	26,417	5,561	
Total ...	65 $\frac{1}{4}$	774 $\frac{3}{4}$	840	7,960,082	9,476	
<i>North-Eastern System.</i>						
Essendon Junction to Essen- don (including Racecourse Line)	5	...	5	149,332	29,866	†
Essendon to Wodonga	61	121	182	2,045,617	11,240	
Wodonga to Murray River	...	2 $\frac{1}{4}$	2 $\frac{1}{4}$	36,047	16,021	
North Melbourne to Somer- ton <i>via</i> Coburg	2 $\frac{3}{4}$	9 $\frac{3}{4}$	12 $\frac{1}{2}$	246,180	19,694	
Royal Park Junction to Clif- ton Hill	$\frac{3}{4}$	2	2 $\frac{3}{4}$	150,351	54,673	
Fitzroy Branch	...	1	1	76,536	76,536	
Fitzroy to Whittlesea	1 $\frac{1}{4}$	20 $\frac{3}{4}$	22	216,862	9,857	
Tallarook to Yea	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	151,080	6,361	
Mangalore to Numurkah	...	65 $\frac{1}{2}$	65 $\frac{1}{2}$	329,485	5,030	
Benalla to Yarrawonga	...	40 $\frac{1}{4}$	40 $\frac{1}{4}$	168,913	4,197	
Wangaratta to Beechworth	...	23	23	158,541	6,893	
Everton to Myrtleford	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	75,719	4,589	
Springs to Wahgunyah	...	14	14	68,413	4,887	
Numurkah to Nathalia	...	14	14	50,319	3,594	

\* Exclusive of rolling stock, cost of Melbourne station, and general construction. See footnote (¶) on next page.

† Includes 1 $\frac{1}{4}$  mile constructed on disputed territory on the border of South Australia.

‡ For distance travelled see next page.

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

Lines.	Length open on the 30th June, 1890.			Cost of Construction.*		Distance Travelled during the Year.
	Double.	Single.	Total.	Total.	Average per mile.	
	Miles	Miles.	Miles.	£	£	Miles.
<i>North-Eastern System—con.</i>						
Numurkah to Cobram ...	...	21½	21½	79,493	3,697	} 2,521,128
Shepparton to Dookie ...	...	15	15	51,989	3,466	
Yea to Cathkin ...	...	13½	13½	90,000†	...	
Wodonga to Huon Lane ...	...	14¼	14¼	75,000†	...	
Total ...	70¾	418	488¾	4,219,877	8,629	
<i>Eastern and South Suburban Systems.</i>						
Spencer to Flinders-street Junction ...	...	¾	¾	62,293	83,057	} 2,479,342
South Yarra to Oakleigh ...	6¾	...	6¾	271,890	40,280	
Oakleigh to Sale ...	...	118¼	118¼	970,962	8,211	
Caulfield to Frankston ...	10¼	9¾	20	172,500	8,625	
Warragul to Jindivick ...	...	8¼	8¼	60,000†	...	
Moe to Thorpedale ...	...	10¾	10¾	113,436	10,552	
Morwell to Mirboo ...	...	20	20	151,731	7,586	
Traralgon to Heyfield ...	...	23¼	23¼	120,745	5,193	
Heyfield to Bairnsdale ...	...	50¾	50¾	250,816	4,942	
Sale to Stratford ...	...	9¼	9¼	42,609	4,606	
Maffra to Briagolong ...	...	12¼	12¼	50,638	4,134	
Hawthorn to Healesville ...	5¾	29¾	35½	494,341	13,925	
Hawthorn to Kew ...	...	1¼	1¼	72,532	58,026	
Brighton to Picnic Point ...	2	...	2	71,023	35,511	
Frankston to Stony Point... Mornington Junction to Mornington	...	18½	18½	97,846	5,289	
Ringwood to Upper Fern Tree Gully	...	7¾	7¾	54,448	7,025	
Dandenong to Tooradin (portion of Dandenong to Leongatha Line)	...	7½	7½	55,915	7,455	
Camberwell to Waverley Road	...	16	16	110,000†	...	
Burnley to Oakleigh ...	...	5	5	140,000†	...	
Burnley to Oakleigh ...	...	7¼	7¼	149,778	20,659	
Collingwood to Heidelberg...	...	5¼	5¼	181,195‡	34,513	
Hobson's Bay Lines (includ- ing the Port Melbourne Pier)	16½	...	16½	1,845,430§	111,844	1,071,280
Total ...	41¼	361½	402¾	5,540,128	13,747	
Grand Total ...	278	2,193	2,471	26,131,124¶	10,575	11,773,152

\* Exclusive of rolling stock, cost of Melbourne station, and general construction. See footnote (¶) *infra*. † Approximate figures. ‡ Including junction station, Alphington, about £50,000.

§ Including expenditure on works, etc., between Prince's-bridge station (Melbourne) and Windsor, not yet apportioned, amounting to £224,793.

|| In addition to the Government lines of railway, a line five miles in length has been constructed between Rosstown and Elsternwick, suburbs of Melbourne. This line has not yet been worked.

¶ The total cost of the railways opened to the 30th June, 1890, was £32,700,429, viz., £26,131,124 as shown above, £4,236,166 on rolling-stock, £1,099,018 on the Melbourne and North Melbourne stations, £1,122,068 on general construction (such as sheds, workshops, machinery, etc.), and £112,053 cost of floating loans. To the 30th June, 1891, the total cost was (exclusive of cost of floating loans) £35,518,871. See paragraphs 199 and 200 *post*.

186. Under the *Railway Construction Act 1884* (48 Vict. No. 821), which came into operation on the 12th December, 1884, 62 new lines, of an aggregate length of about 1,200 miles, were authorized, at a total estimated cost of nearly 6 millions sterling. Of these lines, 54, of a total length of about 1,172 miles, were country, and 8, of a total length of 28 miles, were suburban lines. The expenditure authorized for country lines, including stations, but not including permanent-way materials or rolling-stock, was £3,960 per mile; and for suburban lines, including stations and permanent-way material, but not including rolling-stock, £14,294 per mile. The gross additional amount authorized for rolling-stock is £178,000, and for permanent-way material (on country lines only) £415,000. Of the 1,200 miles authorized under the Act, about 766 had been completed and opened for traffic on the 30th June, 1890, whilst 433 miles were in progress, and 1 mile had not been commenced. The following is a statement of the proposed lengths of the railways in progress at the 30th June, 1890:—

## RAILWAYS IN PROGRESS, 30TH JUNE, 1890.

Names of Lines.	Approximate Length.
<b>COUNTRY LINES.</b>	
Avoca to Ararat ... ..	38 $\frac{3}{4}$
Birregurra and Cape Otway Forest ... ..	19 $\frac{3}{4}$
Camperdown and Curdie's River ... ..	22 $\frac{1}{2}$
Dandenong and Leongatha (section Tooradin to Leongatha) ... ..	53 $\frac{3}{4}$
Hamilton and Penshurst ... ..	18
Koroit Railway <i>via</i> Penshurst ... ..	49
Kyneton and Redesdale ... ..	16 $\frac{1}{4}$
Lancefield and Kilmore ... ..	17 $\frac{3}{4}$
Leongatha and Port Albert ... ..	47 $\frac{1}{4}$
Maldon towards Laanecoorie ... ..	14 $\frac{1}{2}$
Murchison and Rushworth ... ..	12 $\frac{3}{4}$
Myrtleford and Bright ... ..	18 $\frac{1}{2}$
Sale to the Canal ... ..	8 $\frac{3}{4}$
Scarsdale and Lintons ... ..	8
Wandong, Heathcote and Sandhurst (section Tooborac to Kilmore) ... ..	19 $\frac{1}{2}$
Warragul and Neerim (section Jindivick towards Neerim) ... ..	5 $\frac{1}{4}$
Wodonga and Tallangatta (section Huon Lane to Tallangatta) ... ..	11 $\frac{3}{4}$
Yackandandah and Beechworth ... ..	13
Yea and Mansfield* (section Cathkin to Mansfield) ... ..	42
Total ... ..	429
<b>SUBURBAN LINES.</b>	
Outer Circle Railway—Camberwell to Richmond and Alphington ... ..	4
Total ... ..	4
Grand Total ... ..	433

NOTE.—The expenditure on lines in progress was approximately £1,781,655.

\* Including the branch from Cathkin to Alexandra, about 4 $\frac{3}{4}$  miles.

Railways  
authorized  
but not  
commenced

187. The only line authorized, but not commenced, on the 30th June, 1890, was the Frankston Cemetery line, three-quarters of a mile in length.

Railways  
Standing  
Committee  
Act 1890.

188. An Act\* of the Victorian Legislature, passed on the 9th October, 1890, provides for the appointment of a Standing Committee on Railways, consisting of 13 members of Parliament, 5 to be members of and appointed by the Legislative Council, and 8 to be members of and appointed by the Legislative Assembly, to hold office only during the existence and continuance of the Assembly in session at the time of their appointment. The functions of the Committee are to consider and report on all railways (except those previously authorized or authorized in the then current session) to be thereafter executed in all cases where the estimated cost of completing any work should exceed £20,000, having regard mainly to (a) the stated purpose of such work; (b) the necessity or advisability of carrying it out; (c) the amount of revenue expected to be derived therefrom; and (d) its present and prospective value. Under the Act the lines included in the *Railway Construction Bill* 1890, read a first time on the 17th June, 1890, are specially referred to the Committee, as well as surveyed lines which might during the then current session be referred to it by resolution of the Assembly; but in other cases the works before being considered by the Committee must first be considered and explained to the Legislative Assembly by a Minister of the Crown, and then by motion, in the usual manner, be referred to the Committee, who, as soon as practicable, are to report to the Assembly the result of their inquiries, and after the receipt of such report the Assembly may decide whether it is expedient to carry out the proposed work or any portion thereof, or may, instead of so deciding, refer the report back to the Committee for further consideration.

Recom-  
mendations  
of Railways  
Standing  
Committee.

189. The Parliamentary Standing Committee on Railways, appointed under the Act just referred to, held their first meeting on the 23rd October, 1890, and after having made considerable progress with their inquiry into the lines referred to them, completed their first report on the 16th June, 1891. According to this report the Committee were proceeding with their investigation into 24 miles of suburban, and 2,148 miles of country lines; and it was at the outset resolved to recommend that, in order to keep the cost of construction of new lines

\* *Railways Standing Committee Act* 1890 (54 Vict. No. 1177).

well under control, "the 'construction' and 'management' of the Victorian Railways should be entirely distinct and separate, and that the construction of new railways should be removed from the control of the Commissioners, who should be responsible only for the management of the traffic, and the proper maintenance of existing lines." The most important items in which the Committee are satisfied from evidence received that reductions can be made, are as follow:—(A) *Land and Compensation*: By reducing the width of the track below  $1\frac{3}{4}$  chain; by the use of Government roads as tracks for the railways in lieu of purchasing land; by smaller areas being purchased for stations; and by accepting offers (several of which have already been made) of land free of cost. (B) *Clearing*: By allowing timber felled, for purposes of clearing the track, to be laid alongside the line, instead of removing and burning it off. (C) *Fencing*: By erecting less expensive fences, and using local timber and barbed wire, at a reduced cost of 50 per cent., and dispensing with fencing altogether in some cases. (D) *Level Crossings and Gatehouses*: By the more general use of cattle pits. (E) *Bridges and Culverts*: By constructing these on light lines without planking and ballasting at a possible saving of £85 per mile. (F) *Metalling and Graveling Roads, etc.*: By placing the stations in country districts as near a roadway as practicable, and thus dispensing with long metalled approaches. (G) *Ballast*: By using a less quantity in certain cases, or, where timber is plentiful, by adding to the number of sleepers, and using no ballast. (H) *Sleepers*: By using local timber these could be obtained in some cases at a saving of 50 per cent. (I) *Permanent Way Materials*: By using 50lb. instead of 60lb. (the minimum at present in general use) steel rails for trains running at a lower rate of speed, or in cases where more sleepers could be economically used, at a saving of about £125 per mile; also by utilizing the immense quantity of second-hand rails which are now lying unused, though worth £500 per mile. (K) *Earthworks*: By reducing the price to that paid by local bodies, which is about 30 per cent. less than that paid by the Department; also by letting the contracts in five-mile sections in country where the conditions are favourable, so as to favour competition; and by reducing the width and length of embankments. (L) *Stations and Goods Sheds*: By erecting less costly buildings, so as to give no more accommodation in each case than is warranted by the traffic requirements; also by dispensing with the traffic staff at intermediate roadside stations—the guard booking passengers—and by the employment of "island" platforms for both passengers and goods. The saving to be thus effected

under the last head alone was on a line of 30 miles calculated to be equal to £1,451 per mile.

190. According to the following table a considerable increase took place in 1890 as compared with the previous year in all descriptions of rolling-stock, except locomotives, and especially in the number of goods trucks, waggons, etc. The increase in the total cost of rolling-stock was nearly £641,000:—

#### ROLLING-STOCK, 1889 AND 1890.

Year ended 30th June.	Number of—						Total Cost of Rolling-Stock.
	Locomotives.	First Class and Composite Carriages	Second Class Carriages.	Sheep and Cattle Trucks.	Goods Trucks, Waggons, etc.	Guard Vans and other Vehicles.	
1889 ... ..	461	538	337	595	7,469	552	£ 3,595,323
1890 ... ..	461	586	415	688	8,259	634	4,236,166
Increase ...	...	48	78	93	790	82	640,843

191. The passenger rates are somewhat higher on country lines than on the lines connecting Melbourne with its suburbs, which are now defined to be those within a radius of 15 miles from the heart of the city. The following are the respective rates per mile:—

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

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

192. By the following statement of the number of miles open and the number of train miles travelled, and of the passengers and goods carried during the financial years 1888-9 and 1889-90, it is shown that, although a considerable increase took place in the mileage open and the train mileage—which increased by 9 and 10 per cent. respectively—the passenger traffic increased by only 3 per cent., and the goods traffic by a very slight proportion. In explanation of the small increase of traffic in the year under review as compared with the previous year, it will be remembered that the returns of 1888-9 were much swelled by the traffic which took place in connexion with the late Melbourne Centennial International Exhibition:—

RAILWAYS.—MILES OPEN AND TRAVELLED, AND PASSENGERS  
AND GOODS CARRIED, 1888-9 AND 1889-90.\*

Year.	Extent Open.		Train Mileage.	Passengers. †	Goods and Live Stock.
	At end of Year.	Average for Year.			
	Miles.	Miles.	Miles.	No.	Tons.
1888-9 ...	2,198½	2,144	10,680,743	68,904,427	4,160,126
1889-90 ...	2,471	2,330	11,773,152	71,058,940	4,170,436
Increase ...	272½†	186	1,092,409	2,154,513	10,310

193. The following were the railway receipts and working expenses Receipts and working expenses during the financial years 1888-9 and 1889-90 :—

RAILWAYS.—RECEIPTS AND WORKING EXPENSES,  
1888-9 AND 1889-90.‡

Year ended 30th June.	Receipts.				Working Expenses.	Net Income.	Proportion of Working Expenses to Receipts.
	Passenger Fares.	Freight on Goods and Live Stock.	Sundries.	Total.			
	£	£	£	£	£	£	Per cent.
1889 ...	1,456,037	1,441,600	212,503	3,110,140	1,945,837	1,164,303	62·56
1890 ...	1,455,129	1,450,683	226,054	3,131,866	2,132,158	999,708	68·08
Increase	...	9,083	13,551	21,726	186,321	...	5·52
Decrease	908	...	...	...	...	164,595	...

\* During the year 1890-91, the train mileage was 12,249,747 ; the passengers carried numbered 71,970,885 ; and the quantity of goods and live stock carried was 4,425,609 tons.

† In order to compute the number of passengers, the single tickets sold have been added to 720 for each yearly, 360 for each half-yearly, 180 for each quarterly, and 60 for each monthly, 2 for each return, and 1 for each single, ticket issued to adults and youths ; and half these proportions for tickets issued to boys and girls. Tickets available for two or more systems, however, are reckoned twice or oftener accordingly ; the addition made in 1889-90 for travelling over more than one system being 12,107,144. No addition has been made for free passes.

‡ The following lines were opened for traffic during the year 1889-90 at the dates named :—  
7th August, 1889, Maffra to Briagolong, 12¼ miles ; 7th August, Ondit to Beeac, 8¾ miles ; 12th September, Ballarat East to Buninyong, 7½ miles ; 10th November, portion of Frankston to Crib Point Line, between Mornington and Hastings, 8 miles ; 10th November, Mornington Line, 7¾ miles ; 10th November, Wodonga and Tallangatta, 14¼ miles ; 11th November, portion of Fitzroy to Whittlesea, between Whittlesea Junction and Preston Reservoir, 4¾ miles ; 3rd December, Ringwood to Ferntree Gully, 7½ miles ; 20th December, Coburg to Somerton, 7½ miles ; 12th January, 1890, portion of Yea to Mansfield, between Yea and Molesworth, 10¾ miles ; 1st February, portion of Fitzroy and Whittlesea, between Preston Reservoir and Whittlesea, 17¼ miles ; 4th February, Bacchus Marsh and Gordons, 17¾ miles ; 19th February, portion of Frankston to Crib Point, between Hastings and Stoney Point, 6 miles ; 21st February, Mount Moriac to Forest, 11¼ miles ; 26th February, Koroit to Warrnambool, 9½ miles ; 21st March, Terang to Mortlake, 13 miles ; 24th March, Burnley to Outer Circle, 7¼ miles ; 26th March, Koroit to Warrnambool, 11 miles ; 4th April, Camperdown to Warrnambool, 28¾ miles ; 12th May, portion of Warragul to Neerim between Warragul and Jindivick, 8¼ miles ; 30th May, Kerang to Swan Hill, 35 miles ; 30th May, portion of Burnley to Outer Circle, Camberwell to Waverley Road, 5 miles.

§ During the year 1890-91, the Railway receipts amounted to £3,298,567, and the working expenses to £2,310,645. The net income was thus £987,922 ; and the proportion of working expenses to receipts 70 per cent.

|| This amount is made up of parcels, etc., £90,572 ; horses, carriages, and dogs, £19,819 ; mails, £57,129 ; rents, £36,770 ; miscellaneous, £21,764.

Decrease in  
railway  
income.

194. It will be observed that, although the average extent of lines open for traffic in 1889-90 was 9 per cent. above that in 1888-9, the net income fell off by £164,600,—resulting from an increase of £186,300 in the working expenses, less one of £21,700 in the receipts. It should, however, be remembered that the revenue of 1888-9 was considerably augmented by the large traffic induced by the late International Exhibition held in Melbourne during that year, although, on the other hand, the following exceptional items appeared amongst the working expenses for that year:—£37,828 increased expenditure necessitated by the Newcastle coal strike, £23,682 for special renewal of rails—“properly chargeable to capital”—to meet growing requirements of traffic as well as to secure more rapid communication on some of the principal lines. Then again, the Commissioners state that the railways opened in the last two years (viz., 452 miles, or about 18 per cent. of the present mileage) were worked during the year under review at a loss of £100,000, and that the opening of the Ballarat line (on the 4th December, 1889) not only reduced the distance to that town, and consequently the rates and fares, by 25 per cent., and proportionately to places beyond, at an estimated loss of £1,000 per week, but necessitated the maintenance of a duplicate service without any corresponding gain to the revenue.

Proportion  
of working  
expenses to  
receipts.

195. The proportion of working expenses to receipts was 68 per cent. in 1889-90, as compared with  $62\frac{1}{2}$  per cent. in 1888-9, an average of  $60\frac{4}{5}$  per cent. during the previous five years, and an average of 55 per cent. during the five years ended with 1882. An explanation of this increase is partly to be found in the policy of the department in reducing passenger fares and merchandize rates, whenever the net revenue reaches an amount which is more than sufficient to meet the interest on the railway loans. The Railway Commissioners estimate that the aggregate value of concessions so made during the last six years was not less than £800,000, and that the present annual loss arising therefrom amounts to £200,000.

Earnings  
and ex-  
penses per  
mile.

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

EARNINGS AND EXPENSES OF RAILWAYS PER MILE OPEN,  
1873-4 TO 1889-90.\*

Year.	Average Number of Miles Open.	Gross Earnings per Mile.	Expenses per Mile.	Net Profits per Mile.
		£	£	£
1873-4 ...	414	2,056	905	1,151
1874-5 ...	541	1,701	890	811
1875-6 ...	608	1,636	821	815
1877 ...	787	1,443	753	690
1878 ...	967	1,258	647	611
1879 ...	1,091	1,120	587	533
1880 ...	1,194	1,250	682	568†
1881 ...	1,215	1,371	752	619†
1882 ...	1,300	1,370	845	525
1883 ...	1,432	1,326	890	436
1884 (6 months)	1,598	701	425	276
1884-5 ...	1,655	1,318	772	546
1885-6 ...	1,691	1,377	775	602
1886-7 ...	1,791	1,370	797	573
1887-8 ...	1,947	1,415	900‡	515
1888-9 ...	2,144	1,451	908	543
1889-90 ...	2,330	1,344	915	429

197. It will be observed that in 1873-4, when only 400 miles were open, the net profits averaged over £1,100 per mile, but they fell off as the lines were extended to a minimum of £436 per mile in 1883. Since then, the profits ranged between £500 and £600 per mile until 1889-90, when, there being 2,330 miles open, the net profits fell to £429 per mile, that being the lowest average during the whole period to which the table refers. Decrease of net profits per mile.

198. The total amount borrowed by the Government for railway construction to the end of June, 1890, inclusive of the debentures of the late Melbourne and Hobson's Bay Railway Company, but exclusive of loans paid off from the consolidated revenue, viz., £68,100 prior to 1889-90 and £276,100 during that year, was £31,973,519, of which £3,150,000 was raised during the year 1889-90. As, however, the gross proceeds exceeded the nominal amount by £181,707, whilst on the other hand the expenses of floating the loans amounted to £293,761,§ the net amount available for railway construction was only £31,861,465. Railway debt.

199. In addition to the amount derived from loans, certain other sums, amounting in the aggregate to £3,299,074, have also been Capital account of railways.

\* During the year 1890-91, the average number of miles open was 2,510; the gross earnings averaged £1,314 per mile; the expenses per mile £920; and the net profit per mile £394.

† The increases in these years were in consequence of the transactions of the late Melbourne and Hobson's Bay Company's lines—on which the net profits per mile are naturally larger than on the country lines—being included for the first time in those years.

‡ Including expenses of the Windsor accident.

§ Including £12,193 increase of debt on conversion of debentures into stock at a lower rate of interest.

available for railway construction, viz., £2,654,874 derived from the alienation of Crown lands\* and £644,200 from the consolidated revenue. The total expenditure on the construction of railways had amounted at the end of June, 1890, to £34,482,084, and at the same period the balance at credit was £790,509. The following is a statement of the railway capital account to that date :—

CAPITAL ACCOUNT OF VICTORIAN RAILWAYS TO 30TH JUNE, 1890.

RECEIPTS.			
Total amount of loans, exclusive of redemption loans ... ..	£31,973,519		
Railway loan liquidation and construction account* ... ..	2,200,000		
Railway construction account* ... ..	454,874		
From consolidated revenue ... ..	644,200†		
Total receipts ... ..			£35,272,593
EXPENDITURE.			
Construction of completed lines—			
Permanent way‡ ... ..	£26,131,124		
Rolling-stock, general construction, etc.§	6,569,305		
Construction of lines in progress, and rolling-stock ... ..	} 1,781,655‡		
Preliminary surveys ... ..			
Total expenditure ... ..			34,482,084
Balance available ... ..			£790,509

Net income and cost of railways compared.

200. The first two items of expenditure in the above statement, amounting to £32,700,429, represent the capital cost of the lines open for traffic at the end of the year 1889-90, whilst the mean for the year may be set down at £30,912,855. The net income of the Victorian Railways in 1889-90 has already been stated|| to have been £999,708. A short calculation based upon these two amounts will show that the railways in that year made a return upon their capital cost of 3·234 per cent., equal to £3 4s. 8d. per £100, as compared with a proportion of 4·180, or £4 3s. 7d. per £100, in 1888-9, and of 3·888, or £3 17s. 9d. per £100 in 1887-8.¶ On the 30th June, 1890, the nominal rate of interest payable on the borrowed capital averaged 4·06 per cent.; or £4 1s. 2d. per £100.\*\* At the end of 1883 the average rate was as high as 5 per cent., but owing to the redemption of 6 per cent. debentures and the

\* See footnote (†) on page 107 in Vol. I.

† Viz., £344,200 loans paid off, and £300,000 under Act 879 for rolling-stock.

‡ For the particulars of the expenditure, see tables following paragraphs 185 and 186 *ante*.

§ Includes net cost of floating the loans, etc., £112,053; and cost Melbourne station, £1,099,018. See also footnote (¶) on page 136 *ante*. For cost of rolling-stock only, see paragraph 190 *ante*.

¶ See table following paragraph 193 *ante*.

¶ During the year 1890-91, the net income, which amounted to £987,922, was equivalent to 2·886 per cent. on the mean capital cost (£34,227,102) of the lines opened for traffic.

\*\* See table on page 171 of Vol. I.

issue during subsequent years of 4 and  $3\frac{1}{2}$  per cent. debentures in lieu thereof, a reduction of £168,586,\* upon a total of £501,618, was effected in the annual interest payable.

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

PROPORTION OF EARNINGS TO COST OF RAILWAYS, 1881 TO 1890.†

	Per cent.		Per cent.
1881	4·083	1886-7	4·196
1882	3·512	1887-8	3·888
1883	2·958	1888-9	4·180
1884-5	4·081	1889-90	3·234
1885-6	4·373		

202. The late Melbourne and Hobson's Bay Company's railways, formerly consisting of  $6\frac{3}{4}$  miles of single and  $9\frac{3}{4}$  miles of double line—or  $16\frac{1}{2}$  miles in all—between Melbourne and the principal suburbs on the south side of the Yarra, were purchased by the Government on the 1st July, 1878. For the first twelve months after the purchase they were worked by the company for the State, but have since been under immediate Government control. The lines are now double throughout. The cost to the 30th June, 1890, including rolling-stock, was £2,137,430. This amount includes expenditure on rolling-stock in course of construction, also £224,793 for additions and improvements to the permanent way, a portion of which is properly chargeable to other lines.

203. Six per cent. Hobson's Bay Railway debentures of the value of £281,200, and  $3\frac{1}{2}$  per cent. debentures of the value of £200, were redeemed prior to 1889-90. The debentures now outstanding bear 5 per cent. interest, and represent a total value of £183,900.

204. Dating from the period at which the Hobson's Bay lines were purchased by the State, there had been until the end of 1883 a large falling-off in the net income derivable therefrom, whilst in one year (1882) the working expenses actually exceeded the receipts by nearly £72,000. After the railways were placed under the control of Commissioners there was a marked improvement, and in the financial years 1885-6, 1886-7, 1888-9, and 1889-90, the percentage of the net gain to the capital cost was apparently even higher than it was before the railways were purchased from the company. In the year 1889-90 the net gain was about £82,700, being equivalent to nearly 4 per cent. upon the capital, which was larger than in any previous

\* Including interest on £276,100 paid off out of revenue.

† Figures for 1890-91 are given in footnote (\*\*\*) on previous page.

year except 1888-9. In 1887-8 there was a net loss—in consequence of the large amount (£128,988) paid on account of the Windsor accident—of £60,000, or 3 per cent. The following table has been designed with the object of giving a comparative view of the profits or losses on working these lines before and since their purchase, and shows for each year their capital cost and the interest payable thereon, the net income and its percentage on the capital cost, also the amount and percentage of gain or loss on the working of the lines:—

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

Year.	Capital Cost of Lines.*	Interest payable on Capital Cost.		Net Income. (Excess of Receipts over Expenditure.)		Net Gain (+) or Loss (-) on working Lines after payment of Interest.	
		Amount.	Average annual rate per cent. †	Amount.	Percentage of Capital Cost. †	Amount.	Percentage of Capital Cost. †
1873 to 1876 (annual average)	£ 1,000,000	£ 56,500 ‡	5·65	£ 82,627	8·26	+ £ 26,127	+ 2·61
1877-8 ...	1,015,011	57,348 ‡	5·65	81,152	8·00	+ 23,804	+ 2·35
1878-9 ...	1,337,128	65,093	4·87	43,728	3·27	- 21,365	- 1·60
1879 (6 months) ...	1,337,128	32,546	4·87	34,700	5·18	+ 2,154	+ ·31
1880 ...	1,362,316	65,476	4·81	61,317	4·50	- 4,159	- ·31
1881 ...	1,392,975	65,660	4·71	19,414	1·39	- 46,246	- 3·32
1882 ...	1,460,195	68,085	4·66	-71,828 §	-4·92 §	-139,913	- 9·58
1883 ...	1,576,520	72,413	4·59	23,579	1·50	- 48,834	- 3·09
1884 (6 months) ...	1,647,150	37,380	4·54	45,995	5·59	+ 8,615	+ 1·05
1884-5 ...	1,715,460	77,490	4·52	113,731	6·63	+ 36,241	+ 2·11
1885-6 ...	1,808,450	81,015	4·48	129,709	7·17	+ 48,694	+ 2·69
1886-7 ...	1,886,200	83,736	4·44	141,748	7·52	+ 58,012	+ 3·08
1887-8 ...	1,957,890	86,410	4·41	26,505	1·35	- 59,905	- 3·06
1888-9 ...	2,020,273	88,910	4·40	212,719	10·53	+ 123,809	+ 6·13
1889-90 ...	2,092,704	91,578	4·36	174,260	8·33	+ 82,682	+ 3·95

NOTE.—The lines were purchased by the State on the 1st July, 1878. During the year 1890-91, the gross receipts amounted to £379,106, and the working expenses to £232,644. The net proceeds were thus £146,462, or 6·74 per cent. of the mean capital cost (£2,172,132).

Profit and loss on working Hobson's Bay lines.

205. It will be observed that since their purchase by the State there has been an actual loss on the lines during six of the years shown, but a gain in the remaining six years. During the most recent financial year the net income was equivalent to  $8\frac{1}{3}$  per cent. per annum on the capital cost, which was 4 per cent higher than the

\* The figures in this column represent the capital cost about the middle of the year or period named. On the 30th June, 1889, the capital cost was £2,047,978, and on the 30th June, 1890, £2,137,430, as stated in paragraph 202 *ante*.

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

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

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

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

average rate at which the capital was borrowed; whilst the net amount gained, after providing for interest, was £82,700. The falling-off in the net revenue, as compared with the previous year, was £38,500, which has been attributed to the competition of cable trams—worked by a private company—which have been largely extended during the last two years.

206. The figures in the fifth column (net income) show that, during the 12 years between the purchase of the lines and the end of June, 1890, the receipts exceeded the working expenses by £955,577; and the figures in the last column but one show that there was a net gain upon working the lines in the same period amounting, after paying interest on capital, to £39,785.

Gain on working Hobson's Bay lines in 12 years.

207. The falling-off in the net income of the Hobson's Bay lines during the years 1881, 1882, 1883, and 1887-8, was largely due to the heavy compensation it was necessary to pay to sufferers from accidents which occurred thereon during the years 1881, 1882, and 1886-7. During the last 11½ years the amount of compensation so paid was no less than £322,900, equal to over a tenth of the gross receipts (£3,178,928), and was about twice as much as on all the other lines of the colony put together. The following table shows the amount payable during that period, the Hobson's Bay lines being distinguished from those embraced in the other railway systems:—

Compensation for railway accidents.

#### COMPENSATION FOR RAILWAY ACCIDENTS, ETC.\*, 1879 TO 1889-90.

Year.	Amount of Compensation payable.		
	Hobson's Bay lines.	Other lines.	Total.
	£	£	£
1879 ... ..	936	5,310	6,246
1880 ... ..	76	3,010	3,086
1881 ... ..	45,160	19,835	64,995
1882 ... ..	114,587†	17,141	131,728
1883 ... ..	25,802	27,737	53,539
1884 (first 6 months)	1,630	30,098	31,728
1884-5 ... ..	1,042	4,774	5,816
1885-6 ... ..	647	4,875	5,522
1886-7 ... ..	784	5,871	6,655
1887-8 ... ..	129,305	10,854	140,159
1888-9 ... ..	1,537	17,492	19,029
1889-90 ... ..	1,401	20,344	21,745
Total ... ..	322,907	167,341	490,248

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

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

Return on capital cost of each railway system.

208. The revenue returned in 1889-90 in proportion to the cost of construction (including rolling-stock) was  $8\frac{1}{3}$  per cent. on the Hobson's Bay lines, and  $4\frac{2}{3}$  per cent. on those of the North-Eastern system (which carries the Sydney traffic), but varied from  $\frac{1}{4}$  per cent. to  $3\frac{1}{4}$  per cent. on the other lines. All the lines, except the Northern, show a decreased percentage as compared with the previous year. The following are the results obtained on the working of the various systems during the four financial years ended with 1889-90, as calculated in the office of the Government Statist, Melbourne:—

PERCENTAGE OF NET REVENUE TO CAPITAL COST OF EACH RAILWAY SYSTEM, 1886-7 TO 1889-90.\*

	1886-7.	1887-8.	1888-9.	1889-90.
Northern system... ..	2·93	3·39	2·70	2·81
Western system ... ..	4·10	4·04	4·08	3·24
North-Eastern system ... ..	6·20	6·71	6·30	4·57
Eastern system (exclusive of Hobson's Bay lines)	2·83	2·53	1·75	·28
Hobson's Bay lines ... ..	7·52	1·35†	10·53	8·33
All lines ... ..	4·20	3·89	4·18	3·23

Gross income and expenditure of railways, 1853 to 1890-91.

209. According to a statement distributed to members of the Legislative Assembly in July, 1891, the aggregate income from the State railways from the earliest time to the 30th June, 1891, was £40,870,672, and the aggregate expenditure on construction, maintenance, and working (including expenditure from loans and interest thereon), was £83,594,436, thus leaving a debtor balance over the whole period of  $38\frac{1}{2}$  years, during which the railways have been in existence, of £42,723,764. Of this amount, however, £36,341,626 still appears in the railway account as capital expenditure, and the balance—£6,382,138—represents the deficiency which has been finally charged to the revenue of the colony. The following is a summary of the figures given in the statement referred to:—

VICTORIAN RAILWAYS' ACCOUNT WITH THE TREASURY, 1853 TO 1890-91.

Income in $38\frac{1}{2}$ years ... ..	£40,870,672
Expenditure from—	
Loans (construction only) ... ..	£33,585,446
Revenue—Interest and expenses ... ..	22,986,656
„ Construction ... ..	2,792,239†
„ All other (chiefly working expenses) ... ..	24,230,095
Aggregate expenditure ... ..	83,594,436
Dr. balance ... ..	£42,723,764

NOTE.—Advances from the revenue on account of loans have been included with loans.

\* According to the Report of the Commissioners for 1890-91, recently published, the results for the five systems for that year were respectively as follow:—2·52, 2·70, 4·31, 0·14, and 6·64.

† Low proportion due to Windsor accident. ‡ Derived from the alienation of Crown Lands.

210. The following table shows the number of miles of railway open, and the proportion that the extent of lines bore to area and population, in each of the Australasian colonies at the end of every fifth year from 1870 to 1885, and for the three years ended with 1889:—

Railways in  
Austral-  
asian  
colonies.

## RAILWAYS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Miles of Railway open on 31st December.		
		Number.	Per 10,000 Square Miles of Territory.	Per 100,000 Inhabitants.
Victoria* ...	1870	274	31	38
	1875	617	70	78
	1880	1,199	136	139
	1885	1,676	191	175
	1887	1,880	214	185
	1888	2,018	230	191
	1889	2,199	250	202
New South Wales ...	1870	335	11	67
	1875	437	14	74
	1880	850	28	115
	1885	1,777	57	186
	1887	2,081	67	200
	1888	2,206	71	203
	1889	2,252	73	201
Queensland ...	1870	206	3	178
	1875	265	4	146
	1880	633	9	280
	1885	1,434	21	455
	1887	1,765	26	481
	1888	1,931	29	498
	1889	2,064	31	508
South Australia ...	1870	133	1	72
	1875	274	3	130
	1880	667	7	249
	1885	1,063	12	339
	1887	1,420	16	441
	1888	1,518	17	477
	1889	1,774	20	547
Western Australia ...	1870	...	...	...
	1875	38	...	142
	1880	72	...	248
	1885	184	2	523
	1887	239	2	562
	1888	272	3	646
	1889	497	5	1,137

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

RAILWAYS IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Miles of Railway open on 31st December.		
		Number.	Per 10,000 Square Miles of Territory.	Per 100,000 Inhabitants.
Tasmania	1870	...	...	...
	1875	150	57	145
	1880	172	65	150
	1885	257	97	192
	1887	318	121	223
	1888	327	124	224
	1889	374	142	247
New Zealand	1870	...	...	...
	1875	542	52	144
	1880	1,258	121	259
	1885	1,654	159	288
	1887	1,841	177	305
	1888	1,865	179	307
	1889	1,912	183	308

NOTE.—For miles of railway open in each colony in 1890, see Summary of Australasian Statistics (third folding sheet) *ante*, also Appendix A. *post*.

Order of colonies in respect to length of railways.

211. During nine years Victoria added 1,000 miles to the length of her lines of railway, as compared with 1,400 in both New South Wales and Queensland, 1,100 in South Australia, and 650 in New Zealand. In 1889 the lines of Victoria extended over about 135 miles more than those of Queensland, but 53 miles less than those of New South Wales. The following is the order in which the respective colonies stood in 1889, in regard to the length of their lines of railway:—

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

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

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

212. In regard to the extent of railways open in proportion to area, Victoria was much in advance of the other colonies; but, in proportion to population, she occupied the lowest position, but one, on the list. The following is the order of the colonies in 1889 in these respects:—

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

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

213. The progress of railway extension on the continent of Australia, and on that continent with the addition of Tasmania and New Zealand, between 1870 and 1889, is shown in the following table. It will be observed that the length in 1889 in Australia was over nine times, and in Australasia nearly twelve times, as great as it was at the commencement of the period:—

## RAILWAYS IN AUSTRALIA AND AUSTRALASIA.

Year.	Miles of Railway Open on the 31st December.*	
	Continent of Australia.	Australia, with Tasmania and New Zealand.
1870	948	948
1875	1,631	2,323
1880	3,421	4,851
1885	6,134	8,045
1887	7,385	9,544
1888	7,945	10,137
1889	8,786	11,072

Railways in Australia and Australasia.

214. In 1889, there were on the continent of Australia an average of 3 miles of railway to every 1,000 square miles, or somewhat less than 300 miles to every 100,000 inhabitants; and on that continent, with the addition of Tasmania and New Zealand, there were 3.6 miles to every 1,000 square miles, or rather more than 300 miles to every 100,000 inhabitants.

Railways in Australasia in proportion to area and population.

215. 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 1,271 out of 1,774 miles have been constructed upon a 3 feet 6 inches gauge. In New South Wales, a 4 feet 8½ inches gauge has been adopted, but the private line of railway between Moama and Deniliquin, which is connected with the Victorian line from Sandhurst to Echuca, has been constructed upon a 5 feet 3 inches gauge. In Queensland, Western Australia, Tasmania and New Zealand all the railways have been constructed upon a gauge of 3 feet 6 inches.

Gauges of lines in Australasia.

216. The following is a statement of the length, capital cost, receipts, working expenses, and net revenue of the railways in each Australasian colony during the year 1889:—

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

\* See footnote to table following paragraph 210 *ante*.

LENGTH, CAPITAL COST, RECEIPTS, AND WORKING EXPENSES OF  
RAILWAYS IN AUSTRALASIAN COLONIES, 1889.\*

Colony.	At end of the Year.		During the Year. †		
	Number of Miles Open. †	Capital Cost. †	Receipts.	Working Expenses.	Net Revenue.
		£	£	£	£
Victoria ...	2,199	29,125,280	3,110,140	1,945,837	1,164,303
New South Wales ...	2,252	29,839,167	2,538,477	1,634,602	903,875
Queensland ...	2,064	13,332,046	868,123	595,149	272,974
South Australia ...	1,774	10,976,376	927,812	519,978	407,834
Western Australia ...	497	871,377	40,849	54,339	- 13,490§
<b>Total ...</b>	<b>8,786</b>	<b>84,144,246</b>	<b>7,485,401</b>	<b>4,749,905</b>	<b>2,735,496</b>
Tasmania ...	374	2,738,164	157,583	139,419	18,164
New Zealand ...	1,912	13,899,955	1,095,569	682,787	412,782
<b>Grand Total ...</b>	<b>11,072</b>	<b>100,782,365</b>	<b>8,738,553</b>	<b>5,572,111</b>	<b>3,166,442</b>

Cost per mile of railways in each colony.

217. The average cost of Government railways per mile, as deduced from the figures in the above table, ranges from £13,744 in New South Wales, and £13,245 in Victoria, to £4,271 in Western Australia. The following are the figures for each colony :—

CAPITAL COST PER MILE OF GOVERNMENT RAILWAYS IN EACH  
AUSTRALASIAN COLONY, 1889.\*

	£		£
1. New South Wales ...	13,744	5. Queensland ...	6,460
2. Victoria ...	13,245	6. South Australia ...	6,251
3. Tasmania ...	8,399	7. Western Australia ...	4,271
4. New Zealand ...	7,684		

Cost of railways per mile in various countries.

218. Comparing the figures just quoted with the following, it will be found that the capital cost of railways per mile has not been so high in Victoria and New South Wales as in the United Kingdom, France, Belgium, Germany, Switzerland, Austria, Holland, or Italy. In Tasmania the capital cost has been less than in any of the countries named except Sweden, Norway, and Cape Colony; whilst in the other Australasian colonies it has been lower than the capital cost in even those countries :—

\* The figures for Victoria and New South Wales are for the year ended 30th June, 1889; for New Zealand for the year ended 31st March, 1890; and those for the other colonies for the year ended 31st December, 1889. For later information respecting the railways in the various colonies, see Appendix A. *post*.

† The following lengths of private railways are included, viz. :—81 miles in New South Wales; 18 miles in South Australia; 293 miles in Western Australia; 48 miles in Tasmania; and 103 miles in New Zealand.

‡ Government lines only.

§ Excess of working expenses over receipts.

## CAPITAL COST PER MILE OF RAILWAYS IN VARIOUS COUNTRIES.

	Cost per Mile. £		Cost per Mile. £
England and Wales	51,559	Italy	16,894
United Kingdom	43,955	Ireland	13,270
Scotland	37,198	Canada	11,416
France	27,500	United States	11,157
Belgium	22,381	Australasia	9,572
British Dominions	20,751	India and Burma	8,997
Germany	20,282	Cape Colony	8,022
Austria	19,833	Norway	7,291
Switzerland	19,523	Sweden	6,083
Holland	18,566		

219. In 1889 the net railway revenue bore a higher proportion to the capital cost in Victoria than in any of the other Australasian colonies. South Australia derives a large profit from the traffic to the Broken Hill silver mines, situated just outside her frontier, which placed her next to Victoria. New South Wales was next, the proportion of revenue to capital cost being, however, 1 per cent. less than in Victoria. New Zealand and Queensland followed, the proportions, respectively, being 3 and 2 per cent. The proportion of revenue to cost in Tasmania was less than  $\frac{3}{4}$  per cent., whilst in Western Australia the railways were worked at an apparent loss of  $1\frac{1}{2}$  per cent.

## PROPORTION OF NET REVENUE TO CAPITAL COST OF STATE RAILWAYS IN EACH COLONY, 1889.\*

	Per Cent.		Per Cent.
1. Victoria	4.18	5. Queensland	2.07
2. South Australia	3.95	6. Tasmania	.71
3. New South Wales	3.20	7. Western Australia	-1.53†
4. New Zealand	3.02		

220. Taking the continent of Australia as a whole, the capital cost of Government railways averaged £10,024 per mile, and the proportion of net revenue to cost was 3.40 per cent. Combining the Australian continent with Tasmania and New Zealand, the capital cost averaged £9,572 per mile, and the proportion of net revenue to cost was 3.27 per cent.

221. The following figures compared with those relating to the Australasian colonies show the proportion of net revenue to capital cost to have been higher in Victoria than in any of the countries named except Cape Colony, Germany, India, Belgium, Argentine Confederation, England, Switzerland, and the United Kingdom, and higher in South Australia than in nearly one-half of the countries;

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

† The minus sign indicates a net loss.

whilst, in all the other colonies, the proportion was lower than in most of the countries named:—

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

	Per Cent.		Per Cent.
Cape Colony ...	5·74	British Dominions ...	3·93
Germany ...	5·40	Ireland ...	3·75
India and Burma ...	4·96	Scotland ...	3·68
Belgium ...	4·55	Australasia (1889) ...	3·27
Argentine Confederation ...	4·35	Sweden ...	3·24
England and Wales ...	4·32	Holland ...	3·18
Switzerland ...	4·21	Italy ...	2·62
United Kingdom ...	4·21	Norway ...	1·78
Austria-Hungary ...	4·10	Canada ...	1·46
France ...	3·99		

Actual and theoretical cost of Australasian railways.

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

ACTUAL AND THEORETICAL COST OF RAILWAYS IN THE  
AUSTRALASIAN COLONIES.

Colony.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten Times the Gross Receipts in 1889).	Actual in Excess of Theoretical Cost.
	£	£	£
Victoria ...	29,125,280	31,101,400	- 1,976,120*
New South Wales ...	29,839,167	25,384,770	4,454,397
Queensland ...	13,332,046	8,681,230	4,650,816
South Australia ...	10,976,376	9,278,120	1,698,256
Western Australia ...	871,377	408,490	462,887
Total ...	84,144,246	74,854,010	9,290,236†
Tasmania ...	2,738,164	1,575,830	1,162,334
New Zealand ...	13,899,955	10,955,690	2,944,265
Grand Total ...	100,782,365	87,385,530	13,396,835

223. The Standing Committee on Railways stated in their report that, under present conditions, the gross earnings of railways in

Victorian railways remunerative in 1888-9.

\* Actual less than theoretical cost by this amount.

† Net figures.

Victoria must be equal to at least 10 per cent. of their capital cost to pay working expenses and interest. These conditions were more than fulfilled in 1888-9, a calculation based on the figures in the table showing that the gross earnings of Victorian railways in that year exceeded  $10\frac{2}{3}$  per cent. of their capital cost.

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

Actual and theoretical cost of railways in various countries.

ACTUAL AND THEORETICAL COST OF CONSTRUCTING RAILWAYS  
IN VARIOUS COUNTRIES.

Country.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten times the Annual Receipts).	Actual in Excess of Theoretical Cost.	Actual Less than Theoretical Cost.
	£	£	£	£
United Kingdom ...	876,595,166	770,250,170	106,344,996	...
Scotland ...	115,983,977	83,078,500	32,905,477	...
Ireland ...	37,037,391	30,411,980	6,625,411	...
Australasia (1889) ...	100,782,365	87,385,530	13,396,835	...
Cape Colony ...	14,318,502	17,598,320	...	3,279,818
India and Burma* ...	144,931,384	145,163,450	...	232,066
Canada ...	158,453,426	87,811,700	70,641,726	...
Germany ...	503,771,000	584,480,000	...	80,709,000
France ...	562,105,000	463,750,000	98,355,000	...
Italy ...	121,583,000	94,510,000	27,073,000	...
Belgium ...	72,131,000	70,860,000	1,271,000	...
Russia ...	277,860,000	282,950,000	...	5,090,000
United States ...	1,791,267,000	2,068,450,000	...	277,183,000

225. In 1889 the length of lines open in Ireland and Scotland together was 2,877 miles less than the length open on the Australian continent; whilst the length open in England and Wales was about 3,000 miles greater than that upon the Australian continent, combined with Tasmania and New Zealand. Taking the United Kingdom as a whole, the working expenses were in the proportion of 52 per cent. of the receipts; whilst the net receipts amounted to over 4 per cent. of the capital cost. The following are the railway statistics of the United Kingdom for that year:—

Railways in United Kingdom.

\* Including Feudatory Native States.

## RAILWAYS IN THE UNITED KINGDOM, 1889.

Country.	Miles of Railway Open on the 31st December	Paid up Capital (Shares, Loans, etc.).	Number of Passengers (excluding Season Ticket Holders).	Traffic Receipts.	Working Expenses.
		£		£	£
England and Wales ...	14,034	723,573,798	683,263,574	65,675,969	34,402,969
Scotland ...	3,118	115,983,977	70,907,464	8,307,850	4,039,890
Ireland ...	2,791	37,037,391	21,012,035	3,041,198	1,651,257
Total United Kingdom	19,943	876,595,166	775,183,073	77,025,017	40,094,116

Daily receipts per mile on Victorian and British railways.

226. The gross daily receipts of the Victorian railways per mile open averaged £3 19s. 6d. in 1888-9, and £3 13s. 8d. in 1889-90.\* The latter proportion was 7s. 5d. higher than in New South Wales during the same year, and much larger than the average receipts upon any of the other Australasian railways, or than any of the British railways, except the Metropolitan, as shown by the following figures:—

## GROSS DAILY RECEIPTS PER MILE CONSTRUCTED.†

## AUSTRALASIAN RAILWAYS, 1889-90.

	Average Receipts per Mile per Day.		
	£	s.	d.
Victoria ...	3	13	8*
New South Wales ...	3	6	3
South Australia ...	1	16	0
New Zealand ...	1	13	8
Tasmania... ..	1	3	3
Queensland ...	1	2	7

## BRITISH RAILWAYS.

Metropolitan ...	11	9	1
London and Yorkshire ...	2	19	7
London, Chatham, and Dover ...	2	13	9
London and North-Western ...	2	4	6
London, Brighton, and South Coast ...	2	1	6
Midland ...	2	1	5
Great Northern ...	1	15	5
London and South-Western ...	1	12	11
North-Eastern ...	1	12	4
Great Eastern ...	1	7	1
Great Western ...	1	6	7
Caledonian ...	1	6	7
North British ...	1	0	1
Average ...	1	14	6

\* These calculations are based upon a comparison of 365 days with the total receipts, but except on the lines connecting Melbourne with its suburbs—where a limited traffic is carried on—the Victorian lines do not run on Sundays. If Sundays be excluded from the computation, the average daily receipts would be £4 12s. 8d. in 1888-9, and £4 5s. 11d. in 1889-90.

† See J. S. Jeans' paper, page 122.

227. Except as regards the United Kingdom and Australasia, the figures in the following table, showing the statistics of railways in the various British possessions during 1889, have been extracted and re-arranged from a return given in the *Colonial Office List*, 1891:—

## RAILWAYS IN BRITISH POSSESSIONS, 1889.

Country or Colony.	Number of Miles Open.	Capital Cost.	Receipts.	Working Expenses.	Net Revenue.
EUROPE.					
United Kingdom* ...	19,943	£ 876,595,166	£ 77,025,017	£ 40,094,116	£ 36,930,901
Malta ...	7½	90,000	...	...	...
ASIA.					
India and Burma } Indian Feudatory States	16,108	144,931,384	14,516,345	7,330,754	7,185,591
Ceylon ...	181	2,619,916	251,195	118,853	132,342
Protected Malay States	50	169,938	54,211	21,460	32,751
AFRICA.					
Cape Colony ...	1,785	14,318,502	1,759,832	937,703	822,129
Natal ...	259	3,000,000	848,698	512,698	336,000
Mauritius ...	92	800,000	127,585	92,502	35,083
AMERICA.					
Canada ...	12,628	158,453,426	8,781,170	6,466,259	2,314,911
Newfoundland ...	109	645,833	15,038	14,092	946
British Guiana ...	20	280,000	34,730	19,752	14,978
West Indies—					
Barbados ...	24	201,400	10,430	13,983	−3,553‡
Jamaica ...	64	775,000	55,646	34,356	21,290
Trinidad and Tobago	54¼	602,638	50,504	36,086	14,418
Australasia† ...	11,072	100,782,365	8,738,553	5,572,111	3,166,442
Total ...	62,396¾	1,304,265,568	112,268,954	61,264,725	51,004,229§

228. On the Indian railways (including those of the Native States), the number of passengers carried during the year 1889 was 110,650,472, and the weight of goods carried was 22,249,111 tons. The net earnings of the year 1889 was at the rate of £4 18s. 7d. per £100 invested.

229. From the latest official statistics, the following information respecting the railways of the various Foreign countries throughout the world has been extracted. Germany, France, and the United States are the only countries in the list which have a greater length open than the United Kingdom:—

\* For railway statistics of England, Scotland, and Ireland, see table following paragraph 225 ante.

† The length of private lines in Australasia (543 miles) is included in the first figure column, but the figures in the subsequent columns relate to Government lines only (10,529 miles). For railway statistics of the different Australasian colonies, see table following paragraph 216 et seq. ante.

‡ Excess of expenses over receipts.

§ Net figures.

## RAILWAYS IN FOREIGN COUNTRIES.

Country.	Year.	Miles of Railway Open.	Cost of Construction (000's omitted.)	Annual Number of Passengers Carried. (000's omitted.)	Annual Receipts. (000's omitted.)	Annual Expenses. (000's omitted.)
<b>EUROPE.</b>						
			£		£	£
Austria-Hungary ...	1888	15,618	305,042,	68,639,	24,440,	11,928,
Belgium ...	1889	2,776	72,131,	76,277,	7,086,	3,804,
Denmark ...	1888-9	1,048	...	9,120,	861,	725,
France ...	1889	20,440	562,105,	244,165,	46,375,	23,950,
German Empire ...	1888-9	24,845	503,771,	339,864,	58,448,	31,690,
Greece ...	1888	416	...	...	...	...
Holland ...	1889	1,715	31,840,	19,449,	2,291,*	1,277,*
Italy ...	1887	7,197	121,583,	45,519,	9,451,	6,264,
Portugal ...	1886	950	...	2,920,	937,	369,
Russia in Europe ...	1887	16,774	...	36,843,	25,217,	14,453,
Spain ...	1888	5,951	...	...	...	...
Norway ...	1888-9	970	7,078,	3,751,	467,	308,
Sweden ...	1888	4,675	28,415,	10,070,	2,298,	1,378,
Switzerland ...	1888	1,869	36,489,	27,079,	3,291,	1,754,
Turkey in Europe...	1890	904	...	...	...	...
<b>ASIA.</b>						
China ...	1888	86	...	...	...	...
Japan ...	1888-90	1,010	...	17,197,	1,200,	444,
Persia ...	1888	6	...	...	...	...
Turkey in Asia ...	1890	392	...	...	...	...
<b>AFRICA.</b>						
Algeria ...	1890	1,910	...	...	872,*	...
Tunis ...	1889	260	...	...	...	...
<b>AMERICA.</b>						
Argentine Confede- ration	1889-90	5,798	49,981,	...	7,050,	4,884,
Brazil ...	1889	5,582	56,109,	7,315,†	4,391,†	29,247,†
Chile ...	1890	1,700	8,041,	...	...	...
Colombia ...	1890	218	...	...	...	...
Costa Rica ...	1890	180	...	...	...	...
Cuba ...	1890	1,000	...	...	...	...
Guatemala ...	1890	99	...	...	...	...
Hawaii ...	1889	56	...	...	...	...
Honduras ...	1890	69	...	...	...	...
Mexico ...	1890	4,648	...	12,978,‡	1,152,‡	...
Nicaragua ...	1889	99	450,	...	...	...
Paraguay ...	1890	92	...	...	24,	17,†
Peru ...	1889	1,625	...	...	...	...
San Domingo ...	1889	72	...	...	...	...
San Salvador ...	1889	59	...	...	...	...
United States ...	1889	160,544	1,791,267,	495,125,	206,845,	139,931,
Uruguay ...	1889	440	...	...	...	...
Venezuela ...	1889	183	...	...	...	...

\* Figures for 1888.

† Figures for 1887.

‡ Figures for 1889.

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

Australasian and European railways in proportion to population and area.

#### RAILWAYS IN PROPORTION TO POPULATION IN AUSTRALASIAN AND EUROPEAN COUNTRIES.

Countries.	Year.	Number of Inhabitants per Mile of Railway.	Countries.	Year.	Number of Inhabitants per Mile of Railway.
Western Australia...	1889	94	Germany ...	1888-9	1,886
South Australia ...	"	176	United Kingdom ...	1889	1,928
Queensland ...	"	177	Belgium ...	"	2,195
New Zealand ...	"	323	Austria-Hungary	1888	2,624
Tasmania ...	"	380	Spain ...	"	2,949
New South Wales ...	"	481	Italy ...	1887	4,300
Victoria ...	1888-9	502	Portugal ...	1886	4,531
Switzerland ...	1888	1,570	Russia in Europe	1887	5,724
France ...	1889	1,870			

#### RAILWAYS IN PROPORTION TO AREA IN AUSTRALASIAN AND EUROPEAN COUNTRIES.

Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.	Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.
Belgium ...	1889	4.1	Victoria ...	1888-9	40.0
United Kingdom ...	"	6.2	New Zealand ...	1889	54.5
Germany ...	1888-9	8.4	Tasmania ...	"	70.5
Switzerland ...	1888	8.5	Russia in Europe	1887	124.0
France ...	1889	10.0	New South Wales	1889	137.3
Italy ...	1887	15.9	Queensland ...	"	323.8
Austria-Hungary ...	1888	16.9	South Australia ...	"	509.5
Spain ...	"	33.2	Western Australia	"	1,963.6
Portugal ...	1886	36.4			

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

Receipts per mile open in various countries.

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

	Annual Receipts per mile open.		Annual Receipts per mile open.
England and Wales	£4,680	Ireland	£1,090
United Kingdom	3,872	Cape Colony...	986
Scotland	2,664	India and Burma	901
Belgium	2,552	Australia	852
Germany	2,353	Australasia	789
France	2,269	Canada	695
British Dominions	1,799	South Australia	658
Austria-Hungary	1,565	New Zealand (1890)	614
Russia	1,503	Tasmania (1890-91)	424
Victoria (1889-90)	1,344	Queensland (1889-90)...	413
Italy	1,313	Western Australia (1890)	82
New South Wales (1889-90)	1,210		

Receipts per  
train mile  
in various  
countries.

232. By the following figures it would appear that the gross receipts of the railways per train mile are lower in Victoria by 2s. 4d. than in New Zealand, by 1s. 3d. than in New South Wales, and by 1s. 2d. than in South Australia, but are higher than those in Queensland or in any of the European countries named:—

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

AUSTRALASIAN COLONIES, 1889-90.

	Receipts per Train Mile.	
	s.	d.
New Zealand	7	8
New South Wales	6	7
South Australia	6	6
Victoria	5	4
Queensland	4	7

EUROPEAN COUNTRIES.

Austria-Hungary—Companies' lines...	5	1
Russia—Companies' lines	4	7
France—Companies' lines	4	3
Austria-Hungary—Private lines worked by the State	4	3
Italy—State lines	4	2
Russia—State lines	3	9
Austria-Hungary—State lines	3	6
Germany—Private lines worked by the State	3	6
„ Companies' lines	3	0
Belgium—Companies' lines	2	9
„ State lines	2	3
France—State lines	2	2

Receipts per  
ton on Aus-  
tralasian  
and  
European  
railways.

233. The Victorian railways received on the average about 6s. 6d. in 1888-9, and about 6s. 11d. in 1889-90, per ton of goods and live stock carried. According to the following figures, these tonnage rates are 5s. or 6s. lower than those prevailing in Queensland, South Australia, or Russia, and also lower than in New South Wales,

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

Roumania, or Italy, but higher than those prevailing in any of the other undermentioned countries. It should be borne in mind, however, that the distances travelled with goods in the Australasian colonies named are greater than those in Victoria; and it may be mentioned in reference to the high position of South Australia that more than one-half of the goods traffic of that colony is with the Broken Hill silver mines:—

AVERAGE AMOUNT OF FREIGHT RECEIVED ON RAILWAYS OF VARIOUS COUNTRIES PER TON OF GOODS CARRIED.\*

	Receipts per Ton Carried.			Receipts per Ton Carried.	
	s.	d.		s.	d.
Queensland (1889-90) ...	12	11	Austria-Hungary ...	6	1
South Australia (1889-90)	11	11	Denmark ...	4	7
Russia ...	11	11	Switzerland ...	4	7
New South Wales (1889-90)	8	4	Norway ...	3	6
Roumania ...	8	2	Germany ...	3	3
Italy ...	7	6	Holland ...	3	1
Victoria (1889-90) ...	6	11	Belgium ...	2	8
New Zealand (1889-90) ...	6	6	Luxemburg ...	0	11
France ...	6	3			

234. The following was the number of miles of railway open throughout the world at the end of decennial or quinquennial periods, from 1830 to 1885†, and also for the latest years; also the average annual increase between each period named and the preceding one:—

Railways of  
the world,  
1830 to  
1890.

RAILWAYS OF THE WORLD, 1830 TO 1889-90.

Year.	Total Length at end of years named.	Average Annual Increase between periods named.
	Miles.	Miles.
1830 ...	206	...
1840 ...	5,335	513
1850 ...	23,612	1,828
1855 ...	42,320	3,742
1860 ...	66,376	4,812
1865 ...	90,116	4,748
1870 ...	137,850	9,547
1875 ...	183,681	9,166
1880 ...	221,718	7,607
1885 ...	302,778	16,212
1887-8 ...	354,706	21,000‡
1888-9 ...	370,259	15,553
1889-90 ...	371,877	1,618

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

† The figures for 1885 and previous years have been derived from *L'Almanach de Gotha*, 1887, and those for subsequent years from McCarty's *Annual Statistician*. When the length was given in kilomètres it has been reduced to English miles on the assumption that a kilomètre is equivalent to .621 of a mile.

‡ Approximate.

Tramways.

235. By the *Melbourne Tramway and Omnibus Company's Act* 1883 (47 Vict. No. 765), passed on the 12th October, 1883, the company were authorized to construct tramways in the streets of Melbourne and suburbs. It was provided by the fourth schedule of that Act that the option of constructing the tramways should first be given to the twelve municipalities interested,\* any two of which were required to notify to the company their intention of doing so before the expiration of three months from the passing of the Act; but in case the municipalities should not elect to construct the tramways, the sole right was then to be vested in the company. All the municipalities, however, decided to exercise the power conferred upon them, and, the necessary notice to the company having been given, a Tramways Trust was formed, as provided by the Act. This body, which consists of seven delegates from the Melbourne City Council, and one from each of the other eleven municipalities, received full power to construct tramways, and to borrow money for that purpose, secured on the municipal property and revenues and on the tramways themselves. The Trust was required by the above-mentioned Act, as modified by the Amending Act (51 Vict. No. 952), to complete the tramways by the 31st December, 1890, and to grant a 32 years' lease of the tramways to the company, dating from the 1st July, 1884 (when the liability for interest commenced), and expiring on the 1st July, 1916. The company, on their part, are required to find all the rolling-stock, to keep the tramways and adjoining road, a total width of 17 feet, in complete repair; to hand back the lines in thorough order to the Trust at the expiration of the lease, and to pay to the Trust the annual interest on the moneys borrowed, not exceeding 5 per cent.; also to contribute annually a certain varying percentage on the sums borrowed, so as to form a sinking fund towards the ultimate extinction of the loans. The expenses of the Trust to the 31st December, 1892, are to be defrayed out of the loan; after that period by the company to an amount not exceeding £1,000 per annum, and the remainder by the municipalities; and the liability on account of loans is to be shared rateably amongst the different municipalities, according to the cost of the tramways within their municipal limits.† The total amount the Trust is empowered to borrow is £1,650,000,‡ of which £1,630,000 has been raised in London by means of debentures bearing interest at 4½ per

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

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

‡ Including £150,000 authorized on 22nd September, 1890, under Act 54 Vict. No. 1173.

cent.\* The expenditure of the Trust up to the 31st of December, 1890, amounted to £1,588,706. The following account of the tramways, and mode of working them, has been kindly furnished and brought on to the latest date by Mr. T. Hamilton, secretary to the Tramways Trust:—

The total length of tramways to be constructed amounts to 47 miles 3 furlongs, of which 43 miles 5 furlongs are to be worked by cables and stationary steam engines, and the remaining 3 miles 6 furlongs by horses. The last line, along the St. Kilda Esplanade,  $1\frac{3}{4}$  mile long, is on the cable system, and was opened on the 27th October, 1891, thus completing the present authorized system.

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

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

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

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

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

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

A uniform fare of 3d. is authorized to be charged on the tramway lines, except on the section between the Spencer-street and Prince’s-bridge Railway Stations, *via* Flinders-street, on which the fare is 1d. But the company is required to run, upon all lines open for traffic, every morning between the hours of 6 and 7 and every evening between the hours of 5.30 and 6.30 (Sundays and public holidays excepted), two or more carriages for workmen at a fare of three half-pence per journey. All

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\* For further information respecting the Tramways Trust loans, see paragraphs 287 and 288 in Vol. I.

fares will be, by Act No. 765, Section 26, subject to revision by Parliament after the lapse of 10 years from the date of 20 miles of tramway being opened for traffic, viz., on the 31st December, 1897.

The extent of lines open for traffic to the 30th June, 1891, was  $45\frac{1}{4}$  miles, consisting of  $41\frac{1}{2}$  miles of cable lines and  $3\frac{3}{4}$  miles of horse lines.

#### DATES OF OPENING LINES.

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

Tram Lines. (c) cable; (h) horse.	Length.				Date of Opening.
	M.	F.	CHS.	FT.	
1. Richmond (c) ... ..	3	4	9	10	11th November, 1885
2. Collins-street and Fitzroy (c)...	3	5	4	58	2nd October, 1886
3. Victoria-street East (c) ... ..	2	0	5	59	22nd November, 1886
4. Collingwood and Clifton Hill (c) ...	2	1	9	33	10th August, 1887
5. Bourke-street and Nicholson-street (c) ...	3	2	4	53	26th August, 1887
6. Brunswick (c) ... ..	4	3	3	19	1st October, 1887
7. Carlton (c) ... ..	3	0	0	13	21st December, 1887
8. Kew (incomplete) (h) ... ..	1	5	0	0	28th December, 1887
9. St. Kilda (c) ... ..	5	0	1	20	11th October, 1888
10. Prahran (c) ... ..	3	4	7	23	26th October, 1888
11. North Carlton (c) ... ..	1	2	0	0	9th February, 1889
12. Toorak (c) ... ..	1	2	8	23	15th February, 1889
13. Hawthorn (h) ... ..	2	1	0	0	20th January, 1890
14. North Melbourne (c) ... ..	3	5	0	0	25th February, 1890
15. North and West Melbourne (c) ... ..					18th April, 1890
16. Port and South Melbourne (c) ... ..	4	3	0	0	17th June, 1890
17. St. Kilda Esplanade (c) ... ..	1	6	0	0	27th October, 1891

Tramway  
passengers  
and  
receipts.

236. From information furnished by the secretary of the Melbourne Tramway and Omnibus Co., it appears that the number of passengers carried on tramways during the year 1890-91 was about 48 millions, whilst the total receipts amounted to nearly £563,000. The number of persons employed by the Company in September, 1891, was about 2,000. The following are the traffic returns for the last six years, placed side by side with figures showing the average length open :—

#### TRAFFIC OF MELBOURNE TRAMWAYS, 1885-6 TO 1890-91.

Year ended 30th June.	Average Extent Open (Double Track).	Passengers Carried.	Total Receipts.
	Miles.	No.	£
1886 ... ..	2·29	16,353,250	188,531
1887 ... ..	7·60	17,992,047	207,329
1888 ... ..	19·85	31,133,444	362,581
1889 ... ..	30·99	45,000,364	526,588
1890 ... ..	37·21	45,273,578	527,342
1891 ... ..	45·31	48,044,826	562,541

NOTE.—The first line was opened for traffic on the 11th November, 1885. The following rates of wages are paid by the Company :—First-class, Gripmen, 52s. ; Conductors, 50s. per week. Second class, an average of three-fourths of these amounts, except on special occasions when the men do more work and often earn first-class rates.

Tramway  
accidents.

237. During the first eighteen months the Melbourne street tramways were open, viz., from December, 1885, to June, 1887, 30 tramway accidents were recorded, resulting in the death of 7 persons,

and the more or less serious injury of 23 others. In 1888 the number of fatal accidents was also 7, in 1889 there were 3, and in 1890 there were 10. Of the latter, 8 were run over, one came into collision with a car, and one was struck by the gripper. No information has been furnished respecting non-fatal cases. The Company have caused a protector, made of iron, extending round the front and sides, to be fastened to the dummy cars, so as to minimize the number of serious accidents.

238. Besides the lines of the Melbourne Tramway and Omnibus Company, there is a cable tramway,  $2\frac{1}{4}$  miles in length, between Clifton Hill and Preston; an electric tramway, about 2 miles in length, between Box Hill and Doncaster; a horse tramway, 7 miles in length, between Sandringham and Cheltenham; and a horse tramway,  $1\frac{1}{2}$  mile in length, between Brunswick and Coburg. All these lines are the property of, and are worked by, limited liability companies. Other suburban tramways.

239. The number of vehicles licensed in Melbourne, and for a distance of eight miles beyond the corporate limits, in 1890, was 1981 for the conveyance of passengers, of which 727 were tram cars and dummies; whilst the number of drivers licensed for the conveyance of goods was 1,195. The following are the particulars:— Licensed vehicles in Melbourne.

NUMBER OF LICENSED VEHICLES IN MELBOURNE AND SUBURBS  
IN 1890.\*

FOR PASSENGER TRAFFIC.						Number.
Cabs (4 wheels) ...	...	...	...	...	...	901
Hansoms ...	...	...	...	...	...	283
Omnibuses ...	...	...	...	...	...	70
Tram cars ...	...	...	...	...	...	370
„ dummies ...	...	...	...	...	...	357
Total						1,981
FOR CONVEYANCE OF GOODS.						
Drivers licensed in 1890-91	...	...	...	...	...	1,195

240. The following table contains a statement of the average rates of wages paid in respect to engagements made in Melbourne, in 1890, 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 recognized working day for artizans and general labourers is eight hours:— Wages.

\* Extending for a distance of 8 miles beyond the corporate limits of the city.

## WAGES IN MELBOURNE, 1880, 1885, AND 1890.

Description of Labour.	1880.	1885.	1890.
<b>1.—DOMESTIC SERVANTS.</b>			
<i>Males.</i>			
Coachmen, footmen, } per week, with board grooms, gardeners } and lodging	15s. to 30s.	20s. to 30s.	20s. to 30s.
Butlers ... ..	...	20s. to 40s.	20s. to 40s.
<i>Females.</i>			
Cooks ... .. per annum, with board and lodging	£35 to £60	£40 to £75	£40 to £75
Laundresses ... ..	£30	£35 to £52	£40 to £52
Housemaids ... ..	£25 to £35	£25 to £40	£30 to £40
Nursemaids ... ..	£25 to £35	£20 to £40	£30 to £40
General servants ... ..	£30 to £35	£26 to £40	£30 to £40
Girls ... .. per week,	...	5s. to 8s.	8s. to 10s.
<b>2.—HOTEL SERVANTS.</b>			
<i>Males.</i>			
Barmen ... .. per week, with board and lodging	20s. to 40s.	30s. to 45s.	30s. to 45s.
Waiters ... ..	25s. to 35s.	20s. to 40s.	25s. to 40s.
Boots ... ..	15s. to 20s.	15s. to 20s.	15s. to 25s.
Ostlers ... ..	17s. 6d. to 20s.	17s. 6d. to 20s.	20s. to 25s.
Cooks ... ..	25s. to 40s.	20s. to 65s.	20s. to 65s.
<i>Females.</i>			
Barmaids ... .. per week, with board and lodging	15s. to 25s.	15s. to 25s.	20s. to 30s.
Waitresses ... ..	12s. 6d. to 15s.	15s. to 20s.	15s. to 20s.
Housemaids ... .. per annum,	£30 to £35	£30 to £40	£30 to £40
Cooks ... ..	£50 to £80	£50 to £100	£50 to £100
<b>3.—FARM SERVANTS.</b>			
<i>Males.</i>			
Ploughmen ... .. per week, and found	20s. to 21s.	20s. to 25s.	20s. to 25s.
Farm labourers ... ..	15s. to 20s.	15s. to 20s.	15s. to 20s.
Milkmen for dairies ... ..	15s. to 20s.	15s. to 20s.	15s. to 20s.
Cheesemakers ... ..	...	25s. to 40s.	25s. to 40s.
Reapers* ... .. per acre,	7s. 6d. to 15s.	10s. to 15s.	10s. to 15s.
Mowers* ... ..	4s. to 6s.	3s. 6d. to 6s.	4s. to 6s.
Threshers* ... .. per bushel,	5d. to 7d.	5d. to 7d.	5d. to 7d.
Cooks ... .. per annum,	£50	£50 to £60	£50 to £60
<i>Females.</i>			
Dairymaids ... .. per annum, with board and lodging	£30 to £35	£30 to £35	£30 to £35
Cooks ... ..	£30 to £35	£30 to £50	£30 to £35
General servants ... ..	£30 to £35	£30 to £35	£30 to £35
Hop-pickers ... .. per bushel	...	3½d. to 4½d.	3½d. to 4½d.
Maize-pickers ... .. per bag	...	6d.	6d.
Married couples } per annum, with board (generally useful) } and lodging	£60 to £70	£60 to £90	£60 to £80
<b>4.—STATION SERVANTS.</b>			
<i>Males.</i>			
Boundary riders ... .. per annum, with rations	£40 to £60	£40 to £60	£40 to £60
Shepherds ... ..	£40 to £50	£36 to £52	£36 to £52
Stockmen... ..	£60 to £70	£55 to £75	£50 to £75
Hutkeepers ... ..	£26 to £40	£26 to £40	£30 to £40

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

## WAGES IN MELBOURNE, 1880, 1885, AND 1890—continued.

Description of Labour.	1880.	1885.	1890.
<b>4.—STATION SERVANTS—continued.</b>			
<i>Males.</i>			
Cooks ... .. per annum, with rations	£45 to £55	£50 to £60	£60 to £70
Labourers ... .. per week, „	15s. to 20s.	15s. to 20s.	15s. to 20s.
Drovers ... .. „ „	25s. to 40s.	25s. to 40s.	25s. to 40s.
Sheepwashers ... .. „ „	15s. to 25s.	15s. to 25s.	15s. to 25s.
Shearers ... .. per 100 sheep shorn, with rations	12s. to 15s.	12s. to 15s.	15s. to 16s.
<i>Females.</i>			
Cooks ... .. per annum, with board and lodging	£45 to £55	£30 to £50	£30 to £50
General servants ... .. „ „	£18 to £40	£20 to £40	£30 to £45
Married couples ... .. per annum, with rations	£70 to £90	£60 to £90	£70 to £90
<b>5.—WORKERS IN BOOKS, ETC.</b>			
Printers—			
Compositors ... .. per 1,000 ... ..	1s.	1s. 1d.	1s. 2d.
Machinists ... .. per week ... ..	£2 10s. to £4	£2 10s. to £4	£2 10s. to £4
Lithographers ... .. „ ... ..	£2 10s. to £3 15s.	£2 10s. to £3 15s.	£2 5s. to £3 15s.
Binders ... .. „ ... ..	£2 to £3	£2 to £3	£3 to £3 10s.
Paper rulers ... .. „ ... ..	£3 to £3 10s.	£3 to £3 10s.	£3 to £3 10s.
Sewers and folders ... .. „ ... .. (females)	15s. to 25s.	15s. to 25s.	15s. to 25s.
<b>6.—IN WATCHES, JEWELLERY, AND PRECIOUS METALS.</b>			
Watchmakers ... .. per week ... ..	£3 10s. to £5	£3 10s. to £6	£2 to £4 10s.
Manufacturing jewellers ... .. „ ... ..	£2 15s. to £3 15s.	£2 15s. to £3 15s.	£2 to £5
Enamellers ... .. „ ... ..	£6 to £8	£6 to £8	£3 to £4
<b>7.—IN METALS OTHER THAN GOLD AND SILVER.</b>			
Blacksmiths ... .. per day ... ..	10s. to 13s.	10s. to 14s.	10s. to 12s.
Farriers—Firemen ... .. per week ... ..	£2 15s.	£2 15s.	£2 10s. to £3 10s.
„ Floormen ... .. „ ... ..	30s. to 40s.	30s. to 40s.	30s. to 50s.
Hammermen ... .. per day ... ..	7s. to 8s.	7s. to 8s.	6s. to 8s.
Fitters ... .. „ ... ..	9s. to 12s.	9s. to 12s.	8s. to 12s.
Turners ... .. „ ... ..	10s. to 13s.	10s. to 13s.	9s. to 13s.
Boilermakers and platers ... .. „ ... ..	11s. to 13s.	10s. to 14s.	10s. to 14s.
Riveters ... .. „ ... ..	9s. to 11s.	9s. to 11s.	10s. to 11s.
Moulders ... .. „ ... ..	10s. to 12s.	10s. to 12s.	10s. to 12s.
Brassfinishers, copersmiths ... .. „ ... ..	9s. to 12s.	8s. to 12s.	10s. to 12s.
Tinsmiths... .. per week ... ..	£2 to £3	£2 to £3	£2 to £3
Ironworkers ... .. „ ... ..	£2 10s. to £3	£2 10s. to £3	£2 to £3 10s.
Galvanizers ... .. „ ... ..	£3	£3	£2 to £3 10s.
Plumbers, gasfitters ... .. „ ... ..	£3	£2 10s. to £3 10s.	£3
<b>8.—IN CARRIAGES AND HARNESS.</b>			
Smiths ... .. per week ... ..	£2 10s. to £3 5s.	£2 5s. to £4	£2 10s. to £3 10s.
Bodymakers ... .. „ ... ..	£2 10s. to £3 10s.	£2 10s. to £4 10s.	£2 10s. to £3 10s.
Wheelers ... .. „ ... ..	£2 10s. to £3 10s.	£2 10s. to £3 10s.	£2 10s. to £3 10s.
Painters ... .. per day ... ..	8s. to 12s.	10s. to 12s. 6d.	6s. 6d. to 11s.

## WAGES IN MELBOURNE, 1880, 1885, AND 1890—continued.

Description of Labour.	1880.	1885.	1890.
<b>8.—IN CARRIAGES AND HARNESS—continued.</b>			
Trimmers ... .. per week ... ..	£2 10s. to £3 10s.	£2 10s. to £3 10s.	£2 to £3 10s.
Vycemen ... .. " ... ..	25s. to 40s.	30s. to 50s.	£2 10s.
Saddlers ... .. " ... ..	£2 15s.	£2 to £3	£2 to £5
<b>9.—WORKERS IN SHIPS AND BOATS.</b>			
Sailors—			
Sailing vessels ... per month, and found ...	£4 10s. to £5	£4 10s. to £5	£3 10s. to £5
Steamships ... .. " ... ..	£6	£6	£7
Ship carpenters, ship-wrights per day ... ..	13s.	12s. to 13s.	13s.
Stevedores' men, lumpers per hour ... ..	1s. 6d.	1s.3d. to 1s.6d.	1s. 3d.
<b>10.—IN HOUSES AND BUILDINGS.</b>			
Masons ... .. per day ... ..	10s. to 11s.	10s. to 12s.	10s. to 12s.
Plasterers ... .. " ... ..	10s.	10s. to 12s.	10s.
Bricklayers ... .. " ... ..	10s.	10s. to 12s.	10s. 8d.
Slaters ... .. " ... ..	10s.	12s.	10s.
Carpenters ... .. " ... ..	10s.	10s. to 12s.	10s.
Labourers ... .. " ... ..	6s. 6d. to 7s.	6s.6d. to 7s.6d.	7s. to 8s.
Painters and glaziers ... .. " ... ..	9s.	9s. to 10s.	8s. to 9s.
<b>11.—IN FURNITURE, ETC.</b>			
Cabinetmakers ... per week ... ..	£2 10s. to £3 10s.	£2 to £3 10s.	£2 to £3 15s.
Upholsterers ... .. " ... ..	£2 10s. to £4	£2 10s. to £4	£2 5s. to £3
Polishers ... .. " ... ..	£2 to £3	£2 to £3	£2 to £3
Coopers ... .. per day ... ..	10s.	10s.	9s. to 10s.
<b>12.—IN DRESS.</b>			
Tailors ... .. per hour ... ..	10d. to 1s.	10d.	10d. to 1s.
" ... .. per week ... ..	£2 10s. to £3	£2 10s. to £3	£2 10s. to £3
" in factories ... .. " ... ..	£2	£2 to £2 10s.	£2 to £2 10s.
Mantlemakers ... .. " ... ..	15s. to 20s.	15s. to 30s.	13s. to 30s.
Milliners—			
First class ... .. " ... ..	£3 10s.	£3 10s.	£3 to £4
Second class ... .. " ... ..	35s.	35s.	15s. to £2 5s.
Dressmakers ... .. " ... ..	15s. to 25s.	15s. to 25s.	15s. to 25s.
Needlewomen ... .. " ... ..	12s. to 20s.	12s. to 20s.	12s. to 20s.
Bootmakers ... riveting children's boots, per pair	6d.	6d.	5d.
" ... riveting boys' boots, per pair	10d.	10d.	9d.
" ... riveting women's boots, per pair	1s.	1s. to 1s. 6d.	1s. to 1s. 3d.
" ... riveting men's boots, per pair	1s. 3d.	1s. 3d.	1s. to 1s. 9d.
" ... making wellingtons to order	10s.	10s.	10s.
" ... making elastics to order...	7s. 6d.	7s. 6d.	6s. to 8s.
" Machinists per week ... ..	15s. to 30s.	15s. to 30s.	15s. to 25s.
Hatters—			
Bodymakers ... per dozen ... ..	12s. to 20s.	12s. to 22s.	10s. to 22s.
Finishers ... .. " ... ..	12s. to 24s.	12s. to 24s.	12s. to 24s.

WAGES IN MELBOURNE, 1880, 1885 AND 1890.—*continued.*

Description of Labour.	1880.	1885.	1890.
12.—IN DRESS— <i>continued.</i>			
Hatters—			
Shapers ... per dozen ...	4s. to 12s.	4s. to 12s.	4s. to 12s.
Crown sewers ... „ ...	3s. 6d. to 5s.	3s. 6d. to 5s.	3s. 6d. to 5s.
Trimmers ... „ ...	6s.	6s.	6s. to 9s.
Clothing Factories—			
Tailoresses ... per week ...	20s. to 35s.	12s. 6d. to 35s.	20s. to 35s.
Pressers ... „ ...	£2 to £2 15s.	£2 to £2 15s.	£2 to £3
Shirtmakers ... „ ...	12s. to 20s.	12s. to 25s.	12s. to 25s.
Machinists ... „ ...	15s. to 30s.	20s. to 35s.	20s. to 35s.
Drapers' assistants, carpet salesmen „ ...	£2 10s. to £4	£2 5s. to £4 10s.	£2 10s. to £5 10s.
13.—IN FOOD AND DRINK.			
Bakers—			
Foremen ... per week ...	£3	£3	£3
Second hands ... „ ...	£2 to £2 2s.	£2 10s.	£2 to £2 10s.
Butchers—			
Shopmen ... per week ...	35s. to 40s.	30s. to 40s.	30s. to 40s.
Slaughtermen ... „ ...	£2 to £2 10s.	£2 to £2 10s.	£2 10s. to £3
Boys ... „ with board ...	12s. 6d. to 20s.	15s. to 20s.	15s. to 20s.
Small-goods men ... „ „ ...	£1 10s. to £2	£1 10s. to £2	£1 15s. to £2 5s.
Maltsters ... „ ...	£2 to £2 10s.	£2 5s. to £3	£2 2s. to £2 5s.
14.—IN ANIMAL SUBSTANCES.			
Curriers ... per week ...	£2 10s. to £3 10s.	£2 10s. to £3 10s.	£2 10s. to £3 10s.
Tanners ... „ ...	38s. to 45s.	38s. to 45s.	38s. to 40s.
Beamsmen ... „ ...	£2 to £2 10s.	£2 to £2 10s.	38s. to 45s.
Shedsmen... „ ...	£2 2s. to £2 5s.	£2 2s. to £2 5s.	38s. to 50s.
Fellmongers ... „ ...	£1 16s. to £3	£1 16s. to £3	£1 16s. to £2 10s.
15.—IN STONE, CLAY, ETC.			
Brickmakers ... per 1,000 ...	18s. to 20s.	18s. to 20s.	15s. to 17s.
Navvies ... per day ...	6s. 6d.	6s. to 7s.	6s. 6d. to 8s. 6d.
Quarrymen ... „ ...	8s. to 12s.	8s. to 12s.	8s. 6d. to 12s. 6d.
Labourers... „ ...	6s. to 7s.	6s. 6d. to 7s. 6d.	6s. to 8s.
Stonebreakers ... per cubic yard...	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.	2s. to 4s.
16.—IN MINES.			
General managers ... per week ...	£2 10s. to £12	£2 10s. to £12	£3 to £12
Legal „ „ ...	10s. to £5	10s. to £5	5s. to £7
Mining „ „ ...	£2 5s. to £8	£2 5s. to £7	£2 10s. to £10
Engineers ... „ ...	£2 to £6	£2 to £5	£2 5s. to £5.
Engine-drivers ... „ ...	£2 to £3 10s.	£2 to £3 10s.	£2 5s. to £3 10s.
Pitmen ... „ ...	£1 16s. to £4	£2 to £4	£1 7s 6d to £4 10s
Blacksmiths ... „ ...	£2 to £4	£1 15s. to £3	£2 5s. to £3 10s.
Carpenters ... „ ...	£2 2s. to £4	£2 2s. to £4	£2 5s. to £3 12s.
Foremen of shift ... „ ...	£2 2s. to £3 10s.	£2 to £3	£2 5s. to £3
Miners ... „ ...	£2 to £2 10s.	£2 to £2 10s.	£2 to £3
Surfacemen (labourers) „ „ ...	£1 to £2 10s.	£1 10s. to £2 10s.	£1 15s. to £2 10s.
Boys ... „ ...	10s. to £2	15s. to £1 16s.	12s. to £2 5s.
Chinese ... „ ...	10s. to £2	12s. to 36s.	20s. to 30s.

Prices.

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

## PRICES IN MELBOURNE, 1880, 1885 AND 1890.

Articles.	1880.	1885.	1890.
<b>AGRICULTURAL PRODUCE.</b>			
Wheat ... .. per bushel	3s. 4d. to 4s. 9d.	3s. 6d. to 4s. 2d.	3s. 6d. to 5s.
Barley ... .. "	2s. to 6s.	2s. 6d. to 4s. 10d.	2s. 9d. to 5s. 10d.
Oats ... .. "	1s. 10d. to 3s.	2s. 4d. to 3s. 5d.	2s. 9d. to 4s. 6d.
Maize ... .. "	2s. 3d. to 3s. 7d.	4s. to 5s. 2d.	3s. 6d. to 4s. 10d.
Bran ... .. "	9d. to 1s.	11d. to 1s. 3d.	7½d. to 1s. 4d.
Hay ... .. per ton	£2 10s. to £4	£3 to £7	£3 to £4 15s.
Flour, first quality ... .. "	£8 12s. 6d. to £10 15s.	£7 10s. to £9 10s.	£7 10s. to £9 10s.
Bread ... .. per 4lb. loaf	5d. to 6d.	5d. to 6d.	4½d. to 6d.
<b>GRAZING PRODUCE.</b>			
Horses—			
Draught ... .. each	£14 to £58	£20 to £60	£10 to £43
Saddle and harness ... .. "	£5 to £50	£8 to £45	£6 10s. to £13
Cattle—			
Fat ... .. each	£6 to £9 17s. 6d.	£7 to £16	£4 10s. to £16 15s.
Milch cows ... .. "	£3 to £10 10s.	£5 to £12	£3 to £15
Sheep, fat... .. "	5s. 6d. to 16s. 6d.	7s. 6d. to 19s.	6s. to 18s. 6d.
Lambs, fat ... .. "	4s. to 9s. 6d.	5s. 6d. to 13s. 6d.	3s. 6d. to 14s. 6d.
Butchers' Meat—			
Beef, retail ... .. per lb.	2½d. to 6d.	4d. to 8d.	3½d. to 10d.
Mutton ,, ... .. "	1½d. to 5d.	1½d. to 5d.	2d. to 5d.
Veal ,, ... .. "	4d. to 6d.	5d. to 8d.	5d. to 9d.
Pork ,, ... .. "	6d. to 8d.	7d. to 9d.	7ā. to 9d.
Lamb ,, ... .. per quarter	2s. to 3s. 6d.	2s. to 3s. 6d.	2s. to 3s. 6d.
<b>DAIRY PRODUCE.</b>			
Butter ... .. per lb.	6d. to 1s. 8d.	10d. to 2s. 3d.	10d. to 2s. 10d.
Cheese ... .. "	5d. to 10d.	5d. to 1s.	6d. to 1s. 6d.
Milk ... .. per quart	4d. to 6d.	4d. to 6d.	5d.
<b>FARM-YARD PRODUCE.</b>			
Geese ... .. per couple	6s. to 10s.	7s. to 15s.	4s. to 8s. 6d.
Ducks ... .. "	5s. to 8s.	5s. to 9s.	3s. 6d. to 7s.
Fowls ... .. "	4s. 6d. to 6s.	4s. to 8s.	3s. to 5s. 6d.
Rabbits ... .. "	9d. to 1s. 6d.	6d. to 1s.	9d. to 1s. 4d.
Pigeons ... .. "	1s. to 3s.	2s. 6d. to 3s. 6d.	1s. to 2s. 6d.
Turkeys ... .. each	5s. to 12s. 6d.	7s. to 15s.	5s. to 15s.
Sucking pigs ... .. "	10s. to 12s. 6d.	10s. to 14s.	5s. to 15s.
Bacon ... .. per lb.	8d. to 1s.	8d. to 1s.	8d. to 1s. 4d.
Ham ... .. "	10d. to 1s. 2d.	10d. to 1s. 2d.	10d. to 1s. 6d.
Eggs ... .. per doz.	1s. to 2s.	10d. to 2s. 6d.	10d. to 2s. 6d.

PRICES IN MELBOURNE, 1880, 1885, AND 1890.—*continued.*

Articles.	1880.	1885.	1890.
<b>GARDEN PRODUCE.</b>			
Potatoes—			
Wholesale ... per ton	£2 10s. to £6	£2 5s. to £4 5s.	£3 10s. to £8
Retail ... per cwt.	4s. to 8s. 6d.	3s. to 5s.	3s. 6d. to 9s.
Onions, dried ... „	5s. to 14s.	4s. to 8s.	4s. to 12s.
Carrots ... per dozen bunches	6d. to 9d.	6d. to 9d.	6d. to 1s. 6d.
Turnips ... „	3d. to 8d.	4d. to 1s.	9d. to 2s.
Radishes ... „	3d. to 6d.	4d. to 6d.	4d. to 6d.
Cabbages ... per doz.	3d. to 3s.	1s. to 6s.	1s. to 4s.
Cauliflowers ... „	9d. to 4s.	2s. to 7s.	1s. to 5s.
Lettuces ... „	3d. to 1s.	1s. to 2s.	6d. to 2s.
Green peas ... per lb.	1d.	1d. to 3d.	1d. to 3d.
<b>MISCELLANEOUS ARTICLES.</b>			
Tea ... per lb.	8d. to 2s. 3½d.	1s. 6d. to 2s. 6d.	6d. to 2s.
Coffee ... „	8d. to 1s.	1s. 3d. to 1s. 6d.	8d. to 1s. 3d.
Sugar ... „	3d. to 5d.	3d. to 4d.	2d. to 3d.
Rice ... „	3d. to 4d.	2½d. to 4d.	2½d. to 4d.
Tobacco ... „	2s. 6d. to 5s.	3s. to 6s.	1s. 11d. to 5s.
Soap—Colonial .. „	2d. to 3½d.	3d. to 4d.	2½d. to 4d.
Candles—			
Sperm ... „	9d. to 1s.	9d. to 1s.	5d. to 1s.
Salt ... „	1d.	1d.	1d.
Coals ... per ton	28s. to 40s.	25s. to 36s.	26s. to 60s.
Firewood ... „	9s. to 12s.	9s. 6d. to 12s. 6d.	9s. to 16s.
<b>WINES, SPIRITS, ETC.</b>			
Ale ... per doz.	8s. to 11s.	5s. to 12s.	8s. to 11s.
Porter ... „	7s. to 10s. 6d.	5s. to 12s.	8s. to 10s. 6d.
Brandy ... per gall.	21s. to 33s.	22s. 6d. to 35s.	22s. 6d. to 35s.
Rum ... „	15s. to 18s.	15s. to 18s.	15s. to 18s.
Whisky ... „	17s. 6d. to 27s. 6d.	18s. to 28s.	18s. to 28s.
Geneva ... per case 15 bottles	60s. to 62s. 6d.	60s. to 62s. 6d.	60s. to 62s. 6d.
Port wine ... per doz.	35s. to 70s.	33s. to 72s.	35s. to 80s.
Sherry ... „	35s. to 70s.	35s. to 75s.	33s. to 80s.
Claret ... „	30s. to 65s.	32s. 6d. to 70s.	18s. to 95s.
Champagne ... „	75s. to 100s.	70s. to 105s.	33s. to 115s.
Colonial wine ... „	12s. to 28s.	12s. to 30s.	12s. to 30s.

242. The price of gold in 1890 ranged from £3 to £4 5s. per oz. Price of gold. Its purity, and consequently its value, varies in different districts. In the last quarter of 1890 the lowest price quoted (£3 per oz.) was in the Beechworth district, but the great bulk of the gold was stated to have realised from £3 15s. to as much as £4 5s. per oz. The highest averages were in the Ballarat and Castlemaine districts, in which the prices ranged from £3 17s. to £4 3s. and from £3 17s. 6d. to £4 2s. 6d. respectively.

243. The returns of live stock imported overland, made by the Imports of live stock overland. inspectors of stock, always differ more or less from those of the

officers of the Customs. In 1890, the former showed a larger number in regard to horses, about the same number in regard to pigs, but smaller numbers in regard to sheep and 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, 1890.

	Horses.	Cattle.	Sheep.	Pigs.
According to returns of the stock inspectors	... 4,139 ...	151,517 ...	2,081,436 ...	3,069
According to returns of the Customs	... 3,730 ...	152,791 ...	2,212,947 ...	3,062

Value of  
live stock  
overland.

244. According to the Customs returns, the value of live stock (inclusive of pigs) imported overland in 1890 was £1,943,353. The import duty payable on such stock would be £94,355, equivalent to not quite  $4\frac{3}{4}$  per cent. of the value; the rate of duty is 5s. each for horses and cattle (calves being free), 6d. for sheep, and 2s. for pigs.

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