

## PART VI.—INTERCHANGE.

Weights and  
measures.

1135. The weights and measures used in Victoria are in every respect similar to those in use in the United Kingdom.

Foreign  
weights and  
measures.

1136. 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, WITH THEIR ENGLISH  
EQUIVALENTS.

Countries.	Foreign Weights and Measures.	English Equivalents.
Austria, Belgium, France, Germany, Holland, Italy, Norway, Por- tugal, Spain, Sweden, and Switzerland	Kilomètre ... ..	·621 of a mile
	Square kilomètre ... ..	·386 of a square mile
	Are ... ..	·0247 of an acre
	Hectare ... ..	2·47 acres
	Cubic mètre ... ..	1·308 cubic yards
	Mètre ... ..	1·094 yard, or 3·28 feet
	Kilogramme ... ..	2·204 lbs. avoirdupois
	Quintal métrique ... ..	220·4 lbs. avoirdupois
	Tonneau (coal) ... ..	2,204 lbs. avoirdupois
Austria ... ..	Hectolitre (liquid measure)	22 Imperial gallons
	(cereals, &c.) ... ..	2·75 Imperial bushels
China and Japan	Zoll. Centner ... ..	110 lbs. avoirdupois
	Ts <sup>c</sup> . un ... ..	1·41 inch
	Ch <sup>c</sup> . ih ... ..	1·175 foot
	Chang... ..	11·75 feet
	Li ... ..	2,115 feet
	Tael ... ..	12 ounces
	Catty ... ..	1·33 lbs. avoirdupois
Denmark ... ..	Picul ... ..	133½ lbs. avoirdupois
	Dansk mil ... ..	4·68 miles
	Geo. mil ... ..	4·61 miles
	Geo. sq. mil ... ..	21·195 square miles
	Tøndeland ... ..	1·36 acres
	Tönde (corn) ... ..	3·8 Imperial bushels
Greece ... ..	(coal) ... ..	4·6775 bushels
	Pund ... ..	1·102 lb. avoirdupois
	Ocque... ..	2·84 lbs. avoirdupois
	Quintal ... ..	123·2 lbs. avoirdupois
	Livre ... ..	1·1 lb. avoirdupois
Russia ... ..	Drachme ... ..	½ ounce
	Verste... ..	·663 mile.
	Sq. verste ... ..	·44 square mile
	Desiatine ... ..	2·7 acres
	Pood ... ..	36 lbs. avoirdupois
Sweden ... ..	Berkovet ... ..	360 lbs. avoirdupois
	Tchetvert ... ..	5·77 Imperial bushels
	Vedro ... ..	2·7 Imperial gallons
	Tunnland ... ..	1·22 acre
Sweden ... ..	Centner ... ..	93·7 lbs. avoirdupois
	Tunna ... ..	4·5 Imperial bushels

1137. The returns of imports and exports, as given in the following pages, are arranged according to a system of classification recommended by the Statistical Conference of representatives of the Australasian colonies held in Tasmania in 1875,\* the principle kept in view being that articles of a like nature should be classed together, and the form adopted that employed in the tabulation of the Victorian Census Return of Occupations, means being thereby afforded of making calculations in respect to the number of persons in the colony working at the various trades in connexion with which articles are manufactured similar to those imported into and exported from the colony. The year under review is the tenth in which this mode of classification has been used in Victoria. It has met with the approval of eminent statisticians in Europe and elsewhere, but up to the present time has only been adopted by one of the other colonies represented at the Conference.

Imports and exports classified.

1138. The Customs valuations are made upon the following principle. In the case of the imports, goods on which *ad valorem* duties are payable are by law appraised at their fair market value at the principal markets of the country whence they were exported, with 10 per centum added.† Valuations of other goods may be practically said to be their cost price on landing, *i.e.*, their invoice values with the addition of freight and charges. In the case of the exports, the valuations are presumed to be the actual values in the local markets at the time of shipment. 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.

Mode of valuing imports and exports.

1139. In the following table, the rate of import duty is given, and the amount collected in connexion with each article. The quantities of the various articles are also given where possible, as well as the values, and, in addition, the excess of imports over exports, or the contrary, of each article.

Table of imports and exports.

1140. 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.

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

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

CLASSIFICATION OF ENTRIES OF ARTICLES IMPORTED AND EXPORTED.

CLASS I.—ART AND MECHANIC PRODUCTIONS.

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

CLASS II.—TEXTILE FABRICS AND DRESS.

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

CLASS III.—FOOD, DRINKS, ETC.

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

CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

- Order 24. Animal substances  
 „ 25. Vegetable „  
 „ 26. Oils \*

CLASS V.—MINERALS AND METALS.

- Order 27. Articles connected with mining  
 „ 28. Coal, &c.  
 „ 29. Stone, clay, earthenware, and glass  
 „ 30. Water  
 „ 31. Gold, silver, specie, and precious stones  
 „ 32. Metals other than gold and silver

CLASS VI.—LIVE ANIMALS AND PLANTS.

- Order 33. Animals and birds  
 „ 34. Plants

CLASS VII.—MISCELLANEOUS MATTERS.

- Order 35. Miscellaneous articles of trade, &c.  
 „ 36. Indefinite articles.

INDEX.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Acid—acetic, other	... 14	Asphalte	... 14	Black oil	... 26
Aërated waters	... 23	Axle—arms, boxes	... 10	„ sand	... 32
Agricultural — imple- ments, machinery	... 9	Axles	... 10	Blankets	... 15
Air-bricks	... 12	Bacon	... 21	Blasting powder	... 8
Ale and porter	... 23	Bagging	... 20	Blue	... 25
Alkali	... 14	Bags, sacks	... 20	Boats	... 11
Almond oil	... 26	„ paper	... 25	Boilers, steam	... 9
Almonds	... 22	Bark	... 25	Bolts and nuts	... 32
Alum	... 14	Barley	... 22	Bone-dust	... 24
Anchors	... 11	Basket and wicker ware	25	Bones	... 24
Animal food	... 21	Bass	... 25	Bonnets	... 19
„ substances	... 24	Bath bricks	... 29	Books, printed	... 1
Animals and birds	... 33	Beans	... 22	Boots	... 19
Antimony—crude, ore, regulus	... 32	Bêche de mer	... 21	Boot-webbing	... 20
Apparel	... 19	Beef—salted	... 21	Borax	... 14
Arms and ammunition	8	Beer	... 23	Bottled fruit	... 22
Arrowroot	... 22	Beeswax	... 24	Bottles	... 29
Arsenic	... 14	Benzine	... 26	Bran	... 25
Artificial flowers	... 19	Birds	... 33	„ bags	... 20
		Biscuits	... 22	Brandy	... 23
		Bitters	... 23	Brassware	... 32

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

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Bricks—air, clay, fire	12	Combs ...	24	Flock ...	24
"    bath ...	29	Confectionery ...	22	Floorcloth ...	20
Bristles ...	24	Copper—ore, regulus,		Flour ...	22
Broadcloths, &c. ...	15	sheet, ware,		sacks ...	20
Broom corn ...	25	wire ...	32	Flowers, artificial ...	19
Brooms—hair, brush-		"    specie ...	31	Food, animal ...	21
ware ...	35	Copra ...	25	"    vegetable ...	22
Brownware ...	29	Cordage ...	20	Fresh fish, meat ...	21
Brushware, brooms ...	35	"    iron, steel ...	32	Fruit—bottled, dried,	
Buckets and tubs, iron	32	Cordials ...	23	green, currants, rai-	
Building materials ...	12	Cork and corks cut ...	25	sins ...	22
Butter, butterine ...	21	Cornsacks ...	20	Fuel ...	28
Canary seed ...	25	Cotton and flax manu-		Furniture, furniture	
Candles ...	24	factures ...	17	springs ...	13
Canes ...	25	Cotton seed oil ...	26	Furs ...	19
Cannons ...	8	Cotton—piece goods,		Fuse ...	8
Canvas ...	20	waste, wick	17	Galvanized iron—cord-	
Caps and hats—felt,		"    raw ...	25	age, buckets, tubs,	
silk, straw, &c. ...	19	Curiosities ...	36	guttering, sheet,	
Caps, percussion ...	8	Currants ...	22	ware ...	32
Carbolic acid ...	14	Cutlery ...	9	Gasaliers & chandeliers	13
Cards, playing ...	1	Dogs ...	33	Gasoline oil ...	26
Carpeting ...	15	Doors ...	12	Gelatine, blasting ...	8
Carriages, carriage ma-		Drake ...	25	Gin ...	23
terials ...	10	Drapery ...	18	Ginger, ground ...	23
Cartridges, cartridge		Dress ...	19	Glass—bottles, plate,	
cases ...	8	Dried fruit ...	22	window, ware ...	29
Carts, waggons, &c. ...	10	Drinks and stimulants	23	Gloves ...	19
Carving, figures, &c. ...	4	Druggeting ...	15	Glucose ...	22
Casks ...	25	Drugs ...	14	Glue, glue pieces ...	24
Castor oil ...	26	Dyes ...	14	Glycerine ...	14
Cattle ...	33	Dynamite ...	8	Goat skins ...	24
Cement ...	12	Earthenware ...	29	Goats ...	33
Chaff ...	25	Eggs ...	21	Gold—leaf, plate, spe-	
Chain cables ...	11	Electro-plated ware ...	32	cie ...	31
Chandeliers & gasaliers	13	Emus ...	33	Goods manufactured,	
Cheese ...	21	Engine-packing ...	20	unenumerated ...	36
Chemicals ...	14	Engines, steam ...	9	Grain ...	22
Chicory ...	23	Engravings ...	3	Gram ...	22
China matting ...	20	Essences and essential		Grass seeds ...	25
"    ware ...	29	oils ...	14	Grates and stoves ...	32
Chinese oil ...	26	Explosives ...	8	Grease ...	24
Chocolate ...	23	Fancy goods ...	35	Greasy wool ...	24
Cider ...	23	Feathers ...	24	Grindery ...	35
Cigars, cigarettes ...	23	"    ornamental ...	19	Grindstones ...	29
Clay tobacco pipes ...	4	Felt—sheathing, &c. ...	20	Guano ...	14
Clocks ...	6	"    hoods ...	19	Gum ...	25
Clover seed ...	25	Fencing wire ...	32	Gun caps ...	8
Coal ...	28	Fibre ...	25	Gun cotton ...	8
Cocoa beans ...	23	Firearms ...	8	Gunny bags ...	20
Cocoanut fibre ...	25	Firebricks ...	12	Gunpowder ...	8
"    oil ...	26	Fireworks ...	5	Gutta-percha goods ...	25
Cocoanuts ...	22	Firewood ...	25	Haberdashery ...	18
Cod, cod-liver oil ...	26	Fish—fresh, preserved,		Hair—curled, seating	24
Coffee ...	23	salted, shell ...	21	Hams ...	21
Coir and other matting	20	"    ova ...	33	Hardware ...	35
Coke ...	28	Flannels—piece ...	15	Hares ...	33
Colours ...	14	Flax ...	25	Harmoniums ...	2
Colza oil ...	26	"    manufactures ...	17	Harness ...	10

## INDEX—continued.

Entries.	Order.	Entries.	Order.	Entries.	Order.
Hats and caps—felt, silk, straw, &c. ...	19	Machinery—agricultu- ral, weaving and spinning	9	Oatmeal ...	22
Hatters' materials ...	19	Machines, tools, and implements ...	9	Oats ...	22
Hay ...	25	Maize ...	22	Oilcake ...	25
Hemp ...	25	Maizena and corn flour	22	Oilcloth ...	20
Hides ...	24	Malt ...	22	Oilmen's stores ...	35
Hollowware ...	35	Manufactured articles of cotton, woollens, silks, &c. ...	18	Oils of all kinds ...	26
Honey ...	21	Manufactures of fibrous materials	20	„ in bottles ...	26
Hoofs ...	24	„ mixed metals	32	Olive oil ...	26
Hops ...	23	Manures ...	14	Onions ...	22
Horned cattle ...	33	Marble ...	29	Opium ...	14
Horns ...	24	Matches ...	14	Opossum skins ...	24
Horses ...	33	Materials, building ...	12	Optical instruments ...	6
Hosiery ...	19	„ carriage ...	10	Ordinance stores ...	35
Implements, agricul- tural ...	9	„ hatters' ...	19	Ore—antimony, cop- per, iron, lead, tin	32
Indefinite articles ...	36	„ printing ...	35	„ bags ...	20
Indiarubber goods ...	25	„ telegraphic ...	35	Ores, mineral earths, clays, &c. ...	32
Ink—printing, coloured, and writing ...	14	„ watchmakers' ...	6	Organs ...	2
Instruments, musical ...	2	Mats ...	20	Ornamental feathers ...	19
„ optical ...	6	Matting—China, coir ...	20	Ova ...	33
„ scientific ...	6	Meal, linseed ...	25	Oxalic acid ...	14
„ surgical ...	7	„ oat ...	22	Paintings ...	3
Iron—bar, castings, gal- vanized, hoop, ores, pig, pipes, plate, rod, scrap, sheet, ware, wire, &c. ...	32	Meats—fresh, preserved	21	Paints ...	14
Ironmongery ...	35	Medicinal oil ...	26	Palm oil ...	26
„ saddlers' ...	10	„ roots ...	14	Paper—bags, hangings, patterns, printing, wrapping, writing ...	25
Isinglass ...	21	Medicines, patent ...	14	Parasols ...	19
Ivory ...	24	Meerschaum pipes ...	4	Patent leather ...	24
Jaconet frilling and ruffling, &c. ...	19	Metals, other than gold and silver ...	32	„ medicines ...	14
Jams and preserves ...	22	Methylated spirits ...	14	Peanuts ...	22
Jewellery ...	31	Milk, preserved ...	23	Pearl barley ...	22
Jute ...	25	Millet ...	25	„ shell ...	24
„ piece goods ...	20	Millinery ...	19	Pease ...	22
Kangaroo skins ...	24	Millstones ...	29	Peel, drained ...	22
Kerosene oil ...	26	Mineral earths, clays, &c. ...	32	Pepper ...	23
„ shale ...	28	„ oil, undefined	26	„ ground ...	23
Lamps and lampware	13	Miscellaneous articles of trade ...	35	Perfumed spirits ...	23
Lard ...	21	Molasses ...	22	Perfumery ...	23
„ oil ...	26	Mouldings ...	4	Personal effects ...	36
Lead—ore, pig, pipe, sheet ...	32	Musical instruments ...	2	Phormium, N. Z. ...	25
Leather, leatherware ...	24	Muslins ...	17	Photographic goods ...	35
Leeches ...	33	Mustard ...	23	Pianofortes ...	2
Lime ...	12	Mutton-bird oil ...	26	Pickles ...	23
Limejuice ...	23	Nails ...	32	Picric acid ...	14
Linen piece goods ...	17	Naphtha ...	14	Pigs ...	33
Linseed meal ...	25	Natural history, speci- mens of ...	36	Pine oil ...	26
„ oil ...	26	Neatsfoot oil ...	26	Pipes—iron, lead ...	32
Liquorice ...	22	Nets and netting ...	20	„ tobacco ...	4
Lithofracteur ...	8	Nut oil ...	26	Pistols ...	8
Live animals ...	33	Nuts ...	22	Pitch ...	25
Lubricating oil ...	26	Oakum ...	25	Plants ...	34
Macaroni ...	22	Oars ...	11	Plaster of paris ...	29
				Platedware ...	32
				Plumbago ...	32
				Pollard ...	25
				Porcelain ...	29
				Pork, salted ...	21

## INDEX—continued.

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

## IMPORTS, 1886.

\*\*\* 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, &amp;c.</i>				
Free ...	...	Books, printed ... ..	...	194,236
3s. per doz. packs	1,501	Cards, playing ... doz. packs	9,764	3,231
20 per cent. and free	11,904	Stationery* ... ..	...	104,583
<i>Order 2.—Musical Instruments.</i>				
25 per cent.	73	Harmoniums... .. No.	33	511
" ...	2,085	Organs ... ..	731	9,160
" ...	20,485	Pianofortes ... ..	4,640	104,329
Free ...	...	Others, undescribed ... ..	...	13,917
<i>Order 3.—Prints, Pictures, &amp;c.</i>				
Free ...	...	Paintings and engravings ... ..	...	15,420
" ...	...	Works of art ... ..	...	3,064
<i>Order 4.—Carving, Figures, &amp;c.</i>				
25 per cent.	39	Mouldings, gilt ... ..	...	155
Free ...	...	" picture frame ... ..	...	7,606
25 per cent.	...	" other ... ..	...	...
" ...	207	Pipes, tobacco—clay ... gross	9,563	777
" ...	438	" meerschaum ... ..	...	1,932
12s. ₤ gross	3,099	" wooden ... gross	4,973	20,129
25 per cent.	89	Turnery ... ..	...	376
<i>Order 5.—Tackle for Sports and Games.</i>				
20 per cent.	328	Fireworks ... ..	...	1,619
Free ...	...	Toys ... ..	...	14,265
<i>Order 6.—Watches, Philosophical Instruments, &amp;c.</i>				
20 per cent.	2,848	Clocks ... ..	...	14,021
Free ...	...	Instruments, optical ... ..	...	7,929
" ...	...	" scientific ... ..	...	25,080
20 per cent.	11,494	Watches ... ..	...	64,356
Free ...	...	Watchmakers' materials ... ..	...	4,207
<i>Order 7.—Surgical Instruments.</i>				
Free ...	...	Instruments, surgical ... ..	...	11,449

\* See also "Paper," Order 25.

## EXPORTS, 1886.

\*\* 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 I.—ART AND MECHANIC PRODUCTIONS.</b>				
<i>Order 1.—Books, &amp;c.</i>				
...	73,295	Books, printed ... ..	...	+ 120,941
1,303	587	Cards, playing ... doz. packs	+ 8,461	+ 2,644
...	34,958	Stationery * ... ..	...	+ 69,625
<i>Order 2.—Musical Instruments.</i>				
8	126	Harmoniums ... .. No.	+ 25	+ 385
151	2,506	Organs ... ..	+ 580	+ 6,654
567	16,178	Pianofortes ... ..	+ 4,073	+ 88,151
...	3,512	Others, undescribed ... ..	...	+ 10,405
<i>Order 3.—Prints, Pictures, &amp;c.</i>				
...	11,520	Paintings and engravings ... ..	...	+ 3,900
...	1,193	Works of art ... ..	...	+ 1,871
<i>Order 4.—Carving, Figures, &amp;c.</i>				
...	175	Mouldings, gilt ... ..	...	- 20
...	1,007	„ other ... ..	...	+ 6,599
833	204	Pipes, tobacco—clay ... gross	+ 8,730	+ 573
...	1,201	„ „ meerschaum ... ..	...	+ 731
891	4,831	„ „ wooden ... gross	+ 4,082	+ 15,298
...	580	Turnery ... ..	...	- 204
<i>Order 5.—Tackle for Sports and Games.</i>				
...	101	Fireworks ... ..	...	+ 1,518
...	1,107	Toys ... ..	...	+ 13,158
<i>Order 6.—Watches, Philosophical Instruments, &amp;c.</i>				
...	2,353	Clocks ... ..	...	+ 11,668
...	1,787	Instruments, optical ... ..	...	+ 6,142
...	5,440	„ scientific ... ..	...	+ 19,640
...	14,469	Watches ... ..	...	+ 49,887
...	528	Watchmakers' materials ... ..	...	+ 3,679
<i>Order 7.—Surgical Instruments.</i>				
...	181	Instruments, surgical ... ..	...	+ 11,268

\* See also "Paper" Order 25.

IMPORTS, 1886—*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 8.—Arms, Ammunition, &amp;c.</i>				
Free ...	...	Arms, military ... No.	...	...
" ...	...	" pistols, &c. ...	1,433	882
" ...	...	" sporting ...	8,565	13,823
" ...	...	Ammunition, &c., caps ...	...	3,701
" ...	...	" cartridges ...	...	2,149
" ...	...	" cartridge cases ...	...	2,284
4d. per lb.	2,733	" dynamite ... lbs.	216,300	15,988
1½d. per coil	769	" fuse ... coils	115,131	3,419
5d. per lb.	2,125	" gelatine, blasting lbs.	141,000	13,490
" ...	17	" " dynamite "	10,000	200
" ...	17	" gun cotton "	3	4
1d. per lb.	...	" lithofracteur "	...	...
" ...	3,941	" powder, blasting "	935,070	20,394
3d. per lb.	1,180	" " sporting "	91,268	10,155
Free ...	...	" " fine "	78,460	2,478
1d. per lb.	475	" shot ... "	103,893	808
<i>Order 9.—Machines, Tools, and Implements.</i>				
25 per cent.	...	Boilers, steam ... No.	1	124
Free ...	...	Cutlery ...	...	29,272
25 per cent.	5,232	Engines, steam ... No.	87	18,311
20 per cent.	3,259	Implements, agricultural, undescribed ...	...	15,841
Free ...	...	Machinery, agricultural ...	...	17,692
" ...	...	" spinning and weaving ...	...	4,331
" ...	...	" undescribed ...	...	33,571
25 per cent.	22,291	" " ...	...	111,069
Free ...	...	Sewing machines ... No.	18,305	51,491
" ...	...	Tools and utensils ...	...	39,962
" ...	...	Cream separators ...	...	432
<i>Order 10.—Carriages, Harness, &amp;c.</i>				
10s. per arm	937	Axles and arms ... No.	1,986	1,506
7s. per arm	687	" " ... "	1,996	1,075
4s. 6d. p. arm	876	" mail patent ... "	4,360	1,729
4s. 6d. p. arm	512	" common nut ... "	1,346	475
3s. per arm	1,404	" " ... "	11,753	1,765
25 per cent.	805	" common dray ... "	5,309	3,268
" ...	38	Axle-boxes ... "	1,744	149
Carriages and carts—				
£50 each ...	556	Barouches, broughams, mail phaetons, drags, &c. "	11	1,654
£40 each ...	120	Omnibuses and coaches ... "	3	350
£20 to £10 each, and 20 per cent.	835	All other kinds ... "	131	3,070
25 per cent.	1,750	Carriage materials ...	...	6,999
Various ...	1,336	" wheels, poles, shafts, and bars, undergear ...	...	1,906
25 per cent.	1,415	Saddlery and harness ...	...	5,535
Free ...	...	Saddlers' ironmongery ...	...	9,437
10s. per doz.	36	Saddle-trees (harness) ... doz.	63	114
20s. per doz.	133	" (riding) ... "	138	471

## EXPORTS, 1886—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 8.—Arms, Ammunition, &amp;c.</i>				
3	34	Arms, military ... .. No.	- 3	- 34
11	25	„ pistols, &c. ... ..	+ 1,422	+ 857
212	1,159	„ sporting ... ..	+ 8,353	+ 12,664
...	519	Ammunition, &c., caps ... ..	...	+ 3,182
...	184	„ cartridges ... ..	...	+ 1,965
...	5	„ cartridge cases ... ..	...	+ 2,279
136,150	10,065	„ dynamite lbs. ... ..	+ 80,150	+ 5,923
18,384	629	„ fuse ... coils ... ..	+ 96,747	+ 2,790
150	15	„ gelatine, blasting lbs. ... ..	+ 140,850	+ 13,475
...	...	„ „ dynamite „ ... ..	+ 10,000	+ 200
...	...	„ gun cotton „ ... ..	+ 3	+ 4
6,900	575	„ lithofracteur „ ... ..	- 6,900	- 575
36,699	1,007	„ powder, blasting „ ... ..	+ 898,371	+ 19,387
4,350	541	„ „ sporting „ ... ..	+ 86,918	+ 9,614
...	...	„ „ fine „ ... ..	+ 78,460	+ 2,478
24,976	338	„ shot ... ..	+ 78,917	+ 470
<i>Order 9.—Machines, Tools, &amp; Implements.</i>				
6	3,323	Boilers, steam ... .. No.	- 5	- 3,199
...	2,129	Cutlery ... ..	...	+ 27,143
60	8,273	Engines, steam ... .. No.	+ 27	+ 10,038
...	16,974	Implements, agricultural, undescribed ... ..	...	- 1,133
...	15,185	Machinery, agricultural ... ..	...	+ 2,507
...	...	„ spinning and weaving ... ..	...	+ 4,331
...	52,677	„ undescribed ... ..	...	+ 91,963
6,637	22,573	Sewing machines ... .. No.	+ 11,668	+ 28,918
...	2,804	Tools and utensils... ..	...	+ 37,158
...	...	Cream separators ... ..	...	+ 432
<i>Order 10.—Carriages, Harness, &amp;c.</i>				
1,515	980	Axles and arms ... .. No.	+ 25,235	+ 8,838
...	...	„ „ ... ..		
...	...	„ mail patent ... ..		
...	...	„ common nut ... ..		
240	31	„ common dray ... ..	+ 1,504	+ 118
...	...	„ axle-boxes ... ..		
225	7,007	Carriages and carts— Barouches, broughams, mail phaetons, drags, &c.	- 80	- 1,933
...	...	Omnibuses and coaches ... ..		
...	...	All other kinds ... ..		
...	1,031	Carriage materials... ..	...	+ 5,968
...	...	„ wheels, poles, shafts, and bars	...	+ 1,906
...	10,749	Saddlery and harness ... ..	...	- 5,214
...	142	Saddlers' ironmongery ... ..	...	+ 9,295
3	7	Saddle-trees (harness) ... doz.	+ 60	+ 107
17	110	„ (riding) ... ..	+ 121	+ 361

IMPORTS, 1886—*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 11.—Ships and Boats, and matters connected therewith.</i>				
Free ...	...	Anchors ... .. No.	175	566
” ...	...	Boats ... .. ”	5	141
” ...	...	Chain cables... .. tons	158	3,517
” ...	...	Oars, ash ... .. No.	694	93
25 per cent.	6	” other ... .. ”	28	23
<i>Order 12.—Building Materials. (See also Order 29 post.)</i>				
25 per cent.	142	Bricks, air ... .. No.	40,194	567
Free ...	...	” clay ... .. ”	33,200	88
20s. @ 1,000	481	” fire ... .. ”	470,830	3,037
Free ...	...	Cement ... .. cwt.	549,987	85,135
5s. each ...	4,241	Doors ... .. No.	18,572	12,303
Free ...	...	Lime ... .. tons	151	389
2s. per pair	2	Sashes, window ... .. pairs	155	86
Free ...	...	Slates, roofing ... .. No.	7,190,067	59,169
<i>Order 13.—Furniture.</i>				
25 per cent.	22,404	Furniture and upholstery ... ..	...	93,779
10 per cent.	81	Furniture springs ... ..	...	764
25 per cent.	752	Gasaliers and chandeliers ... ..	...	3,009
” ...	543	Lamps and lampware ... ..	...	2,174
<i>Order 14.—Chemicals.</i>				
3d. per lb...	846	Acid, acetic ... .. lbs.	102,229	3,243
6d. per gal.	62	” carbolic ... .. galls.	2,467	499
6d. per lb...	55	” ” pure ... .. lbs.	2,182	261
2d. per lb...	164	” oxalic ... .. ”	17,696	366
3d. per lb...	3	” picric ... .. ”	269	22
5s. per cwt.	9	” undescribed ... .. cwt.	37	96
Free ...	...	” ” ... .. lbs.	162,440	12,774
” ...	...	Alkali, potash ... .. cwt.	...	...
” ...	...	” soda ash ... .. ”	10,236	3,711
” ...	...	” ” bicarbonate ... .. ”	5,997	2,719
” ...	...	” ” caustic ... .. ”	17,469	9,376
40s. per ton	112	” ” crystals ... .. ”	1,380	288
Free ...	...	Alum ... .. ”	4,037	1,202
” ...	...	Arsenic ... .. ”	322	211
” ...	...	Asphalte ... .. ”	923	333
” ...	...	Borax ... .. ”	1,163	607
Various & free	696	Drugs and chemicals—miscellaneous ... ..	...	103,682
Free ...	...	Nitrate of soda ... .. cwt.	3,560	2,434
” ...	...	Silicate of soda ... .. ”	7,006	2,716
” ...	...	Dyes ... ..	...	23,667
” ...	...	Essences and essential oils ... ..	...	7,009

EXPORTS, 1886—*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 I.—ART AND MECHANIC PRODUCTIONS—<i>continued.</i></b>				
<i>Order 11.—Ships and Boats, and matters connected therewith.</i>				
54	63	Anchors ... .. No.	+121	+503
10	326	Boats ... .. "	-5	-185
38	760	Chain cables ... .. tons	+120	+2,757
88	44	Oars, ash ... .. No.	+634	+72
		" other ... .. "		
<i>Order 12.—Building Materials. (See also Order 29, post.)</i>				
...	...	Bricks, air ... .. No.	+40,194	+567
22,280	57	" clay ... .. "	+10,920	+31
12,449	107	" fire ... .. "	+458,381	+2,930
4,557	1,113	Cement ... .. cwt.	+545,430	+84,022
656	573	Doors ... .. No.	+17,916	+11,730
226	644	Lime ... .. tons	-75	-255
477	396	Sashes, window ... .. pairs	-322	-310
32,185	300	Slates, roofing ... .. No.	+7,157,882	+58,869
<i>Order 13.—Furniture.</i>				
...	32,421	Furniture and upholstery ... ..	...	+61,358
...	...	Furniture springs ... ..	...	+764
...	...	Gasaliers and chandeliers ... ..	...	+3,009
...	470	Lamps and lampware ... ..	...	+1,704
<i>Order 14.—Chemicals.</i>				
15,188	338	Acid, acetic ... .. lbs.	+87,041	+2,905
263,809	3,849	" carbolic ... ..	-	57,342
		" " pure ... ..		
		" oxalic ... ..		
		" picric ... ..		
		" undescrbed ... ..		
		" " ... ..		
303	442	Alkali, potash ... .. cwt.	-303	-442
175	104	" soda ash ... .. "	+10,061	+3,607
163	208	" " bicarbonate ... .. "	+5,834	+2,511
1,171	831	" " caustic ... .. "	+16,298	+8,545
442	199	" " crystals ... .. "	+938	+89
31	23	Alum ... .. "	+4,006	+1,179
33	74	Arsenic ... .. "	+289	+137
...	...	Asphalte ... .. "	+923	+333
23	35	Borax ... .. "	+1,140	+572
...	24,825	Drugs and chemicals—miscellaneous	...	+78,857
20	20	Nitrate of soda ... .. cwt.	+3,540	+2,414
533	280	Silicate of soda ... .. "	+6,473	+2,436
...	1,877	Dyes ... ..	...	+21,790
...	1,784	Essences and essential oils ... ..	...	+5,225

IMPORTS, 1886—*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 14.—Chemicals—continued.</i>				
3. per lb.	391	Glycerine, pure ... .. lbs.	34,706	835 } 27 }
1d. per lb.	10	” crude ... .. ”	2,504	
Free ...	...	Guano ... .. tons	2,241	11,188
” ...	...	Ink, printing ... .. lbs.	250,470	5,354
6d. per lb.	157	” ” coloured ... .. ”	6,264	709
Free ...	...	” writing ... ..	...	2,391
” ...	...	Manures, undescribed ... .. tons	675	2,810
1s. & 1s. 3d.	11,857	Matches and vestas (wax) ... .. gross	238,940	35,518 } 13,133 }
per gross		” wooden ... .. ”	144,311	
6d. per gross	2,940	Medicines, patent ... ..	...	33,854
25 per cent.	6,801	Medicinal roots ... ..	...	150
Free ...	...	Naphtha ... .. galls.	4,100	943
” ...	...	Opium, prepared ... .. lbs.	19,253	41,651
20s. per lb.	14,652	Paints and colours ... .. cwt.	8,146	14,966 } 3,471 }
Free ...	...	” ” mixed for use ... .. ”	1,901	
80s. per ton	348	” ” ground in oil ... .. ”	37,206	46,174 }
40s. per ton	3,721	Spirits, methylated ... .. galls.	6,831	1,349
1s. per gal.	677	Sulphur ... .. cwt.	31,763	10,117
Free ...	...	Turpentine ... .. galls.	57,365	7,616
” ...	...			
<b>CLASS II.—TEXTILE FABRICS AND DRESS.</b>				
<i>Order 15.—Wool and Worsted Manufactures.</i>				
20 per cent.	11,085	Blankets ... .. pairs	112,520	56,119
” ...	17,451	Carpeting and druggeting ... ..	...	94,259
15 per cent.	5,859	Flannels, piece ... ..	...	35,603 } 8,479 }
20 per cent.	1,083	” ” ... ..	...	
” ...	1,852	Rugs, woollen ... ..	...	9,984
Woollen piece goods—				
15 per cent.	44,345	Broad and narrow cloths, tweeds, &c. ... ..	...	248,135 } 157,599 }
20 per cent.	23,143	” ” ” ... ..	...	
7½ per cent.	24,209	Dress goods, containing wool ... ..	...	335,776
” ...	...	” women’s, all wool ... ..	...	...
15 per cent.	2,908	Shirtings ... ..	...	3,976 } 1,505 }
20 per cent.	205	” ... ..	...	
Free ...	...	Undescribed ... ..	...	17,379
” ...	...	Woollen manufactures unenumerated ... ..	...	18,313
” ...	...	Yarn ... .. lbs.	481,819	5,472
<i>Order 16.—Silk Manufactures.</i>				
20 per cent.	53,349	Silks and satins, dress ... ..	...	264,971
” ...	1,292	” dress goods, mixed with other material ... ..	...	6,183
10 per cent.	206	” pongees ... ..	...	1,107
20 per cent.	2,459	” ribbons ... ..	...	14,561
” ...	681	” velvets and crapes ... ..	...	3,171
Free ...	...	” other manufactures of ... ..	...	5,750 } 16,985 }
20 per cent.	1,968	” ” ” ... ..	...	

EXPORTS, 1886—*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 14.—Chemicals—continued.</i>					
9,408	259	Glycerine, pure ... .. lbs.	}	+ 27,802	+ 603
468	2,357	" crude ... .. "		+ 1,773	+ 8,831
71,417	2,473	Guano ... .. tons	+ 179,053	+ 2,881	
...	...	Ink, printing ... .. lbs.	+ 6,264	+ 709	
...	59	" " coloured ... .. "	...	+ 2,332	
1,848	24,579	" writing ... .. "	- 1,173	- 21,769	
24,294	4,239	Manures, undescribed ... .. tons	}	+ 358,957	+ 44,412
...	15,537	Matches and vestas (wax) ... gross		...	+ 18,317
...	70	" wooden ... .. "	...	+ 80	
38	11	Medicines, patent ... .. "	+ 4,062	+ 932	
4,233	8,938	Medicinal roots ... .. "	+ 15,020	+ 32,713	
4,190	7,202	Naphtha ... .. galls.	}	+ 43,063	+ 57,409
529	142	Opium, prepared ... .. lbs.		+ 6,302	+ 1,207
786	532	Paints and colours ... .. cwt.	+ 30,977	+ 9,585	
1,940	294	" " mixed for use ... "	+ 55,425	+ 7,322	
...	...	" " ground in oil ... "	...	...	
...	...	Spirits, methylated ... .. galls.	...	...	
...	...	Sulphur ... .. cwt.	...	...	
...	...	Turpentine ... .. galls.	...	...	
<b>CLASS II.—TEXTILE FABRICS AND DRESS.</b>					
<i>Order 15.—Wool and Worsted Manufactures.</i>					
9,898	5,865	Blankets ... .. pairs	+ 102,622	+ 50,254	
...	4,669	Carpeting and druggeting ... .. "	...	+ 89,590	
...	3,093	Flannels, piece ... .. "	}	...	+ 40,989
...	3,365	" " " ... .. "		...	+ 6,619
...	26,714	Rugs, woollen ... .. "	...	...	
...	...	Woollen piece goods—	}	...	+ 379,020
...	43,957	Broad and narrow cloths, tweeds, &c.		...	+ 335,776
...	...	" " containing wool ... .. "	...	- 43,957	
...	...	" women's, all wool ... .. "	}	...	+ 5,481
...	122	Shirtings ... .. "		...	+ 17,379
...	...	Undescribed ... .. "	...	+ 18,191	
...	...	Woollen manufactures unenumerated	+ 481,819	+ 5,472	
...	...	Yarn ... .. lbs.	...	...	
<i>Order 16.—Silk Manufactures.</i>					
...	28,834	Silks and satins, dress ... .. "	...	+ 236,137	
...	...	" dress goods, mixed with other material	...	+ 6,183	
...	534	" pongees ... .. "	...	+ 573	
...	...	" ribbons ... .. "	...	+ 14,561	
...	...	" velvets and crapes ... .. "	...	+ 3,171	
...	2,499	" other manufactures of ... .. "	...	+ 20,236	

IMPORTS, 1886—*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—<i>continued.</i></b>				
<i>Order 17.—Cotton and Flax Manufactures.</i>				
Free	...	Cotton piece goods (all cotton)	...	962,126
"	...	" manufactures, such as counter-panes, &c.	...	65,548
"	...	" waste ... .. lbs.	826,073	7,820
"	...	" wick ... .. "	59,138	4,012
"	...	Linen piece goods	...	38,161
"	...	" manufactures, such as table linen, towels, &c.	...	3,863
20 per cent.	34	" tents and tarpaulins	...	136
<i>Order 18.—Drapery and Haberdashery.</i>				
Free	...	Haberdashery	...	420,608
<i>Order 19.—Dress.</i>				
25 per cent.	82,497	Apparel and slops	...	342,396
30 per cent.	3,790	" "	...	12,754
Free	...	" "	...	34,664
25 per cent.	1,042	Bonnets, fancy and trimmed	...	4,101
4s. to 33s. p. doz. pairs and free	20,057	Boots and shoes	463,521 pairs	105,828
Free	...	Feathers, ornamental	...	14,082
"	...	Flowers, artificial	...	7,172
25 per cent.	3,761	Frillings and ruffings	...	15,991
"	...	Furs, dressed	...	...
Free	...	" undressed	...	177
20 per cent	22,125	Gloves	...	111,086
Hats and caps—				
48s. per doz.	638	Dress	No. 3,681	2,003
30s. per doz.	20	Boys' and youths', &c.	" 163	89
15s. per doz.	10,928	Men's felt, &c.	" 204,816	35,333
8s. per doz.	874	Boys' and youths', &c.	" 33,553	4,005
5s. per doz.	821	Felt hoods	" 56,184	3,483
Free	...	Straw, untrimmed	" 1,002,200	59,730
25 per cent.	3,377	Others unenumerated	" 116,559	13,633
	16,658	Total hats and caps	No. 1,417,156	118,276
Free	...	Hatters' materials	...	6,368
"	...	Hosiery	...	87,382
20 per cent.	9,038	"	...	44,810
...	...	Millinery	...	...
6d. to 1s. each	206	Umbrellas and parasols, cotton	No. 5,884	1,362
2s. 6d. each	1,323	" " silk	" 10,833	6,453
1s. each	226	" " fancy	" 4,208	867

EXPORTS, 1886—*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 II.—TEXTILE FABRICS AND DRESS—<i>continued.</i></b>				
<i>Order 17.—Cotton and Flax Manufactures.</i>				
...	59,072	Cotton piece goods (all cotton) ...	...	+ 903,054
...	8,639	„ manufactures, such as counterpanes, &c.	...	+ 56,909
31,940	681	„ waste ... .. lbs.	+ 794,133	+ 7,139
7,114	538	„ wick ... .. „	+ 52,024	+ 3,474
...	1,943	Linen piece goods ... ..	...	+ 36,218
...	239	„ manufactures, such as table linen, towels, &c.	...	+ 3,624
...	...	„ tents and tarpaulins ... ..	...	+ 136
<i>Order 18.—Drapery and Haberdashery.</i>				
...	77,815	Haberdashery ... ..	...	+ 342,793
<i>Order 19.—Dress.</i>				
...	218,012	Apparel and slops ... ..	...	+ 171,802
...	487	„ „ ... ..	...	+ 3,614
168,854	49,260	Bonnets, fancy and trimmed	...	+ 56,568
...	2,780	Boots and shoes ... .. pairs	+ 294,667	
...	32	Feathers, ornamental ... ..	...	+ 11,302
...	3,717	Flowers, artificial ... ..	...	+ 7,140
...	1,502	Frillings and ruffings ... ..	...	+ 12,274
...	...	Furs, dressed ... ..	...	- 1,502
...	12,622	„ undressed ... ..	...	+ 177
...	...	Gloves ... ..	...	+ 98,464
...	...	Hats and caps—		
61,237	12,803	Dress ... .. No.	+ 1,341,878	+ 104,423
14,041	1,050	Boys' and youths', &c. ... .. „		
		Men's felt, &c. ... .. „		
		Boys' and youths', &c. ... .. „		
		Felt hoods ... .. „		
		Straw, untrimmed ... .. „		
		Others unenumerated ... .. „		
...	556	Hatters' materials ... ..	...	+ 5,812
...	5,899	Hosiery ... ..	...	+ 126,293
...	348	„ ... ..	...	- 348
...	1,664	Millinery ... ..	...	
...	...	Umbrellas and parasols, cotton No.	}	+ 7,018
...	...	„ „ silk „		
...	...	„ „ fancy „		

IMPORTS, 1886—*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—<i>continued.</i></b>				
<i>Order 20.—Manufactures of Fibrous Materials.</i>				
Free ...	...	Bagging ...	yards	...
6d. per doz.	1,493	Bags and sacks, bran bags	No.	855,684 } 14,215
Free ...	...	" " "	"	232,190 } 3,317
1s. per doz.	2,173	" " corn and flour sacks	"	148,798 } 2,993
Free ...	...	" " "	"	1,138,212 } 24,395
" ...	...	" " gunny bags	...	600,666 } 10,855
7s. per doz.	1,783	" " woolpacks	...	74,587 } 8,505
3s. per doz.	1,393	" " "	"	144,131 } 16,864
6d. per doz.	223	" " undescribed	...	107,924 } 1,399
Free ...	...	" " "	"	373,532 } 4,095
" ...	...	Boot webbing	yards	49,849 } 2,466
" ...	...	Canvas	...	...
5s. per cwt.	106	Cordage, coir	cwt.	563 } 585
11s. 3d. per cwt.	407	" hempen	"	1,657 } 4,774
28s. per cwt.	582	" white lines	...	409 } 3,224
Free ...	...	" unserviceable	tons	274 } 1,088
11s. 3d. per cwt.	13	Engine packing	cwt.	23 } 101
Free ...	...	Felt, sheathing	...	...
¼d. to ½d. per yard	2,963	Jute piece goods	yards	1,555,768 } 19,345
25 per cent.	606	Mats	...	...
20 per cent.	868	{ Matting, China	...	...
		{ " coir and other	...	...
Free ...	...	Nets and netting	cwt.	89 } 2,292
20 per cent.	9,899	Oil and other floor cloths	...	...
1½d. per lb.	1,979	Twine and lines	lbs.	227,971 } 7,477
2¼d. "	362	" "	"	144,058 } 5,183
Free ...	...	" sewing or seaming	"	339,305 } 11,539
<b>CLASS III.—FOOD, DRINKS, ETC.</b>				
<i>Order 21.—Animal Food.</i>				
Free ...	...	Bêche de mer	cwt.	150 } 30
2d. per lb.	426	Butter	lbs.	61,369 } 2,619
" ...	...	Butterine	"	...
" ...	567	Cheese	"	120,271 } 4,139
Free ...	...	Eggs	No.	5,837,138 } 18,995
" ...	...	Fish, fresh	...	...
2d. per lb.	25,840	" preserved	lbs.	3,582,791 } 113,430
Free ...	...	" salted	cwt.	12,584 } 21,192
" ...	...	" shell	...	...
2d. per lb.	7	Honey	lbs.	2,885 } 47
10 per cent.	52	Isinglass	"	2,367 } 646
Free ...	...	"	"	19,573 } 2,776
" ...	...	Lard	"	7,481 } 126
" ...	...	Meats, fresh	cwt.	533 } 752
" ...	...	" frozen	"	...

## EXPORTS, 1886—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 II.—TEXTILE FABRICS AND DRESS—continued.</b>				
<i>Order 20.—Manufactures of Fibrous Materials.</i>				
17,724	347	Bagging ... .. yards	- 17,724	- 347
119,318	1,793	Bags and sacks, bran bags ... No.	+ 968,556	+ 15,739
1,329,135	28,693	„ „ corn and flour sacks „	- 42,125	- 1,305
24,460	483	„ „ gunny bags „	+ 576,206	+ 10,372
107,830	10,992	„ „ woolpacks ... „	+ 110,888	+ 14,377
251,974	2,970	„ „ undescribed „	+ 229,482	+ 2,524
...	595	Boot webbing ... ..	...	+ 1,871
...	1,504	Canvas ... ..	...	+ 11,903
		Cordage, coir ... .. cwt.		
4,171	11,006	„ hempen ... ..	- 1,542	- 2,423
		„ white lines ... ..		
...	...	„ unserviceable ... .. tons	+ 274	+ 1,088
42	178	Engine packing ... .. cwt.	- 19	- 77
...	138	Felt, sheathing ... ..	...	+ 1,473
...	2,099	Jute piece goods ... .. yards	...	+ 17,246
...	543	Mats ... ..	...	+ 2,238
...	59	Matting, China ... ..	...	+ 3,921
...	274	„ coir and other ... ..	...	+ 2,280
...	12	Nets and netting ... .. cwt.	...	+ 48,696
...	2,468	Oil and other floor cloths ... ..	...	
131,034	5,020	Twine and lines ... .. lbs.	+ 580,300	+ 19,179
		„ sewing or seaming ... ..		
<b>CLASS III.—FOOD, DRINKS, ETC.</b>				
<i>Order 21.—Animal Food.</i>				
5	20	Bêche de mer ... .. cwt.	+ 145	+ 10
1,260,557	61,436	Butter ... .. lbs.	- 1,199,188	- 58,817
8,478	355	Butterine... .. „	- 8,478	- 355
895,347	29,531	Cheese ... .. „	- 775,076	- 25,392
810,996	3,975	Eggs ... .. No.	+ 5,026,142	+ 15,020
...	152	Fish, fresh ... ..	...	+ 1,340
219,876	8,250	„ preserved ... .. lbs.	+ 3,362,915	+ 105,180
822	1,421	„ salted ... .. cwt.	+ 11,762	+ 19,771
...	44	„ shell ... ..	...	+ 27,672
20,266	419	Honey ... .. lbs.	- 17,381	- 372
11,153	1,795	Isinglass ... .. „	+ 10,787	+ 1,627
47,475	1,352	„ ... .. „	- 39,994	- 1,226
529	719	Lard ... .. „	+ 4	+ 33
39,384	70,319	Meats, fresh ... .. cwt.	- 39,384	- 70,319
		„ frozen ... .. „		

## IMPORTS, 1886—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.—continued.</b>				
<i>Order 21.—Animal Food—continued.</i>				
2d. per lb.	810	Meats, preserved ... .. lbs.	125,884	8,627
" ...	86	" bacon... .. "	17,548	603
5s. per cwt.	31	" beef, salted ... .. cwt.	220	360
2d. per lb.	1,389	" hams ... .. lbs.	150,228	6,885
5s. per cwt.	24	" pork, salted ... .. cwt.	225	320
<i>Order 22.—Vegetable Food.</i>				
2d. per lb.	413	Arrowroot ... .. lbs.	36,521	998
" ...	72	Biscuit, fancy ... .. "	18,944	439
2d. per lb., and free	...	" ship and old ... .. "	12,992	53
Free ...	...	Cocoanuts ... .. No.	305,865	1,056
2d. per lb.	2,453	Confectionery ... .. lbs.	305,239	17,239
" ...	7	" sugar candy ... .. "	819	22
2s. p. cental	40	Flour ... .. centals	37,268	15,937
2d. per lb.	511	Fruit, bottled ... .. lbs.	61,979	1,948
" ...	6,099	" dried ... .. "	713,182	15,008
" ...	30,586	" " currants ... .. "	4,402,352	45,983
" ...	15,804	" " raisins ... .. "	2,239,135	40,320
9d. per bush.	10,254	" fresh ... .. bushels	273,133	102,274
2d. per lb.	...	" pulp ... .. lbs.	16	...
2s. p. cental	2,597	Grain and pulse, barley ... centals	25,421	9,344
5s. p. cental	27	" " " pearl ... .. "	90	52
2s. p. cental	143	" " " beans and pease ... .. "	1,282	1,473
" ...	3	" " " gram ... .. "	42	25
1s. p. cental	2,560	" " " maize ... .. "	48,782	19,075
3s. p. bushel	4,435	" " " malt ... .. bushels	46,538	18,742
2s. p. cental	16,185	" " " oats ... .. centals	206,803	76,456
" ...	251	" " " pease, split ... .. "	2,547	1,656
" ...	64	" " " peanuts ... .. "	643	689
6s. & 4s. per cental *	12,071 7,985†	" " " rice ... .. "	136,634	84,007
2s. p. cental	...	" " " paddy ... .. "	213	100
1s. p. cental	6	" " " rye ... .. "	58	10
2s. p. cental	227	" " " wheat ... .. "	85,177	26,237
2d. per lb.	2,872	Jams and preserves ... .. lbs.	413,567	12,056
Free ...	...	" " " peel drained ‡ ... .. "	172,656	3,363
2d. per lb.	469	Liquorice ... .. "	105,367	3,455
" ...	786	Macaroni and vermicelli ... .. "	95,596	2,348
" ...	3,653	Maizena and corn flour ... .. "	645,393	14,803
Free ...	...	Molasses ... .. cwt.	23,880	4,606
3s. per cwt.	1,284	" refined ... .. "	5,108	4,103
" ...	7	" saccharum ... .. "	114	97
2d. per lb....	946	Nuts ... .. lbs.	111,796	2,427
" ...	1,146	" almonds ... .. "	142,206	4,844
" ...	328	" walnuts ... .. "	41,157	839
6s. p. cental	23	Oatmeal ... .. centals	234	193
20s. per ton	7	Onions ... .. tons	6	67

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

† Of which £7,985 was for rice dressed in bond.

‡ Previously included with jams and preserves subject to a duty of 2d. per lb

## EXPORTS, 1886—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 III.—FOOD, DRINKS, ETC.—continued.</b>					
<i>Order 21.—Animal Food—continued.</i>					
622,062	18,088	Meats, preserved ...	lbs.	- 496,178	- 9,461
207,188	8,174	"  bacon ...	"	- 189,640	- 7,571
1,613	2,030	"  beef, salted ...	cwt.	- 1,393	- 1,670
32,745	1,507	"  hams ...	lbs.	+ 117,483	+ 5,378
2,573	8,151	"  pork, salted ...	cwt.	- 2,348	- 7,831
<i>Order 22.—Vegetable Food.</i>					
15,030	440	Arrowroot ...	lbs.	+ 21,491	+ 558
1,401,248	37,689	Biscuit, fancy ...	"	- 1,382,304	- 37,250
...	...	"  ship and old ...	"	+ 12,992	+ 53
9,095	47	Cocoanuts ...	No.	+ 296,770	+ 1,009
286,398	7,547	Confectionery ...	lbs.	+ 18,841	+ 9,692
...	...	"  sugar candy ...	"	+ 819	+ 22
728,435	354,832	Flour ...	centals	- 691,167	- 338,895
61,722	1,654	Fruit, bottled ...	lbs.	+ 257	+ 294
246,004	5,600	"  dried ...	"	+ 467,178	+ 9,408
967,436	17,601	"  "  currants ...	"	+ 3,434,916	+ 28,382
515,403	12,904	"  "  raisins ...	"	+ 1,723,732	+ 27,416
42,780	21,096	"  fresh ...	bushels	+ 230,353	+ 81,178
...	...	"  pulp ...	lbs.	+ 16	...
11,924	4,395	Grain and pulse, barley ...	centals	+ 13,497	+ 4,949
890	818	"  "  "  pearl ...	"	- 800	- 766
2,424	1,221	"  "  beans and pease ...	"	- 1,142	+ 252
...	...	"  "  gram ...	"	+ 42	+ 25
234	119	"  "  maize ...	"	+ 48,548	+ 18,956
26,934	8,839	"  "  malt ...	bushels	+ 19,604	+ 9,903
21,881	6,787	"  "  oats ...	centals	+ 184,922	+ 69,669
248	241	"  "  pease, split ...	"	+ 2,299	+ 1,415
...	...	"  "  peanuts ...	"	+ 643	+ 689
26,662	19,410	"  "  rice ...	"	+ 109,972	+ 64,597
...	...	"  "  "  paddy ...	"	+ 213	+ 100
86	50	"  "  rye ...	"	- 28	- 40
481,508	166,916	"  "  wheat ...	"	- 396,331	- 140,679
786,470	16,307	Jams and preserves ...	lbs.	- 200,247	- 888
16,538	493	Liquorice ...	"	+ 88,829	+ 2,962
8,553	282	Macaroni and vermicelli ...	"	+ 87,043	+ 2,066
39,014	1,161	Maizena and corn flour ...	"	+ 606,379	+ 13,642
2,803	3,137	Molasses and treacle ...	cwt.	+ 26,185	+ 5,572
...	...	"  saccharum ...	"	+ 114	+ 97
4,853	144	Nuts ...	lbs.	+ 106,943	+ 2,283
17,323	933	"  almonds ...	"	+ 124,883	+ 3,911
...	...	"  walnuts ...	"	+ 41,157	+ 839
31,666	25,222	Oatmeal ...	centals	- 31,432	- 25,029
5,350	34,696	Onions ...	tons	- 5,344	- 34,629

## IMPORTS, 1886—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.—continued.</b>				
<i>Order 22.—Vegetable Food—continued.</i>				
10s. per ton	44	Potatoes ... .. tons	86	362
Free ...	...	Sago ... .. lbs.	92,650	756
3s. per cwt.	41,464	Sugar, raw ... .. cwt.	298,352	337,459
" ...	67,528	" refined ... .. "	470,726	501,204
" ...	21,191	" " Yarraville ... .. "	...	...
" ...	980	" glucose ... .. "	7,696	5,950
Free ...	...	Tapioca ... .. lbs.	1,068,667	9,589
" ...	...	Vegetables, fresh ... .. cwt.	1,420	790
2d. per lb.	246	" preserved ... .. lbs.	34,203	1,164
5s. per cwt.	44	" salted ... .. cwt.	174	239
<i>Order 23.—Drinks and Stimulants.</i>				
10 per cent.	154	Aërated and mineral waters ... .. doz.	8,100	1,802
9d. per gal.	40,349	Beer (ale and porter) ... .. galls.	1,229,930	260,331
3d. per lb.	179	Chicory ... .. lbs.	25,087	355
" ...	4,950	Chocolate and cocoa ... .. "	422,083	30,926
9d. per gal.	50	Cider and perry ... .. galls.	1,356	319
Free ...	...	Cocoa beans ... .. cwt.	1,383	6,291
3d. per lb.	14,776	Coffee ... .. lbs.	1,599,432	50,222
Free ...	7	Ginger, ground ... .. "	260	8
" ...	...	" other ... .. "	166,185	4,113
6d. per lb.	7,571	Hops ... .. "	546,792	23,285
20 p. c. and free	132	Limejuice ... .. galls.	2,597	532
" ...	...	" ... .. "	19,522	2,053
Free ...	...	Milk, preserved ... .. lbs.	1,023,946	34,037
2d. per lb.	2,680	Mustard ... .. "	329,134	19,073
Free ...	...	Pepper ... .. "	549,738	15,663
2d. per lb.	5	" ground ... .. "	997	55
10 per cent.	606	Perfumery*... .. "	...	6,540
2s. 9d. p. doz.	17	Pickles (quarts) ... .. doz.	119	62
1s. 9d. p. doz.	1,955	" (pints) ... .. "	28,088	11,118
20s. per ton	9,313	Salt ... .. tons	9,907	38,142
Free ...	...	" rock ... .. "	439	1,094
" ...	...	Saltpetre ... .. cwt.	3,074	2,304
20 per cent.	1,300	Sauces ... .. doz. qts.	5,611	8,356
Free ...	...	Spices, unenumerated ... .. lbs.	464,936	10,880
2d. per lb.	73	" ground ... .. "	8,961	421
12s. per gal.	145,990	Spirits, brandy ... .. galls.	264,723	128,500
" ...	1,813	" cordials and bitters ... .. "	6,647	6,197
" ...	62,812	" gin ... .. "	121,237	24,050
" ...	498	" of wine ... .. "	7,629	957
24s. per gal.	2,087	" perfumed ... .. "	2,167	7,118
12s. per gal.	65,382	" rum ... .. "	112,141	20,454
" ...	259,985	" whisky ... .. "	528,934	162,928
" ...	21,002	" other, undescribed ... .. "	69,880	28,679

\* See also Spirits, perfumed.

EXPORTS, 1886—*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 III.—FOOD, DRINKS, ETC.—<i>continued.</i></b>				
<i>Order 22.—Vegetable Food—continued.</i>				
32,420	120,532	Potatoes ... ..	tons	- 32,334 - 120,170
33,809	297	Sago ... ..	lbs.	+ 58,841 + 459
...	...	Sugar, raw ... ..	cwt.	+ 298,352 + 337,459
136,561	140,481	„ refined ... ..	„	+ 334,165 + 360,723
1,061	1,013	„ glucose ... ..	„	+ 6,635 + 4,937
259,899	2,225	Tapioca ... ..	lbs.	+ 808,768 + 7,364
14,145	4,436	Vegetables, fresh ...	cwt.	- 12,725 - 3,646
15,099	506	„ preserved ... ..	lbs.	+ 19,104 + 658
...	...	„ salted ... ..	cwt.	+ 174 + 239
<i>Order 23.—Drinks and Stimulants.</i>				
25,035	4,405	Aërated and mineral waters	doz.	- 16,935 - 2,603
94,695	16,640	Beer (ale and porter) ...	galls.	+ 1,135,235 + 243,691
78,646	1,037	Chicory ... ..	lbs.	- 53,559 - 682
41,125	3,324	Chocolate and cocoa ...	„	+ 380,958 + 27,602
52	13	Cider and perry ... ..	galls.	+ 1,304 + 306
21	74	Cocoa beans ... ..	cwt.	+ 1,362 + 6,217
507,368	23,959	Coffee ... ..	lbs.	+ 1,092,064 + 26,263
...	...	Ginger, ground ... ..	„	+ 260 + 8
21,106	799	„ other ... ..	„	+ 145,079 + 3,314
227,834	9,785	Hops ... ..	„	+ 318,958 + 13,500
6,450	1,254	Limejuice ... ..	galls.	+ 15,669 + 1,331
90,472	2,806	Milk, preserved ... ..	lbs.	+ 933,474 + 31,231
25,584	1,153	Mustard ... ..	„	+ 303,550 + 17,920
86,453	4,066	Pepper ... ..	„	+ 463,285 + 11,597
...	...	„ ground ... ..	„	+ 997 + 55
...	630	Perfumery* ... ..	...	... + 5,910
2,039	1,794	Pickles (quarts) ... ..	doz.	- 1,920 - 1,732
...	...	„ (pints) ... ..	„	+ 28,088 + 11,118
290	1,051	Salt ... ..	tons	+ 9,617 + 37,091
111	399	„ rock ... ..	„	+ 328 + 695
82	112	Saltpetre ... ..	cwt.	+ 2,992 + 2,192
2,839	2,184	Sauces ... ..	doz. qts.	+ 2,772 + 6,172
44,308	2,215	Spices, unenumerated ...	lbs.	+ 420,628 + 8,665
...	...	„ ground ... ..	„	+ 8,961 + 421
51,998	25,233	Spirits, brandy ... ..	galls.	+ 212,725 + 103,267
24,619	15,271	„ cordials and bitters ...	„	- 17,972 - 9,074
15,191	5,092	„ gin ... ..	„	+ 106,046 + 18,958
3,218	476	„ of wine ... ..	„	+ 4,411 + 481
530	1,026	„ perfumed ... ..	„	+ 1,637 + 6,092
11,147	3,000	„ rum ... ..	„	+ 100,994 + 17,454
83,632	31,616	„ whisky ... ..	„	+ 445,302 + 131,312
3,730	3,610	„ other, undescribed ...	„	+ 66,150 + 25,069

\* See also Spirits, perfumed.

IMPORTS, 1886—*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>			
3d. per lb.	113,301	Tea	... .. lbs.	11,968,252	668,472
3s. per lb.	119,022	Tobacco (manufactured)	... .. "	1,950,096	157,599
1s. per lb.	18,441	" (unmanufactured)	... .. "	792,965	28,954
6s. per lb.	30,079	" cigars	... .. "	216,332	95,508
"	4,286	" cigarettes	... .. "	16,942	8,658
3s. per lb.	606	" snuff	... .. "	4,155	965
6d. per gal.	2,713	Vinegar	... .. galls.	115,507	12,215
6s. per gal.	31,168	Wine, in wood and bottled	... .. "	149,907	60,978
8s. per gal.	10,667	" sparkling	... .. "	30,140	55,628

## CLASS IV.—ANIMAL AND VEGETABLE SUBSTANCES.

		<i>Order 24.—Animal Substances.</i>			
Free	...	Beeswax	... .. cwt.	43	239
"	...	Bones	... .. tons	134	473
"	...	Bonedust	... .. "	...	...
"	...	Bristles	... .. lbs.	29,261	4,050
2d. per lb.	8,575	Candles	... .. "	1,188,943	45,209
10 per cent.	634	Combs	... .. "	...	6,317
Free	...	Feathers (not ornamental)	... .. "	...	...
"	...	Flock	... .. cwt.	120	100
2d. per lb.	607	Glue	... .. lbs.	81,004	2,886
Free	...	" pieces	... .. tons	...	...
10 per cent.	159	Grease	... .. "	146	1,632
Free	...	Hair	... .. lbs.	24,865	993
2d. per lb.	1,083	" curled	... .. "	157,934	6,022
Free	...	" seating	... .. "	...	4,763
"	...	Hides	... .. No.	98,560	97,217
"	...	Horns and hoofs	... .. cwt.	183	60
"	...	Leather	... .. "	...	1,078
20 per cent.	3,156	"	... .. cwt.	1,395	18,502
7½ per cent.	5,598	" calf and kid	... .. "	2,927	75,833
20 per cent.	411	" cut into shapes	... .. "	...	2,122
10 per cent.	2,905	" fancy, patent, &c.	... .. "	...	28,769
Free	...	" imitation	... .. "	...	5,433
25 per cent.	9,002	Leatherware	... .. "	...	35,881
Free	...	Sausage skins	... .. lbs.	65,842	3,636
"	...	Skins, kangaroo	... .. No.	68,339	6,756
"	...	" opossum	... .. "	73,815	1,184
"	...	" rabbit	... .. "	110,974	1,273
"	...	" sheep, with wool	... .. "	181,166	16,782
"	...	" " without wool	... .. "	56,960	1,910
"	...	" undescribed	... .. "	44,080	3,980
2d. per lb.	547	Soap, common	... .. lbs.	34,199	477
4d. per lb.	1,191	" fancy, perfumed	... .. "	72,352	5,316
Free	...	Sponges	... .. "	8,642	3,864
...	...	Stearine	... .. cwt.	...	...

EXPORTS, 1886—*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 III.—FOOD, DRINKS, ETC.—<i>continued.</i></b>				
<i>Order 23.—Drinks and Stimulants— continued.</i>				
5,230,207	322,299	Tea ... .. lbs.	+ 6,738,045	+ 346,173
932,797	72,837	Tobacco (manufactured) ... .. "	+ 1,017,299	+ 84,762
750	50	" (unmanufactured)... .. "	+ 792,215	+ 28,904
89,681	35,546	" cigars ... .. "	+ 126,651	+ 59,962
5,900	3,155	" cigarettes ... .. "	+ 11,042	+ 5,503
953	141	" snuff ... .. "	+ 3,202	+ 824
16,541	1,581	Vinegar ... .. galls.	+ 98,966	+ 10,634
155,021	49,954	Wine, in wood and bottled ... .. "	- 5,114	+ 11,024
3,437	6,297	" sparkling ... .. "	+ 26,703	+ 49,331

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

<i>Order 24.—Animal Substances.</i>				
79	368	Beeswax ... .. cwt.	- 36	- 1 <sup>o</sup> 9
97	500	Bones ... .. tons	+ 37	- 27
1,728	9,674	Bonedust... .. "	- 1,728	- 9,674
465	185	Bristles ... .. lbs.	+ 28,796	+ 3,865
528,042	16,460	Candles ... .. "	+ 660,901	+ 28,749
...	565	Combs ... .. "	...	+ 5,752
...	27	Feathers (not ornamental) ... .. "	...	- 27
507	523	Flock ... .. cwt.	- 387	- 423
13,757	433	Glue ... .. lbs.	+ 67,247	+ 2,453
141	1,783	" pieces ... .. tons	- 141	- 1,783
7	163	Grease ... .. "	+ 139	+ 1,469
85,204	1,276	Hair ... .. lbs.	- 60,339	- 283
5,952	437	" curled ... .. "	+ 151,982	+ 5,585
...	62	" seating ... .. "	...	+ 4,701
11,768	9,581	Hides ... .. No.	+ 86,792	+ 87,636
2,740	1,005	Horns and hoofs ... .. cwt.	- 2,557	- 945
59,346	269,399	Leather ... .. "	...	- 249,819
...	...	" calf and kid ... .. "	+ 2,927	+ 75,833
...	261	" cut into shapes ... .. "	...	+ 1,861
...	3,792	" fancy, patent, &c. ... .. "	...	+ 24,977
...	117	" imitation ... .. "	...	+ 5,316
...	7,908	Leatherware ... .. "	...	+ 27,973
88,735	3,352	Sausage skins ... .. lbs.	- 22,893	+ 284
125,320	11,737	Skins, kangaroo ... .. No.	- 56,981	- 4,981
227,986	5,557	" opossum ... .. "	- 154,171	- 4,373
910,609	6,800	" rabbit ... .. "	- 799,635	- 5,527
494,516	71,683	" sheep, with wool ... .. "	- 313,350	- 54,901
183,313	2,896	" " without wool... .. "	- 126,353	- 986
10,122	90	" undescribed ... .. "	+ 33,958	+ 3,890
1,719,088	12,336	Soap, common ... .. lbs.	- 1,684,889	- 11,859
38,979	1,409	" fancy, perfumed ... .. "	+ 33,373	+ 3,907
182	121	Sponges ... .. "	+ 8,460	+ 3,743
1	5	Stearine ... .. cwt.	- 1	- 5

## IMPORTS, 1886—continued.

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

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

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

<i>Order 24.—Animal Substances—continued.</i>				
Free	...	...	Tallow ... .. tons	478 9,647
"	...	...	Whalebone ... .. lbs.	560 72
"	...	...	Wool,* greasy ... .. "	42,328,769 1,651,945
"	...	...	" scoured ... .. "	9,727,820 670,134
"	...	...	" washed ... .. "	140,074 9,520
<i>Order 25.—Vegetable Substances.</i>				
Free	...	...	Bark ... .. tons	3,912 33,069
"	...	...	Bass ... .. cwt.	680 807
2d. per lb.	759	...	Blue ... .. lbs.	89,650 2,597
2s. p. cental	7	...	Bran ... .. centals	6,407 1,798
Free	...	...	Canes and rattans ... .. "	... 3,035
25 per cent.	189	...	Casks ... .. No.	1,588 755
Free	...	...	" empty ... .. "	15,635 6,276
"	...	...	Copra ... .. "	... 14
"	...	...	Cork ... .. cwt.	540 883
4d. per lb.	3,621	...	" cut ... .. lbs.	221,718 22,021
Free	...	...	Cotton, raw ... .. "	332,402 4,167
"	...	...	Fibre, cocoanut ... .. tons	11 147
"	...	...	" undescribed ... .. "	1,660 26,066
"	...	...	Firewood ... .. "	4,297 1,089
"	...	...	Flax, "Phormium," N. Z. ... .. "	367 5,628
"	...	...	Gum ... .. "	118 4,992
"	...	...	Gutta-percha goods ... .. "	... 128
"	...	...	Hay and chaff ... .. tons	1,209 4,920
"	...	...	Hemp ... .. "	703 18,715
"	...	...	Indiarubber goods ... .. "	... 36,985
"	...	...	Jute ... .. tons	102 1,126
"	...	...	Meal, linseed ... .. lbs.	... ..
"	...	...	Millet, broom corn, &c. ... .. tons	252 7,609
"	...	...	Oakum ... .. cwt.	... ..
10s. per cwt.	408	...	Paper bags ... .. "	1,420 3,049
Free	...	...	" printing ... .. "	110,248 178,856
4s. per cwt.	2,271	...	" wrapping ... .. "	13,292 13,917
2d. per lb. ...	255	...	" writing ... .. lbs.	30,357 1,392
Free	...	...	" " uncut ... .. "	1,575,168 37,671
2d. per lb. ...	38	...	" undescribed, cut ... .. "	4,548 241
4s. per cwt.	906	...	" " uncut ... .. cwt.	4,794 15,404
25 per cent.	125	...	" and cardboard boxes ... .. "	... 586
Free	...	...	Paperhangings ... .. "	... 22,708
2d. per lb.	...	...	Paper patterns ... .. "	... ..
Free	...	...	Pitch and tar ... .. cwt.	7,050 3,319

\* The quantity of wool imported amounted to 52,196,663 lbs., valued at £2,331,599, of which all but 12,058,385 lbs., valued at £465,570, was brought overland from New South Wales.

## EXPORTS, 1886—continued.

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

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

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

		<i>Order 24.—Animal Substances—contd.</i>			
5,893	121,900	Tallow ... ..	tons	- 5,415	- 112,253
672	74	Whalebone ... ..	lbs.	- 112	- 2
82,473,370	3,324,839	Wool,* greasy ... ..	"	- 40,144,601	- 1,672,894
18,788,526	1,175,833	" scoured ... ..	"	- 9,060,706	- 505,699
6,722,943	498,990	" washed ... ..	"	- 6,582,869	- 489,470
		<i>Order 25.—Vegetable Substances.</i>			
3,302	30,782	Bark ... ..	tons	+ 610	+ 2,287
53	132	Bass ... ..	cwt.	+ 627	+ 675
40,041	1,351	Blue ... ..	lbs.	+ 49,609	+ 1,246
79,296	21,988	Bran ... ..	centals	- 72,889	- 20,190
...	153	Canes and rattans ... ..	...	...	+ 2,882
...	...	Casks ... ..	No.	+ 1,588	+ 755
4,996	2,940	" empty ... ..	"	+ 10,639	+ 3,336
...	...	Copra ... ..	...	...	+ 14
131	289	Cork ... ..	cwt.	+ 409	+ 594
23,538	2,804	" cut ... ..	lbs.	+ 198,180	+ 19,217
9,332	167	Cotton, raw ... ..	"	+ 323,070	+ 4,000
13	221	Fibre, cocoanut ... ..	tons	- 2	- 74
85	5,778	" undescribed ... ..	"	+ 1,575	+ 20,288
...	...	Firewood... ..	"	+ 4,297	+ 1,089
23	413	Flax, "Phormium," N. Z. ... ..	"	+ 344	+ 5,215
5	595	Gum ... ..	"	+ 113	+ 4,397
...	...	Gutta-percha goods ... ..	...	...	+ 128
34,619	174,139	Hay and chaff ... ..	tons	- 33,410	- 169,219
41	721	Hemp ... ..	"	+ 662	+ 17,994
...	1,064	Indiarubber goods ... ..	...	...	+ 35,921
...	...	Jute ... ..	tons	+ 102	+ 1,126
4,362	40	Meal, linseed ... ..	lbs.	- 4,362	- 40
4	162	Millet, broom corn, &c. ... ..	tons	+ 248	+ 7,447
6	8	Oakum ... ..	cwt.	- 6	- 8
1,959	4,475	Paper bags ... ..	"	- 539	- 1,426
2,742	6,022	" printing ... ..	"	+ 107,506	+ 172,834
2,681	4,729	" wrapping ... ..	"	+ 10,611	+ 9 188
37,856	1,286	" writing ... ..	lbs.	+ 1,567,669	+ 37,777
...	...	" undescribed, cut ... ..	"	+ 4,548	+ 241
...	...	" " uncut ... ..	cwt.	+ 4,794	+ 15,404
...	...	" and cardboard boxes ... ..	...	...	+ 586
...	2,702	Paperhangings ... ..	...	...	+ 20,006
...	6,232	Paper patterns ... ..	...	...	- 6,232
827	490	Pitch and tar ... ..	cwt.	+ 6,223	+ 2,829

\* The quantity of wool exported amounted to 107,984,839 lbs., valued at £4,999,662, of which 17,052,301 lbs., valued at £693,310, was entered as the produce of places outside Victoria.

## IMPORTS, 1886—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 25.—Vegetable Substances—contd.</i>				
2s. p. cental	2	Pollard ... .. centals	979	327
Free ...	...	Rags ... .. tons	477	2,507
" ...	...	Resin ... .. cwt.	17,505	7,099
10 per cent.	133	Seeds, canary ... .. centals	2,489	1,392
Free ...	...	" clover ... .. "	656	607
" ...	...	" grass ... .. "	10,233	11,255
" ...	...	" undescribed ... .. "	...	17,505
2d. per lb.	7,312	Starch ... .. lbs.	1,048,689	16,136
2s p. cental	6	Tares ... .. centals	61	31
Free ...	...	Timber, deals ... .. feet	7,105,700	53,774
1/6 p. 100 s. f.	35,307	" dressed ... .. "	47,075,149	410,254
Free ...	...	" undressed ... .. "	64,389,441	453,990
1s. p. 100 s. f.	3,749	" " hardwood ... .. "	7,713,645	36,138
1/6 p. 100 s. f.	9,560	" flooring boards ... .. "	12,720,700	102,236
1s. per 1,000	864	" laths ... .. No.	17,285,835	24,495
Free ...	...	" logs ... .. feet	5,835,600	52,028
9d. per 100	403	" palings ... .. No.	1,073,445	7,304
6d. per 100	373	" pickets ... .. "	1,493,159	10,741
Free ...	...	" posts and rails ... .. "	18,502	517
6d. per 1,000	4	" shingles ... .. "	110,550	487
Free ...	...	" shooks and staves ... .. "	99,475	1,871
" ...	...	" spars and piles ... .. feet	1,558,400	13,212
6d. per 100	31	" spokes and felloes ... .. No.	128,972	1,884
" ...	...	" other ... .. "	...	1,608
	50,291	Total timber ... ..	...	1,170,539
2s. per gal.	3,431	Varnish ... .. galls.	31,222	18,601
25 per cent.	711	Wicker and basket ware ... ..	...	2,814
" ...	13,598	Woodenware ... ..	...	55,662
<i>Order 26.—Oils.*</i>				
6d. per gal.	4	Almond ... .. galls.	171	88
Free ...	...	Black ... .. "	29,169	3,408
6d. per gal.	6,432	Castor ... .. "	262,079	32,709
1s. doz. pts.	379	" ... .. doz. pints	6,935	2,376
6d. per gal.	826	Chinese ... .. galls.	35,188	5,230
Free ...	...	Cocoanut ... .. "	29,425	3,253
" ...	...	Cod... .. "	48,925	7,647
6d. per gal.	39	Codliver ... .. "	1,749	393
1s. doz. pts.	40	" ... .. doz. pints	802	1,353
6d. per gal.	534	Colza ... .. galls.	20,414	2,746
" ...	...	Gasoline ... .. "	16	2
" ...	34,517	Kerosene ... .. "	1,711,243	82,729
" ...	226	Lard ... .. "	103,362	6,850

\* 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, 1886—*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 IV.—ANIMAL AND VEGETABLE SUBSTANCES—<i>continued.</i></b>				
<i>Order 25.—Vegetable Substances—cntd.</i>				
21,952	6,092	Pollard ... .. centals	- 20,973	- 5,765
170	3,039	Rags ... .. tons	+ 307	- 532
580	188	Resin ... .. cwt.	+ 16,925	+ 6,911
85	78	Seeds, canary ... .. centals	+ 2,404	+ 1,314
31	127	„ clover ... .. „	+ 625	+ 480
226	402	„ grass ... .. „	+ 10,007	+ 10,853
...	6,195	„ undescribed... .. „	...	+ 11,310
98,579	1,619	Starch ... .. lbs.	+ 950,110	+ 14,517
...	...	Tares ... .. centals	+ 61	+ 31
61,450	546	Timber, deals ... .. feet	+ 7,044,250	+ 53,228
869,448	8,588	„ dressed ... .. „	+ 46,205,701	+ 401,666
1,154,395	8,956	„ undressed ... .. „	+ 70,948,691	+ 481,172
3,125	34	„ flooring boards ... .. „	+ 12,717,575	+ 102,202
107,900	220	„ laths ... .. No.	+ 17,177,935	+ 24,275
31,488	515	„ logs ... .. feet	+ 5,804,112	+ 51,513
87,121	680	„ palings ... .. No.	+ 986,324	+ 6,624
725	4	„ pickets ... .. „	+ 1,492,434	+ 10,737
15,376	700	„ posts and rails ... .. „	+ 3,126	- 183
5,200	14	„ shingles ... .. „	+ 105,350	+ 473
394	172	„ shooks and staves... .. „	+ 99,081	+ 1,699
...	...	„ spars and piles ... .. feet	+ 1,558,400	+ 13,212
3,955	194	„ spokes and felloes ... .. No.	+ 125,017	+ 1,690
...	713	„ other ... .. „	...	+ 895
...	21,336	Total timber ... .. „	...	1,149,203
2,936	2,004	Varnish ... .. galls.	+ 28,286	+ 16,597
...	1,267	Wicker and basket ware ... .. „	...	+ 1,547
...	12,344	Woodenware ... .. „	...	+ 43,318
<i>Order 26.—Oils.*</i>				
...	...	Almond ... .. galls.	+ 171	+ 88
1,172	262	Black ... .. „	+ 27,997	+ 3,146
22,399	3,385	Castor ... .. „	+ 239,680	+ 29,324
...	...	„ ... .. doz. pints	+ 6,935	+ 2,376
7,932	1,270	Chinese ... .. galls.	+ 27,256	+ 3,960
1,511	223	Cocanut ... .. „	+ 27,914	+ 3,030
1,320	241	Cod ... .. „	+ 47,605	+ 7,406
39	19	Codliver ... .. „	+ 1,710	+ 374
...	...	„ ... .. doz. pints	+ 802	+ 1,353
2,567	485	Colza ... .. galls.	+ 17,847	+ 2,261
...	...	Gasoline ... .. „	+ 16	+ 2
125,582	8,046	Kerosene ... .. „	+ 1,585,661	+ 74,683
543	115	Lard ... .. „	+ 102,819	+ 6,735

\* 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, 1886—*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 26.—Oils*—continued.</i>				
6d. per gal.	7,032	Linseed ... .. galls.	285,259	34,618
" ...	726	Lubricating ... .. "	31,782	3,836
1s. doz. pts.	95	" ... .. doz. pints	1,892	529
6d. per gal.	8	Medicinal ... .. "	...	...
" ...	231	Mineral ... .. "	12,452	1,163
Free ...	...	" unrefined ... .. "	66,720	6,449
6d. per gal.	3	Mutton Bird... .. "	123	30
" ...	3	Neatsfoot ... .. "	100	22
Free ...	...	Nut ... .. "	6,746	711
6d. per gal.	457	Olive ... .. "	19,253	3,931
Free ...	...	Palm ... .. "	22,562	4,036
" ...	...	Paraffin ... .. "	3,822	421
6d. per gal.	1	Pine ... .. "	41	6
Free ...	10	Rape ... .. "	1,237	143
6d. per gal.	70	Resin ... .. "	2,807	210
1s. doz. pts.	1,363	Salad ... .. "	29,329	13,477
& 6d. p. gall.				
6d. per gal.	27	Seed ... .. "	1,097	132
" ...	35	Sperm ... .. "	1,412	248
1s. doz. pts.	4	" ... .. doz. pints	84	14
6d. per gal.	...	Tallow ... .. galls.	...	...
" ...	132	Vegetable ... .. "	5,270	852
Free ...	...	Oils undescribed ... .. "	936	73
6d. per gal.	6	" " ... .. "	240	6
	53,200	Total Oils ... ..	2,742,642	219,691

## CLASS V.—MINERALS AND METALS.

<i>Order 27.—Articles connected with Mining.†</i>				
<i>Order 28.—Coal, &amp;c.</i>				
Free ...	...	Coal ... .. tons	526,076	510,768
" ...	...	Coke, charcoal ... .. "	3,351	5,161
" ...	...	Kerosene shale ... .. "	5,169	8,633
<i>Order 29.—Stone, Clay, Earthenware, and Glass.</i>				
(See also Order 12 <i>ante.</i> )				
Free ...	...	Bricks, bath ... .. No.	77,761	497
20 per cent.	1,281	Brownware ... .. "	...	6,433
2s. 6d. per cub. foot	2,457	Chinaware and porcelain ... cub. feet	19,686	31,212
1s. 4d. per cub. foot	6,782	Earthenware ... .. "	101,892	67,615
3d. & 6d. p. doz., & 6d. p. cub. ft.	20,508	Glass bottles ... .. "	...	38,697

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

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

EXPORTS, 1886—*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 26.—Oils*—continued.</i>				
20,373	3,214	Linseed ... .. galls.	+264,886	+31,404
...	...	Lubricating ... .. "	+31,782	+3,836
4,205	767	" ... .. "	-2,313	-238
...	...	Medicinal ... .. "	...	...
2,605	332	Mineral ... .. "	+9,847	+831
...	...	" unrefined... .. "	+66,720	+6,449
...	...	Mutton Bird ... .. "	+123	+30
1,545	279	Neatsfoot ... .. "	-1,445	-257
...	...	Nut ... .. "	+6,746	+711
2,260	684	Olive ... .. "	+16,993	+3,247
1,332	250	Palm ... .. "	+21,230	+3,786
...	...	Paraffin ... .. "	+3,822	+421
...	...	Pine ... .. "	+41	+6
...	...	Rape ... .. "	+1,237	+143
10	2	Resin ... .. "	+2,797	+208
3,098	1,520	Salad ... .. "	+26,231	+11,957
...	...	Seed ... .. "	+1,097	+132
343	111	Sperm ... .. "	+1,069	+137
...	...	" ... .. doz. pints	+84	+14
83,484	7,217	Tallow ... .. galls.	-83,484	-7,217
341	149	Vegetable ... .. "	+4,929	+703
...	...	Oils undescribed ... .. "	+936	+73
...	...	" " ... .. "	+240	+6
282,661	28,571	Total Oils ... ..	+2,459,981	+191,120

## CLASS V.—MINERALS AND METALS.

*Order 27.—Articles connected with Mining.†*

<i>Order 28.—Coal, &amp;c.</i>				
194	312	Coal ... .. tons	+525,882	+510,456
368	482	Coke, charcoal ... .. "	+2,983	+4,679
...	...	Kerosene shale ... .. "	+5,169	+8,633
<i>Order 29.—Stone, Clay, Earthenware and Glass.</i>				
(See also <i>Order 12 ante.</i> )				
720	10	Bricks, bath ... .. No.	+77,041	+487
...	883	Brownware ... .. "	...	+5,550
...	3,649	Chinaware and porcelain ... cub. feet	...	+27,563
...	7,585	Earthenware ... .. "	...	+60,030
...	2,067	Glass bottles ... .. "	...	+36,630

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

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

## IMPORTS, 1886—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—continued.</b>				
<i>Order 29.—Stone, Clay, Earthenware, and Glass—continued.</i>				
(See also Order 12 ante.)				
Free	...	Glass, plate	... feet	645,279 31,384
"	...	" window	"	2,459,327 38,032
2s. 6d. & 1s p. cub. ft.	4,246	Glassware	"	... 49,675
20 per cent.	1,305	Marble, wrought	...	... 6,514
Free	...	" unwrought	... tons	1,085 8,273
"	...	Plaster of paris	... cwt.	10,078 1,647
"	...	" American	"	44,581 8,907
"	...	Putty	"	3,563 1,917
"	...	Slate slabs	... No.	943 550
"	...	Stones, grind	"	3,187 769
"	...	" mill	"	5 22
"	...	" unwrought	... tons	3,295 9,619
20 per cent.	546	" wrought	"	120 3,125
"	...	Stoneware	...	... ..
Free	...	Whiting	... tons	2,739 7,586
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
Free	...	Gold, bullion	... ozs.	146,486 569,442
"	...	" specie	...	... 32,593
"	...	Silver, bullion	... ozs.	16,171 3,321
"	...	" specie	...	... 30,889
"	...	" ore	... tons	834 11,825
"	...	" amalgam	"	... ..
"	...	" and gold	... ozs.	... ..
"	...	Copper, specie	...	... 2,503
10 per cent.	443	Gold-leaf	... No.	2,117,600 4,311
20 per cent.	8,971	Jewellery	...	... 54,310
2s. per oz.	1,004	Plate, silver	... ozs.	9,684 4,627
Free	...	Precious stones, cameos, &c., unset	...	... 804
"	...	Quartz	... tons	68 1,542
<i>Order 32.—Metals other than Gold and Silver.</i>				
Free	...	Antimony, ore	... tons	3 113
25 per cent.	1,457	Brassware	...	... 6,178
Free	...	"	...	... 23,039
"	...	Copper	... tons	133 6,535
"	...	" ore	... cwt.	180 91
"	...	" regulus	... tons.	... ..
"	...	" sheet	... cwt.	2,822 9,643
"	...	" wire	"	187 560
"	...	Copperware	...	... 3,144
25 per cent.	116	"	...	... 465
20 per cent.	5,556	Electro-plated ware	...	... 23,313
25 per cent.	859	Grates and stoves	... No.	6,424 3,500

## EXPORTS 1886—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 V.—MINERALS AND METALS—continued.</b>				
<i>Order 29.—Stone, Clay, Earthenware, and Glass—continued.</i> (See also Order 12 ante.)				
8,812	1,311	Glass, plate ... .. feet	+636,467	+30,073
173,983	3,103	„ window ... .. „	+2,285,344	+34,929
...	7,772	Glassware ... .. „	...	+41,903
...	3,099	Marble, wrought ... .. „	...	+3,415
22	161	„ unwrought ... .. tons	+1,063	+8,112
74	27	Plaster of paris ... .. cwt.	+10,004	+1,620
74	19	„ „ American ... .. „	+44,507	+8,888
101	68	Putty ... .. „	+3,462	+1,849
5	45	Slate slabs ... .. tons	+938	+505
79	105	Stones, grind ... .. No.	+3,108	+664
4	20	„ mill ... .. „	+1	+2
1,591	1,718	„ unwrought ... .. tons	+1,704	+7,901
6,996	19,724	„ wrought ... .. „	-6,876	-16,599
...	186	Stoneware ... .. „	...	-186
82	335	Whiting ... .. tons	+2,657	+7,251
<i>Order 31.—Gold, Silver, Specie, and Precious Stones.</i>				
84,229	336,874	Gold, bullion ... .. ozs.	+62,257	+232,568
...	1,610,829	„ specie ... .. „	...	-1,578,236
88,308	17,337	Silver, bullion ... .. ozs.	-72,137	-14,016
...	6,623	„ specie ... .. „	...	+24,266
...	...	„ ore ... .. tons	+834	+11,825
223	9,880	„ amalgam ... .. „	-223	-9,880
15,171	9,600	„ and gold ... .. ozs.	-15,171	-9,600
...	130	Copper, specie ... .. „	...	+2,373
68,050	209	Gold-leaf... .. No.	+2,049,550	+4,102
...	14,082	Jewellery... .. „	...	+40,228
2,698	1,779	Plate, silver ... .. ozs.	+6,986	+2,848
...	180	Precious stones, cameos, &c., unset ... .. „	...	+624
...	...	Quartz ... .. tons	+68	+1,542
<i>Order 32.—Metals other than Gold and Silver.</i>				
5	35	Antimony, ore ... .. tons	-2	+78
...	733	Brassware ... .. „	...	+28,484
23	758	Copper ... .. tons	+110	+5,777
4,500	8,730	„ ore ... .. cwt.	-4,320	-8,639
55	2,500	„ regulus ... .. tons	-55	-2,500
21	116	„ sheet ... .. cwt.	+2,801	+9,527
...	...	„ wire ... .. „	+187	+560
...	686	Copperware ... .. „	...	+2,923
...	...	Electro-plated ware ... .. „	...	+23,313
325	1,342	Grates and stoves ... .. No.	+6,099	+2,158

## IMPORTS, 1886—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—continued.</b>					
<i>Order 32.—Metals other than Gold and Silver—continued.</i>					
Free ...	...	Iron, bar and rod ...	tons	15,015	99,337
25 per cent.	3,120	„ bolts and nuts ...	„	694	12,433
„ ...	3,553	„ castings ...	„	1,649	14,311
„ ...	54	„ galvanized buckets and tubs	No.	3,624	215
Free ...	...	„ „ cordage ...	tons	51	1,509
25 per cent.	...	„ „ guttering ...	...	...	...
Free ...	...	„ „ sheet ...	tons	16,955	249,926
„ ...	...	„ hoop ...	„	1,088	9,278
„ ...	...	„ ore ...	„	39	58
„ ...	...	„ pig ...	„	14,992	51,445
40s. per ton	13,060	„ pipes, cast ...	„	6,715	31,873
Free ...	...	„ „ wrought ...	„	4,117	46,500
„ ...	...	„ plate ...	„	5,067	36,180
„ ...	...	„ railway rails, &c. ...	„	25,741	160,971
„ ...	...	„ scrap ...	„	2,573	6,558
„ ...	...	„ sheet ...	„	1,812	18,059
„ ...	...	„ tanks ...	No.	3,696	10,694
„ ...	...	„ wire, fencing and undescribed	tons	10,608	94,110
„ ...	...	„ „ telegraphic ...	„	68	1,150
25 per cent.	48	Ironware, galvanized ...	„	9	193
Free ...	...	Lead, ore ...	„	228	655
„ ...	...	„ pig ...	„	1,116	18,269
2s. 6d. $\frac{1}{2}$ cwt.	16	„ pipe ...	cwt.	196	192
„ ...	878	„ sheet ...	„	6,913	4,932
25 per cent.	36,334	Metal, manufactures of ...	...	...	147,434
Free ...	...	„ yellow ...	cwt.	1,131	2,631
„ ...	...	Metals, undescribed ...	„	1,220	1,786
20 per cent.	2,772	Metalware, mixed ...	...	...	14,488
3s. per cwt.	7,631	Nails ...	cwt.	50,194	32,757
12s. per cwt.	1,205	„ horseshoe ...	„	2,698	5,007
Free ...	...	Ores, mineral earths, clays, &c.	tons	545	2,581
20 per cent.	5,391	Platedware ...	...	...	32,404
Free ...	...	Plumbago ...	cwt.	735	673
„ ...	...	Quicksilver ...	lbs.	13,383	1,008
„ ...	...	Screws ...	cwt.	3,738	7,242
„ ...	...	Spelter ...	„	60	117
„ ...	...	Steel ...	tons	3,398	39,736
„ ...	...	„ cordage ...	„	308	12,687
„ ...	...	Tin, block ...	cwt.	3,360	12,138
„ ...	...	„ foil ...	lbs.	70,072	1,757
„ ...	...	„ ore ...	tons	2	42
„ ...	...	„ „ black sand ...	cwt.	...	...
„ ...	...	„ plate ...	boxes	33,020	29,566
25 per cent.	1,166	Tinware ...	...	...	4,505
„ ...	1,291	Wire netting ...	...	...	4,728
Free ...	...	„ „ ...	...	...	1,905
„ ...	...	Zinc, ingots ...	cwt.	4,070	791
25 per cent.	171	„ perforated ...	...	...	1,322
Free ...	...	„ sheet ...	cwt.	2,506	2,596

## EXPORTS, 1886—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 V.—MINERALS AND METALS—continued.</b>				
<i>Order 32.—Metals other than Gold and Silver—continued.</i>				
676	6,392	Iron, bar and rod ... .. tons	+14,339	+ 92,945
13	241	„ bolts and nuts ... .. „	+681	+12,192
73	1,902	„ castings ... .. „	+1,576	+12,409
2,235	334	„ galvanized buckets and tubs No.	+1,389	- 119
7	573	„ „ cordage ... .. tons	+44	+936
...	1,454	„ „ guttering ... .. „	...	-1,454
613	11,851	„ „ sheet ... .. tons	+16,342	+238,075
77	827	„ hoop ... .. „	+1,011	+8,451
...	...	„ ore ... .. „	+39	+58
137	557	„ pig ... .. „	+14,855	+50,888
46	383	„ pipes, cast ... .. „	+6,669	+31,490
150	3,306	„ „ wrought ... .. „	+3,967	+43,194
50	522	„ plate ... .. „	+5,017	+35,658
1,473	4,677	„ railway rails, &c. ... .. „	+24,268	+156,294
...	...	„ scrap ... .. „	+2,573	+6,558
35	436	„ sheet ... .. „	+1,777	+17,623
217	787	„ tanks ... .. No.	+3,479	+9,907
1,023	12,740	„ wire, fencing and undescribed tons	+9,585	+81,370
2	59	„ „ telegraphic ... .. „	+66	+1,091
...	...	Ironware, galvanized ... .. „	+9	+193
...	...	Lead, ore ... .. tons	+228	+655
3	54	„ pig ... .. „	+1,113	+18,215
600	632	„ pipe ... .. cwt.	-404	-440
720	733	„ sheet ... .. „	+6,193	+4,199
...	37,127	Metal, manufactures of ... .. „	...	+110,307
480	723	„ yellow ... .. cwt.	+651	+1,908
38	560	Metals, undescribed ... .. „	+1,182	+1,226
...	1,713	Metalware, mixed ... .. „	...	+12,775
4,286	5,190	Nails ... .. cwt.	+45,908	+27,567
...	...	„ horseshoe ... .. „	+2,698	+5,007
315	10,945	Ores, mineral earths, clays, &c. tons	+230	-8,364
...	10,142	Platedware ... .. „	...	+22,262
12	14	Plumbago ... .. cwt.	+723	+659
2,401	226	Quicksilver ... .. lbs.	+10,982	+782
61	208	Screws ... .. cwt.	+3,677	+7,034
2,760	1,940	Spelter ... .. „	-2,700	-1,823
232	1,971	Steel ... .. tons	+3,166	+37,765
2	112	„ cordage ... .. „	+306	+12,575
520	2,554	Tin, block ... .. cwt.	+2,840	+9,584
2,200	91	„ foil ... .. lbs.	+67,872	+1,666
5	137	„ ore ... .. tons	-3	-95
310	425	„ „ black sand ... .. cwt.	-310	-425
895	873	„ plate ... .. boxes	+32,125	+28,693
...	7,284	Tinware ... .. „	...	-2,779
...	235	Wire netting ... .. „	...	+4,493
...	...	„ „ ... .. „	...	+1,905
6	5	Zinc, ingots ... .. cwt.	+1,064	+786
...	...	„ perforated ... .. „	...	+1,322
18	27	„ sheet ... .. cwt.	+2,488	+2,569

## IMPORTS, 1886—continued.

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

Duty.		Articles.	Total Imports.	
Rate.	Amount Collected.		Quantity.	Value.
	£			£
<b>CLASS VI.—LIVE ANIMALS AND PLANTS.</b>				
<i>Order 33.—Animals and Birds.</i>				
Free	...	Birds	No. 5,525	970
"	...	Buffaloes	" 3	10
"	...	Calves	" 997	1,554
"	...	Deer	" 1	3
"	...	Dogs	" 11	83
"	...	Fish ova	...	10
5s. each	13,898	Horned cattle, overland	No. 57,275	328,571
		" seaward	" 609	14,321
"	1,291	Horses, overland	" 4,712	122,843
		" seaward	" 1,009	83,432
Free	...	Leeches	" ...	...
2s. each	63	Pigs	" 804	1,740
Free	...	Poultry	" 473	326
6d. each	28,145	Sheep, overland	" 1,131,149	372,619
		" seaward	" 2,969	3,425
Free	...	Other	" 982	567
<i>Order 34.—Plants.</i>				
Free	...	Plants	...	3,643
<b>CLASS VII.—MISCELLANEOUS MATTERS.</b>				
<i>Order 35.—Miscellaneous Articles of Trade, &amp;c.</i>				
25 per cent.	3,621	Brushware and brooms, hair	...	13,783
"	18	" undescribed	...	1,088
Free	...	Fancy goods	...	90,958
"	...	Grindery	...	24,080
"	...	Hardware and ironmongery, undescribed	...	226,204
"	...	Holloware	...	10,807
20 and 10 per cent.	4,696	Oilmen's stores, unenumerated...	...	30,035
Free	...	Ordnance stores	...	138,488
"	...	Photographic goods	...	7,687
"	...	Printing materials	...	18,703
"	...	Telegraphic materials (except wire)	...	12,805
"	...	Travellers' samples	...	62,544
<i>Order 36.—Indefinite Articles.</i>				
Free	...	Curiosities	...	131
"	...	Exhibits undescribed	...	...
"	...	Goods, manufactured	...	59,406
10 per cent.	13	"	...	127
Free	...	Personal effects	...	50,476
"	...	Specimens of natural history	...	601
...	2,172,033	Total	...	18,530,575

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

EXPORTS, 1886—*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.</b>				
<i>Order 33.—Animals and Birds.</i>				
41	7	Birds ... ..	No.	+5,484 +963
...	...	Buffaloes ... ..	"	+3 +10
...	...	Calves ... ..	"	+997 +1,554
...	...	Deer ... ..	"	+1 +3
50	373	Dogs ... ..	"	-39 -290
...	...	Fish ova ... ..	...	... +10
9,800	54,941	Horned cattle, overland ...	No.	+47,475 +273,630
76	20,598	" seaward ... ..	"	+533 -6,277
1,637	67,697	Horses, overland ... ..	"	+3,075 +55,146
4,190	116,851	" seaward ... ..	"	-3,181 -33,419
...	...	Leeches ... ..	"	... ..
305	511	Pigs ... ..	"	+499 +1,229
1,532	354	Poultry ... ..	"	-1,059 -28
233,199	114,920	Sheep, overland ... ..	"	+897,950 +257,699
19,903	17,998	" seaward ... ..	"	-16,934 -14,573
72	28	Other ... ..	"	+910 +539
<i>Order 34.—Plants.</i>				
...	5,664	Plants ... ..	...	... -2,021
<b>CLASS VII.—MISCELLANEOUS MATTERS.</b>				
<i>Order 35.—Miscellaneous Articles of Trade, &amp;c.</i>				
...	2,462	Brushware and brooms, hair ...	...	+11,321
...	1,950	" " undescrbed...	...	-862
...	14,358	Fancy goods ... ..	...	+76,600
...	6,769	Grindery ... ..	...	+17,311
...	32,734	Hardware & ironmongery, undescrbed	...	+193,470
...	183	Holloware ... ..	...	+10,624
...	18,277	Oilmen's stores, unenumerated ...	...	+11,758
...	...	Ordnance stores ... ..	...	+138,488
...	3,048	Photographic goods ... ..	...	+4,639
...	9,401	Printing materials... ..	...	+9,302
...	1,052	Telegraphic materials (except wire)...	...	+11,753
...	71,049	Travellers' samples ... ..	...	-8,505
<i>Order 36.—Indefinite Articles.</i>				
...	237	Curiosities ... ..	...	-106
...	28,202	Exhibits undescrbed ... ..	...	-28,202
...	3,214	Goods, manufactured ... ..	...	+56,319
...	64,103	Personal effects ... ..	...	-13,627
...	225	Specimens of natural history ...	...	+376
...	11,795,321	Total ... ..	...	+6,735,254

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

Imports,  
exports,  
and trade.

1141. In 1886, the total declared value of the imports having been £18,530,575, and that of the exports £11,795,321, the excess of imports over exports was £6,735,254, and the whole value of external trade was £30,325,896.

Imports and  
exports last  
two years.

1142. The value of imports was higher in 1886 than in 1885 by £485,971, or by about 3 per cent.; but as compared with the last-named year the value of exports was the subject of a serious falling-off, amounting to over  $3\frac{3}{4}$  millions sterling (£3,756,437), or 24 per cent. The value of the total trade was thus less than in the previous year by about £3,270,466.

Imports and  
exports,  
latest and  
former  
years.

1143. The imports in 1886, as indicated by their values, were higher than in any other year of the colony's history except 1884 and 1882; the exports, however, according to the same standard, were lower than in any year since 1854.\*

Imports and  
exports per  
head, 1851-  
1886.

1144. In the year under review, the value per head of imports was lower by 1s. 1d., but the value per head of exports was lower by as much as £4 5s. 6d., than in 1885. The following table shows the value of imports and exports per head in each of the thirty-six years ended with 1886:—

#### IMPORTS AND EXPORTS PER HEAD, 1851 TO 1886.

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

\* For value of imports and exports in each year, see first folding sheet *ante*.

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

IMPORTS AND EXPORTS PER HEAD, 1851 TO 1886—*continued.*

Year.	Value per Head of the Population * of—								
	Imports.			Exports.			Both.		
	£	s.	d.	£	s.	d.	£	s.	d.
1871	16	14	11	19	15	1	36	10	0
1872	18	3	6	18	8	4	36	11	10
1873	21	12	0	19	19	10	41	11	10
1874	21	16	0	19	17	2	41	13	2
1875	21	3	11	18	15	1	39	19	0
1876	19	14	4	17	16	6	37	10	10
1877	20	4	9	18	14	11	38	19	8
1878	19	13	6	18	3	5	37	16	11
1879	18	0	7	14	18	8	32	19	3
1880	17	2	5	18	15	3	35	17	8
1881†	19	4	10	18	14	1	37	18	11
1882†	21	1	2	18	3	9	39	4	11
1883†	19	9	7	18	0	0	37	9	7
1884†	20	11	3	17	3	9	37	15	0
1885†	18	16	6	16	4	6	35	1	0
1886	18	15	5	11	19	0	30	14	5

1145. It will be observed that in 1886 the value of imports per head was lower than in any of the last 14 years, except 1879 and 1880, and was also lower than in most of the previous years; also that the value of exports per head in 1886 was absolutely lower than in any other year since the separation of Victoria from New South Wales.

Imports and exports per head.

1146. 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 1885:—

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	1875	16,685,874	21 3 10	14,766,974	18 15 1
	1876	15,705,354	19 14 4	14,196,487	17 16 5
	1877	16,362,304	20 4 8	15,157,687	18 14 11
	1878	16,161,880	19 13 6	14,925,707	18 3 5
	1879	15,035,538	18 0 7	12,454,170	14 18 8
	1880	14,556,894	17 2 4	15,954,559	18 15 3
	1881	16,718,521	19 4 10	16,252,103	18 14 1
	1882	18,748,081	21 1 2	16,193,579	18 3 9
	1883	17,743,846	19 9 7	16,398,863	18 0 0
	1884	19,201,633	20 11 3	16,050,465	17 3 9
	1885	18,044,604	18 16 6	15,551,758	16 4 6
Mean of 11 years	...	16,814,957	19 11 2	15,263,849	17 15 5

\* See footnote (†) to preceding page.

† Figures altered since last publication, owing to amendment of estimates of population.

‡ The values per head have been altered since last publication, in the case of Victoria for the years 1881 to 1884; of New South Wales for all the years; and of Queensland and New Zealand for 1884, in consequence of amendment of estimates of population.

IMPORTS AND EXPORTS OF AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Imports.			Exports.				
		Total Value.	Value per Head.*		Total Value.	Value per Head.*			
		£	£	s.	d.	£	£	s.	d.
New South Wales	1875	13,490,200	23	1	6	13,671,580	23	7	8
	1876	13,672,776	22	12	7	13,003,941	21	10	5
	1877	14,606,594	23	4	6	13,125,819	20	17	5
	1878	14,768,873	22	9	0	12,965,879	19	14	3
	1879	14,198,847	20	11	2	13,086,819	18	18	11
	1880	13,950,075	19	4	6	15,525,138	21	7	11
	1881	17,409,326	22	18	0	16,049,503	21	2	3
	1882	21,281,130	26	15	5	16,716,961	21	0	8
	1883	20,960,157	25	2	6	19,886,018	23	16	9
	1884	22,826,985	25	18	4	18,251,506	20	14	5
	1885	23,365,196	25	2	0	16,541,745	17	15	4
Mean of 11 years	...	17,320,974	23	7	3	15,347,719	20	18	9
Queensland	1875	3,328,009	19	6	1	3,857,576	22	7	6
	1876	3,126,559	16	19	6	3,875,581	21	0	10
	1877	4,068,682	20	17	1	4,361,275	22	7	1
	1878	3,436,077	16	12	4	3,190,419	15	8	7
	1879	3,080,889	14	7	8	3,434,034	16	0	8
	1880	3,087,296	13	18	2	3,448,160	15	10	8
	1881	4,063,625	18	7	9	3,540,366	16	0	4
	1882	6,318,463	26	11	10	3,534,452	14	17	6
	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
Mean of 11 years	...	4,504,311	19	6	10	4,039,612	17	16	9
South Australia†	1875	4,203,802	20	5	1	4,805,051	23	3	1
	1876	4,576,183	20	19	8	4,816,170	22	1	9
	1877	4,625,511	20	0	0	4,626,531	20	0	1
	1878	5,719,611	23	11	1	5,355,021	22	1	0
	1879	5,014,150	19	14	7	4,762,727	18	14	10
	1880	5,581,497	21	3	7	5,574,505	21	3	1
	1881	5,244,064	18	3	5	4,407,757	15	5	6
	1882	6,707,788	23	2	9	5,359,890	18	9	9
	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
Mean of 11 years	...	5,389,129	20	8	1	5,168,279	19	14	1
Western Australia	1875	349,840	13	4	5	391,217	14	15	8
	1876	386,037	14	5	9	397,293	14	14	1
	1877	362,707	13	3	0	373,352	13	10	9
	1878	379,050	13	10	9	428,491	15	6	0
	1879	407,299	14	6	8	494,884	17	8	3
	1880	353,669	12	5	3	499,183	17	6	1
	1881	404,831	13	12	9	502,770	16	18	9
	1882	508,755	16	14	9	583,056	19	3	8
	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
Mean of 11 years	...	440,054	14	16	3	451,785	15	7	6

\* See footnote (†) to preceding 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.
Tasmania	1875	1,185,942	11	8	3	1,085,976	10	9	0
	1876	1,133,003	10	16	8	1,130,983	10	16	4
	1877	1,308,671	12	6	3	1,416,975	13	6	7
	1878	1,324,812	12	4	2	1,315,695	12	2	5
	1879	1,267,475	11	7	11	1,301,097	11	14	0
	1880	1,369,223	12	1	0	1,511,931	13	6	2
	1881	1,431,144	12	4	0	1,555,576	13	5	2
	1882	1,670,872	13	16	10	1,587,389	13	3	0
	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
Mean of 11 years	...	1,448,400	12	9	5	1,402,434	12	2	9
New Zealand	1875	8,029,172	22	7	6	5,828,627	16	4	10
	1876	6,905,171	17	16	5	5,673,465	14	12	10
	1877	6,973,418	17	1	6	6,327,472	15	9	11
	1878	8,755,663	20	15	3	6,015,525	14	5	4
	1879	8,374,585	18	13	9	5,743,126	12	16	4
	1880	6,162,011	12	19	10	6,352,692	13	7	10
	1881	7,457,045	15	2	3	6,060,876	12	5	7
	1882	8,609,270	16	18	1	6,658,008	13	1	5
	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	
Mean of 11 years	...	7,671,307	16	14	6	6,343,399	13	13	9

NOTE.—For the imports and exports of the different colonies during 1886, see General Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

1147. In 1885 the imports were above the average in all the colonies except New Zealand, and the exports were above the average in all except Western Australia and Tasmania. In New South Wales, Queensland, and Western Australia the imports were larger in that than in any previous year, but in not one of the colonies was this the case in regard to the exports. In New Zealand the imports show a considerable falling-off as compared with previous years, but the exports, although lower than in 1883 and 1884, were higher than in any other previous years.

1148. Per head of the population, the exports in 1885 were considerably below the average in all the colonies without exception, but the imports were above the average in all the colonies except Victoria, South Australia, and New Zealand, where they were much below it. In Western Australia the imports per head were higher in 1885 than in

\* See footnote (†) on page 567 *ante*.

any of the other years named; in Tasmania in any except 2, in New South Wales than in any except 3, and in Queensland than in any except 4; whilst, on the other hand, in South Australia they were lower than in any of the other years named, in New Zealand than in any except 1, and in Victoria than in any except 2. The exports per head in 1885 were lower in Victoria, New South Wales, Tasmania, and New Zealand than in any of the other years named, in Western Australia than in any but 1, in South Australia than in any but 2, and in Queensland than in any but 6 of those years.

Order of colonies in respect to imports and exports.

1149. In 1879 the total value of exports, in 1881 the total value of imports, and in the last four years named in the table the total value of both imports and exports, was higher in New South Wales than in Victoria, but in all the other years the values were higher in Victoria than in any of the other colonies. The following is the order of the colonies in regard to the total value of imports and exports in 1885 and in the eleven years 1875 to 1885 :—

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

Order in 1885.	Order in a Series of Years.
1. New South Wales.	1. New South Wales.
2. Victoria.	2. Victoria.
3. New Zealand.	3. New Zealand.
4. Queensland.*	4. South Australia.
5. South Australia.	5. Queensland.
6. Tasmania.	6. Tasmania.
7. Western Australia.	7. Western Australia.

New South Wales wool passing through Victoria.

1150. In regard to the comparison of the trade of New South Wales with that of Victoria, it should be remembered that the Victorian returns of imports and exports are each year largely swelled by the value of wool brought to Melbourne from the neighbouring colonies for convenience of shipment.

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

1151. The value of imports per head in 1885 was greatest in New South Wales, but that of exports was greatest in South Australia, Victoria being fourth on the list in regard both to imports and exports. Over a series of years Victoria stood third in the case of imports per head, and fourth in the case of exports per head; whilst in both cases New South Wales was at the head of the list. Tasmania stood at the bottom of the list as regards both imports and exports per head both in 1885 and during a series of years. The following lists show the order of the colonies in regard both to the imports and the exports per head during the year 1885, and in the whole period of eleven years :—

\* Although the exports of Queensland were higher than those of South Australia, the reverse was the case in regard to the imports. The sum of the two was, however, the greater in South Australia, and therefore that colony has been assigned the higher position. In the previous year the positions were just reversed.

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

- Order in 1885.
1. New South Wales.
  2. Queensland.
  3. Western Australia.
  4. Victoria.
  5. South Australia.
  6. New Zealand.
  7. Tasmania.

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

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

- Order in 1885.
1. South Australia.
  2. New South Wales.
  3. Queensland.
  4. Victoria.
  5. Western Australia.
  6. New Zealand.
  7. Tasmania.

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

1152. 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 1885:—

External trade in Australia and Australasia.

IMPORTS AND EXPORTS OF AUSTRALIA AND AUSTRALASIA, 1875 TO 1885.

(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 ...	1875	38,057,725	21	8 0	37,492,398	21	0 6
	1876	37,466,909	20	9 6	36,289,472	19	16 7
	1877	40,025,798	21	3 3	37,644,664	19	18 1
	1878	40,465,491	20	13 7	36,865,517	18	16 9
	1879	37,736,723	18	13 4	34,232,634	16	18 8
	1880	37,529,431	17	19 9	41,001,545	19	12 4
	1881	43,840,367	20	4 4	40,752,499	18	16 0
	1882	53,564,217	23	17 8	42,387,938	18	17 11
	1883	51,764,256	22	0 11	46,891,960	20	0 2
	1884	54,681,114	22	6 3	46,005,232	18	15 6
	1885	54,031,084	21	4 6	43,419,854	17	1 2
Mean of 11 years	...	44,469,374	20	12 0	40,271,244	18	15 6
Continent of Australia, with Tasmania and New Zealand ...	1875	47,272,839	21	1 10	44,407,001	19	16 3
	1876	45,505,083	19	11 1	43,093,920	18	11 2
	1877	48,307,887	20	1 6	45,389,111	18	17 3
	1878	50,545,966	20	6 6	44,196,737	17	15 5
	1879	47,378,783	18	7 2	41,276,857	15	19 11
	1880	45,060,665	16	16 6	48,866,168	18	4 10
	1881	52,728,556	18	19 5	48,368,941	17	8 0
	1882	63,844,359	22	4 6	50,633,335	17	12 6
	1883	61,570,931	20	10 11	55,719,558	18	18 6
	1884	64,001,120	20	9 3	54,572,756	17	8 11
	1885	63,268,491	19	10 1	51,553,486	15	17 10
Mean of 11 years	...	53,589,477	19	11 6	48,007,079	17	12 4

\* Calculations amended since last publication.

Australian and Australasian trade in 1885.

1153. In regard to the Australian continent, it will be observed that the imports were higher than in any previous year except 1884, and the exports than in any except that year and 1883; also that the imports per head exceeded by 12s. 6d., whilst the exports per head were less by £1 14s. 4d., than the average of eleven years. As regards the continent with the addition of Tasmania and New Zealand, the value of imports was greater than in any of the other years named except 1884 and 1882, and that of exports than in any except 1884 and 1883. The imports per head, however, were 1s. 5d., and the exports per head were £1 14s. 6d., below the average of the eleven years.

Australasian trade exceeds British fifty years ago.

1154. It is pointed out by Mr. Mulhall\* that the external trade of Australasia now exceeds that of the United Kingdom at the time of the Queen's Accession. The latter, during the years 1837-40, averaged 115 millions sterling per annum, whereas, according to the above table, the united trade of the Australasian colonies, during the years 1883-85, averaged 117 millions per annum.

Intercolonial trade.

1155. It must be borne in mind that in the last table the total imports and exports of each colony are dealt with; therefore the trade the colonies carry on with each other is included, as well as that with places outside the Australasian group. Hence the same merchandise may form part of the imports and exports of several colonies. The following table shows the extent of the intercolonial trade of each of the colonies during 1884 and 1885:—

#### INTERCOLONIAL TRADE OF AUSTRALASIAN COLONIES, 1884 AND 1885.†

Colony.	Imports.		Exports.	
	1884.	1885.	1884.	1885.
	£	£	£	£
Victoria ... ..	6,475,915	5,652,169	5,826,826	5,633,247
New South Wales ... ..	8,173,268	8,415,704	8,382,539	6,856,910
Queensland ... ..	3,525,077	3,359,405	2,858,573	3,504,636
South Australia ... ..	1,846,126	2,047,331	1,865,916	1,836,215
Western Australia ... ..	254,121	321,173	66,508	65,239
Total ... ..	20,274,507	19,795,782	19,000,362	17,896,247
Tasmania ... ..	930,157	1,081,763	1,115,923	1,222,675
New Zealand ... ..	1,635,762	1,254,908	1,591,524	1,350,158
Grand Total ... ..	22,840,426	22,132,453	21,707,809	20,469,080

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

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

1156. From the figures in the last two tables it is ascertained that the intercolonial import trade of the colonies on the Australian continent amounted to 37 per cent. of the whole import trade both in 1884 and 1885, and their intercolonial export trade amounted in both the same years to 41 per cent. of the whole export trade; but if the continental colonies be combined with Tasmania and New Zealand, these proportions would be reduced respectively to 36 and 40 per cent. for 1884, and to 35 and 39 per cent. for 1885.

Proportion  
of inter-  
colonial to  
total trade.

1157. The intercolonial import trade showed a decrease in 1885, as compared with the previous year, of £708,000, and the intercolonial export trade a decrease of £1,339,000. The falling-off in the intercolonial import trade, however, was confined to Victoria, Queensland, and New Zealand; whilst a falling-off in the intercolonial export trade took place in all the colonies except Queensland and Tasmania. By far the largest decrease in the export trade occurred in New South Wales.

Decrease of  
intercolonial  
trade, 1885.

1158. With reference to the returns of imports, it may be remarked that there is strong reason to believe the values are considerably over-stated in some, if not all, the colonies. This probably arises from the fact that the price set down in the merchant's invoice is that upon which the Customs valuation is based, whereas the invoice price, on the basis of which sales are effected in the colony, is often purposely entered much above the actual value. It is believed that the exports are also over-valued, especially so far as the article wool is concerned, but that the total is not affected to the same extent as that of the imports. It may be remarked that, from the indefinite manner in which many articles are returned in the various colonies, *e.g.*, cotton, linen, silk, or woollen "manufactures"; "haberdashery and millinery"; "drapery," &c.; also from the fact of the number of packages being often given instead of the number, weight, or measurement of the articles, considerable difficulties lie in the way of arriving at accurate conclusions.\*

Over-valuation  
of  
imports and  
exports in  
some colo-  
nies.

1159. The following table shows the imports and exports during 1885 of the United Kingdom and its various dependencies throughout the world. The figures have been taken from recent official documents, and the calculations have been made in the office of the Government Statist, Melbourne:—

External  
trade of  
British  
dominions.

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

IMPORTS AND EXPORTS OF BRITISH DOMINIONS, 1885.  
(Including bullion and specie, except where asterisks (\*) are marked.)

Country or Colony.	Imports.			Exports.								
	Total Value.	Value per Head.		Total Value.	Value per Head.							
	£	£	s. d.	£	£	s. d.						
<b>EUROPE.</b>												
United Kingdom* ...	370,967,955	10	4 3	271,403,694	7	9 4						
Malta* ...	18,157,263†	115	17 2	17,409,029‡	111	2 3						
<b>ASIA.</b>												
India ...	69,591,270	0	7 0	85,225,922	0	8 7						
Ceylon ...	4,231,156	1	9 11	3,354,600	1	3 8						
Straits Settlements §	18,636,695	31	3 4	16,922,234	28	5 11						
<b>AFRICA.</b>												
Mauritius ...	2,278,873	6	6 1	3,469,539	9	12 0						
Natal* ...	1,518,557	3	8 3	877,483	1	19 7						
Cape of Good Hope	4,991,688	3	18 1	3,734,602	2	19 8						
St. Helena* ...	51,911	10	4 2	11,922	2	6 10						
Lagos ...	542,564	6	4 6	614,181	7	0 11						
Gold Coast ...	466,424	0	14 3	496,318	0	15 2						
Sierra Leone ...	318,505	5	5 2	326,932	5	7 11						
Gambia ...	97,685	6	18 1	119,385	8	8 8						
<b>AMERICA.</b>												
Canada ...	22,385,237	4	17 9	18,336,649	4	0 1						
Newfoundland ...	1,395,521	7	4 6	984,710	5	2 0						
Bermuda* ...	237,839	15	17 0	84,596	5	12 6						
Honduras* ...	254,856	9	5 8	244,280	8	17 11						
British Guiana ...	1,467,382	5	8 8	1,800,823	6	13 4						
West Indies—												
Bahamas ...	235,060	5	8 0	180,279	4	2 10						
Turk's Island ...	27,858	5	17 9	30,853	6	10 4						
Jamaica ...	1,456,373	2	8 6	1,413,722	2	7 5						
St. Lucia* ...	93,739	2	5 4	121,261	2	18 7						
St. Vincent* ...	101,032	2	6 11	130,342	3	0 6						
Barbados* ...	890,690	5	3 8	1,003,894	5	16 10						
Grenada* ...	138,105	2	19 3	178,178	3	16 9						
Tobago* ...	30,758	1	11 9	38,437	1	19 8						
Virgin Islands* ...	14,846	2	16 2	4,917	0	18 7						
St. Christopher* ...	} 152,874	3	14 7	199,074	4	17 1						
Nevis* ...												
Antigua* ...							144,444	4	2 7	158,980	4	10 11
Montserrat* ...							20,636	1	17 2	16,285	1	9 4
Dominica* ...							50,205	1	14 8	52,486	1	16 4
Trinidad ...							2,241,478	13	0 9	2,246,664	13	1 4
Total ...												
<b>AUSTRALASIA AND SOUTH SEAS.</b>												
Australia, Tasmania, and New Zealand ¶	63,268,491	19	10 1	51,553,486	15	17 10						
Fiji* ...	294,585	2	6 0	326,750	2	11 1						
Falkland Islands* ...	101,338	65	5 1	97,846	63	0 1						
<b>Total ...</b>	<b>586,853,893</b>	<b>2</b>	<b>6 6</b>	<b>483,170,353</b>	<b>1</b>	<b>18 4</b>						

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

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

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

§ Exclusive of the trade between the Settlements.

|| Imports for consumption.

¶ Including Intercolonial trade. For imports and exports of the different Australasian colonies see tables following paragraphs 1146 and 1155 ante.

1160. On comparing the totals in this table with the corresponding ones for the previous year, a decrease is observed in the total value of the imports of Great Britain and her dependencies to the extent of nearly twenty millions sterling, or about 3 per cent., and a decrease in the value of the exports of over thirty millions sterling, or about 6 per cent. The falling-off in the import trade was made up of a decrease of over nineteen millions—or  $4\frac{3}{4}$  per cent.—in that of the United Kingdom, and a small decrease—of about one-third of a million—in that of other British possessions; whilst the decrease in the export trade consisted of a decrease of twenty-four millions—or 8 per cent.—in the trade of the United Kingdom, and of six millions—or 3 per cent.—in that of her various possessions. From a comparison of the figures for a period of ten years, it appears that the total trade of the British dominions in 1885 was smaller than in the three preceding years, but larger than in any other previous year. The total trade of the British colonies and other possessions has increased by nearly 40 per cent. during the period, and now amounts to between four hundred and twenty-five and four hundred and fifty millions sterling per annum; whilst the trade of the United Kingdom (merchandise only) has also largely increased, having risen from an average of six hundred and twenty-six millions in the first four years of the decade to six hundred and ninety-five millions in the last four years. The following is a summary for the nine years referred to of the imports and exports of the United Kingdom, other British possessions, and of the whole British Empire:—

External  
trade of  
British  
possessions,  
1876-85.

IMPORTS AND EXPORTS OF THE UNITED KINGDOM AND OTHER  
BRITISH POSSESSIONS, 1876 TO 1885 (000's OMITTED).

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

\* Exclusive of bullion and specie.

Victorian  
trade com-  
pared with  
other  
British  
possessions.

1161. The total value of the external trade of Victoria is greater than that of any other British possession except British India, Canada, Malta, New South Wales, Straits Settlements, and the United Kingdom itself.

Australasian  
trade com-  
pared with  
other  
British  
possessions.

1162. The total value of the external trade of the Australasian colonies, taken as a whole, is less than that of the United Kingdom and of India, but nearly three times as large as that of Canada, and also much larger than that of any other possession.

Inter-British  
Imperial  
trade.

1163. Mr. Howard Vincent, a member of the British House of Commons, with the assistance of Mr. Stephen Bourne, an officer attached to Her Majesty's Customs, London, has recently prepared the following table, with the view of "showing in round numbers the mutual trade between the principal possessions of the British people, and demonstrating the commercial value of the several portions of the empire to the whole":—

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

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

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

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

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

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

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

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

(000's omitted.)

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

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

1164. Victoria, as regards what Mr. Vincent terms the “Inter-British Imperial Trade,” appears by the figures in the last column of this table to be nearly equal to New South Wales, to be 50 per cent. in advance of Canada, and to be very much further in advance of every other British Possession, except India.

Victoria compared with other possessions.

1165. The value of imports per head in Victoria, and in most of the other Australasian colonies, is nearly twice as large, and the value of exports per head is more than twice as large, as in the United Kingdom.

External trade of foreign countries.

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

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

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

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

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

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

Trade per head compared with other British possessions.

1166. The total value and value per head of the general imports and general exports of the principal Foreign countries during 1885 is given in the following table, which has been compiled in the office of the Government Statist, Melbourne, chiefly from official documents :—

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

Countries.	Imports.		Exports.	
	Total Value (000's omitted).	Value per Head.	Total Value (000's omitted).	Value per Head.
<b>EUROPE.</b>				
Austria-Hungary ... ..	£ 72,885,	£ s. d. 1 15 9	£ 82,396,	£ s. d. 2 0 6
Belgium ... ..	107,131,	18 6 1	101,920,	17 8 3
Denmark ... ..	15,511,	7 17 6	10,089,	5 2 6
France ... ..	219,339,	5 14 9	174,748,	4 11 5
German Empire ... ..	218,700,	4 7 6	216,100,	4 8 6
Greece ... ..	6,673,	3 7 5	3,426,	1 14 7
Holland ... ..	81,913,*	18 17 10	74,255,†	17 2 6
Italy ... ..	65,804,	2 4 4	48,167,	1 12 5
Portugal ... ..	9,291,	2 3 2	5,809,	1 7 0
Roumania... ..	11,799,	2 5 7	7,365,	1 8 6
Russia ... ..	44,219,*	0 11 3‡	54,720,†	0 13 11‡
Spain ... ..	30,591,	1 16 1	27,918,	1 12 11
Sweden and Norway ... ..	26,246,	3 9 5	18,941,	2 17 3
<b>ASIA.</b>				
China § ... ..	23,656,	0 1 3	17,519,	0 0 11
Japan ... ..	7,341,	0 3 11	7,931,	0 4 3
Persia ... ..	1,000,	0 2 7	500,	0 1 4
<b>AFRICA.</b>				
Egypt § ... ..	9,581,*	1 8 2	12,232,†	1 15 11
Morocco ... ..	774,	0 2 6	1,759,	0 5 9
<b>AMERICA.</b>				
Argentine Confederation ... ..	19,705,*	6 8 3	18,465,†	6 0 2
Brazil ... ..	18,586,	1 9 0	19,550,	1 10 6
Chili ... ..	8,744,	3 9 5	10,958,	4 7 0
Mexico ... ..	7,467,	0 14 3	9,698,	0 18 6
United States ... ..	129,327,	2 6 7	163,421,	2 18 10
Uruguay ... ..	5,266,*	9 8 1	5,261,†	9 7 11
<b>Total ... ..</b>	<b>1,141,549,</b>	<b>1 8 2</b>	<b>1,093,148,</b>	<b>1 7 0</b>

NOTE.—The figures for Persia are only estimates; those for Greece and Morocco are for 1882; those for Brazil are for 1883; those for Denmark, Sweden, and Japan are for 1884; all the rest are for 1885. In the cases of the Argentine Confederation, Chili, and Uruguay, the official values are given, which are said to be 25 per cent. below the real values.

\* Imports for home consumption only.

† Exports of home produce only.

‡ These calculations are based upon the population of Russia in Europe. The imports are in the proportion of 8s. 6d. and the exports of 10s. 8d. to the population of the whole Russian Empire.

§ Exclusive of bullion and specie.

|| Exclusive of the trade carried on in native vessels

1167. It will be at once seen that the imports and exports of the United Kingdom in 1885,\* even exclusive of bullion and specie, represent a far higher value than those of any other country in the world, and that those of Germany come next, and France next, in this respect; then follow in succession, according to their total trade, the United States, Belgium, Holland, Austria-Hungary, and India, which are the only other countries possessing a larger external trade than the Australasian colonies taken collectively.\* The external commerce of Victoria† is much larger than that of Denmark, Greece, Portugal, or Roumania, but is not so extensive as that of Sweden and Norway or Spain; it is also somewhat less than that of the Argentine Confederation, Brazil, or China, but it is larger than that of the other extra-European countries shown in the table.

Trade in Australasia and other countries compared.

1168. 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 larger than that of the United Kingdom; whilst that of Victoria, South Australia, and Western Australia is nearly as large as that of Belgium, and that of New South Wales and of Queensland is much larger than that of either Belgium or Holland.

Trade per head in Australasia and other countries compared.

1169. 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 1886, will be found in the following table:—

Imports and exports the produce of various countries.

#### IMPORTS AND EXPORTS THE PRODUCE OF DIFFERENT COUNTRIES, 1886.

Articles the Produce or Manufacture of—	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	£		£	
Victoria ... ..	...	...	9,054,687	76·77
The United Kingdom ...	8,741,275	47·17	1,020,218	8·65
Other British possessions ...	6,567,403	35·44	1,079,665	9·15
Foreign States ... ..	3,221,897	17·39	640,751	5·43
Total ... ..	18,530,575	100·00	11,795,321	100·00

\* See table following paragraph 1159 *ante*.

† See table following paragraph 1146 *ante*.

Exports of  
Victorian  
produce.

1170. 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 years:—

## EXPORTS OF VICTORIAN PRODUCE, 1867 TO 1886.

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

Decrease of  
exports of  
Victorian  
products.

1171. It should be pointed out that the returns of articles set down as produced or manufactured in Victoria are not always reliable, there being no other evidence as to the origin of such articles than the statements of the shippers, which, it is known, are sometimes made very loosely. According to the table the value of exports of local productions was lower in 1886 than in any of the previous nineteen years, except 1879, whilst the value of such exports per head was absolutely the lowest in the vicennium. The proportion of such exports to the total exports was lower than in any of the five previous

\* Figures altered since last publication, in consequence of amendments in the population estimates.

years, or than in 1872 and 1873, was almost identical with that in 1881, and was above that in any of the other years.

1172. 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 1886, the names of all the most important articles being given:—

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE OF VICTORIA, 1880 TO 1886.

(See Index following paragraph 1140 *ante*.)

Order.	Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
		£	£	£	£	£	£	£
1	Stationery ...	20,084	19,441	21,891	23,387	22,113	17,949	14,395
9	Agricultural implements	8,476	14,198	15,592	14,119	10,347	11,017	11,732
10	Machinery ...	54,995	82,166	123,180	138,407	98,468	73,227	48,034
13	Saddlery and harness	14,649	21,383	22,883	22,417	14,260	13,105	9,866
14	Furniture and upholstery	29,015	31,282	37,651	46,832	43,734	39,143	24,109
14	Manure ...	11,171	13,206	16,111	27,869	21,987	19,780	24,579
15	Drugs and chemicals	4,916	6,212	7,725	15,400	12,398	17,144	13,164
15	Woollens and woollen piece goods	12,213	6,947	15,692	12,546	10,633	4,189	2,751
19	Apparel & slops	178,308	226,203	258,393	245,998	257,269	242,617	155,358
20	Boots and shoes	54,131	45,856	47,250	39,958	36,916	25,482	20,926
20	Cordage ...	15,038	16,879	26,721	27,613	29,312	20,695	9,195
21	Butter & cheese	82,490	100,987	113,852	117,835	145,484	103,365	90,221
21	Hams, bacon, and lard	15,007	16,155	12,195	15,422	17,232	13,061	10,343
21	Beef and pork, salted	10,779	14,073	24,509	26,901	33,072	18,905	9,951
22	Preserved meats	142,368	102,306	49,674	76,015	116,903	99,861	88,187
22	Confectionery	14,440	17,749	20,621	15,712	13,062	11,290	6,703
22	Biscuit ...	27,656	30,237	32,031	27,663	40,370	45,015	37,689
22	Flour ...	244,693	206,932	286,627	250,674	277,556	303,305	313,709
22	Grain & pulse—							
	Wheat ...				353,309	1,426,905	407,668	165,391
	Other* ...	597,382	668,234	631,473	17,275	23,316	8,307	10,387
22	Fruit ...	11,753	6,804	12,724	18,573	38,021	23,662	21,967
22	Jams and preserves	12,513	6,778	7,328	23,276	28,515	15,932	14,678
22	Oatmeal ...	8,800	12,368	19,673	22,512	28,540	29,550	25,222
22	Onions ...	11,238	20,364	35,398	31,599	38,710	31,868	34,696
22	Potatoes ..	58,307	57,091	110,544	110,885	148,929	103,644	120,532
22	Sugar, refined, and molasses	166,963	208,782	214,777	216,501	106,483	52,048	32,462
22	Vegetables ...	4,646	4,258	4,565	30,706	99,031	17,480	4,436
23	Wine ...	4,558	5,388	11,894	11,493	13,450	15,362	27,094
24	Bones ...	2,037	1,630	2,319	1,287	1,951	1,211	500
24	Bone-dust ...	15,131	12,144	12,503	8,900	11,380	14,458	9,674
24	Candles ...	1,090	1,331	480	341	3,655	7,163	5,561

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

\* Not including malt.

EXPORTS OF ARTICLES ENTERED AS THE PRODUCE OR MANUFACTURE  
OF VICTORIA, 1880 TO 1886—*continued.*

(See Index following paragraph 1140 *ante.*)

Order.	Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
		£	£	£	£	£	£	£
24	Glue pieces ...	1,524	1,112	1,819	667	1,055	1,400	1,783
"	Hides ...	9,953	6,239	6,838	4,118	8,696	10,284	9,581
"	Horns and hoofs	3,314	1,118	2,586	1,673	1,174	678	1,005
"	Leather ...	294,043	297,427	329,146	359,870	338,029	342,252	254,597
"	Skins — sheep, &c.	85,554	104,352	129,267	117,538	139,942	92,149	98,763
"	Soap ...	11,661	11,596	15,229	12,709	15,559	18,189	13,354
"	Stearine ...	42,431	48,626	32,213	13,486	6,247	...	5
"	Tallow ...	192,394	247,372	186,484	232,400	256,686	155,918	121,900
"	Wool * ...	4,234,045	4,070,589	4,792,084	5,213,198	5,707,668	4,428,231	4,306,352
25	Bark and timber	59,840	35,917	43,471	50,239	33,472	32,782	37,481
"	Bran and pollard	15,785	9,426	4,182	11,487	16,102	9,598	23,010
"	Hay and chaff	52,879	81,196	146,199	125,919	194,393	84,825	174,139
"	Seeds ...	10,815	14,097	13,894	2,083	13,722	9,699	6,227
26	Oil—neatsfoot, and ex tallow	12,378	17,575	18,568	8,209	9,016	7,634	7,478
31	Gold—bullion	772,212	1,588,738	1,381,088	1,569,819	760,875	353,362	336,874
"	" specie	2,919,610	3,090,999	2,208,221	2,251,278	1,249,420	3,956,173	1,610,829
32	Minerals, metals, &c., exclusive of gold	65,550	62,847	45,280	75,846	31,858	25,716	32,393
33	Horned cattle	49,066	83,110	131,035	193,188	235,019	101,935	57,604
"	Horses ...	182,553	185,295	299,874	268,911	171,732	170,926	133,691
"	Sheep ...	96,690	184,126	163,458	327,598	307,609	426,149	101,232
34	Plants ...	5,001	6,170	7,261	8,736	7,561	7,343	5,664
35	Hardware and manufactures of metals	25,268	31,292	69,415	28,057	24,911	19,405	20,834
"	Oilmen's stores	10,121	11,497	12,795	13,133	15,421	14,400	11,898
...	All other articles	232,933	312,467	334,105	410,707	439,315	375,694	324,481
	Total ...	11,220,467	12,480,567	12,570,788	13,292,294	13,155,484	12,452,245	9,054,687

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

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

1173. The whole falling-off in the exports of 1886 as compared with 1885, was £3,756,437, as already stated. Of this decrease, £3,397,558, or about nine-tenths was in articles of home produce or manufacture, the other tenth being made up of £233,020 in the produce of the United Kingdom, £7,604 in that of other British possessions, £118,255 in that of foreign countries. The decrease in exports of home produce was spread over 39 articles, the total falling-off of which amounted to £3,569,864; as against this, there was an increase of £172,306 spread over 16 articles of home produce, the net falling-off being thus, £3,397,558, as stated. The following table gives the names of the

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

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, 1886.

Increase 1886, as compared with 1885.		Decrease 1886, as compared with 1885.	
Articles.	Amount of Increase.	Articles.	Amount of Decrease.
	£		£
Agricultural implements ...	715	Stationery ... ..	3,554
Manure ... ..	4,799	Machinery ... ..	25,193
Flour ... ..	10,404	Saddlery and harness ...	3,239
Grain (not wheat) ...	2,080	Furniture and upholstery...	15,034
Onions ... ..	2,828	Drugs and chemicals ...	3,980
Potatoes ... ..	16,888	Woollens and woollen piece goods	1,438
Wine ... ..	11,732	Apparel and slops ...	87,259
Glue pieces ... ..	383	Boots and shoes ... ..	4,556
Horns and hoofs ...	327	Cordage ... ..	11,500
Skins—sheep, &c. ...	6,614	Butter and cheese ... ..	13,144
Stearine ... ..	5	Hams, bacon, and lard ...	2,718
Bark and timber ...	4,699	Beef and pork, salted ...	8,954
Bran and pollard ...	13,412	Preserved meats ... ..	11,674
Hay and chaff ... ..	89,314	Confectionery ... ..	4,587
Minerals, metals, &c., exclusive of gold	6,677	Biscuit ... ..	7,326
Hardware and manufactures of metals	1,429	Wheat ... ..	242,277
		Fruit ... ..	1,695
		Jams and preserves ...	1,254
		Oatmeal ... ..	4,328
		Sugar, refined, and molasses	19,586
		Vegetables ... ..	13,044
		Bones ... ..	711
		Bone-dust ... ..	4,784
		Candles ... ..	1,602
		Hides ... ..	703
		Leather ... ..	87,655
		Soap ... ..	4,835
		Tallow ... ..	34,018
		Wool ... ..	121,879
		Seeds ... ..	3,472
		Oil—neatsfoot and ex tallow	156
		Gold—bullion ... ..	16,488
		„ specie ... ..	2,345,344
		Horned cattle ... ..	44,331
		Horses ... ..	37,235
		Sheep ... ..	324,917
		Plants ... ..	1,679
		Oilmen's stores ... ..	2,502
		All other articles ...	51,213
<b>Total increase ...</b>	<b>172,306</b>	<b>Total decrease ...</b>	<b>3,569,864</b>
		Deduct increase ...	172,306
		<b>Net decrease ... ..</b>	<b>3,397,558</b>

Articles showing increase and decrease.

1174. By reference to the table it will be found that by far the largest falling-off in the exports of home produce, amounting in value to £2,361,832, or two-thirds of the whole decrease, was in gold bullion and specie, and the next was in live stock, the falling-off in which was £406,483. Exports of home produced wheat and biscuit fell off by £249,603, which was to a small extent counterbalanced by an increase of £10,404 in exports of home produced flour. Of other articles showing falling-off, amongst the most important were wool (£121,879), leather (£87,655), and apparel and slops (£87,259). The only important item of home produce of which the exports were greater in 1886 than in 1885 was hay and chaff, the value of which, sent away in 1886, exceeded by £89,314 that in the previous year.

Exports of home produce from Australasian colonies.

1175. 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 ten years 1876 to 1885, also the proportion of the value of such articles to that of the total exports:—

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1876 TO 1885.

Colony	Year.	Exports of Articles Produced or Manufactured in each Colony.		
		Total Value.	Value per Head of the Population.*	Percentage of Total Exports.
		£	£ s. d.	
Victoria ...	1876	10,155,916	12 15 0	71·54
	1877	11,269,086	13 18 9	74·35
	1878	10,676,499	12 19 11	71·53
	1879	8,069,857	9 13 6	64·80
	1880	11,220,467	13 3 11	70·33
	1881	12,480,567	14 7 3	76·79
	1882	12,570,788	14 2 5	77·63
	1883	13,292,294	14 11 9	81·06
	1884	13,155,484	14 1 8	81·96
	1885	12,452,245	12 19 10	80·06
New South Wales ...	1876	10,691,953	17 13 10	82·22
	1877	10,704,758	17 0 4	81·55
	1878	10,716,511	16 5 9	82·65
	1879	10,775,644	15 12 0	82·34
	1880	12,679,782	17 9 5	81·67
	1881	12,895,493	16 19 2	80·35
	1882	13,208,459	16 12 4	79·01
	1883	16,129,867	19 6 8	81·11
	1884	14,595,736	16 11 4	79·97
	1885	12,957,881	13 18 5	78·33

\* Some of the calculations in this column have been amended since last publication, owing to alterations in the estimates of population.

EXPORTS OF HOME PRODUCE FROM AUSTRALASIAN COLONIES,  
1876 TO 1885—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.	
Queensland	1876	3,807,974	20 13 6	98·26
	1877	4,278,122	21 18 7	98·09
	1878	3,083,441	14 18 2	96·65
	1879	3,259,613	15 4 5	94·92
	1880	3,150,151	14 3 10	91·36
	1881	3,289,253	14 17 8	92·91
	1882	3,183,947	13 8 0	90·01
	1883	5,156,835	19 5 1	97·73
	1884	4,553,477	15 8 11	97·43
	1885	5,116,293	16 11 5	97·58
South Australia	1876	4,338,959	19 17 11	90·09
	1877	3,922,962	16 19 3	84·79
	1878	4,198,034	17 5 9	78·39
	1879	3,957,854	15 11 6	83·10
	1880	4,829,577	18 6 6	86·64
	1881	3,643,402	12 12 6	82·66
	1882	4,187,840	14 8 11	78·13
	1883	3,487,827	11 13 3	71·42
	1884	5,292,222	17 2 11	79·90
	1885	4,385,599	14 0 2	77·81
Western Australia	1876	394,553	14 12 1	99·31
	1877	371,246	13 9 2	99·44
	1878	427,268	15 5 2	99·71
	1879	492,707	17 6 9	99·56
	1880	496,408	17 4 2	99·44
	1881	498,634	16 14 1	99·18
	1882	580,765	19 2 2	99·61
	1883	444,764	14 4 10	99·50
	1884	404,000	12 9 11	99·58
	1885	445,208	13 1 4	99·67
Tasmania	1876	1,117,584	10 13 9	98·82
	1877	1,403,580	13 4 1	99·05
	1878	1,288,011	11 17 4	97·90
	1879	1,289,395	11 11 11	99·10
	1880	1,481,330	13 0 9	97·98
	1881	1,548,116	13 3 11	99·52
	1882	1,578,517	13 1 6	99·44
	1883	1,698,334	13 13 2	98·08
	1884	1,448,714	11 5 8	98·16
	1885	1,299,011	9 16 7	98·88
New Zealand	1876	5,488,901	14 3 4	96·75
	1877	6,078,484	14 17 8	96·06
	1878	5,780,508	13 14 2	96·09
	1879	5,563,455	12 8 4	96·87
	1880	6,102,400	12 17 4	96·06
	1881	5,762,250	11 13 5	95·07
	1882	6,253,350	12 5 7	93·94
	1883	6,855,244	12 19 0	96·61
	1884	6,942,486	12 12 10	97·90
	1885	6,591,911	11 12 10	96·66

\* Some of the calculations in this column have been amended since last publication, owing to alterations in the estimates of population.

Exports of  
home pro-  
duce 1884  
and 1885.

1176. According to its total value and its value per head, the home produce exported in 1885 was less than 1884 in all the colonies except Queensland and Western Australia. The proportion of exports of home produce to the total exports was also lower than in the previous year in all the colonies except the same two with the addition of Tasmania. It should be mentioned that the same circumstance which makes the returns of Victorian home produce exported not absolutely reliable, as has been already stated,\* may probably also operate against the truthfulness of the returns in the other colonies; consequently, some caution should be exercised in drawing deductions from the figures.

Order of  
colonies in  
respect to  
exports of  
home pro-  
duce.

1177. New South Wales being a coal-producing country, and being, moreover, from the extent of her territory, able to raise a very large quantity of wool and other pastoral produce, which is only partially counterbalanced by the larger quantities of grain and gold produced in Victoria, the value of home products exported from the former has generally, of late years, been in excess of that from the latter. This was the case in all the years shown except 1877, but the difference in favour of New South Wales in 1885 was only half a million sterling. Victoria is, however, far in advance of every Australasian colony except New South Wales in regard to the value of home produce exported. The following is the order in which the colonies stood in this respect according to the returns of 1885:—

ORDER OF COLONIES IN REFERENCE TO TOTAL VALUE OF EXPORTS OF  
HOME PRODUCE, 1885.

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

Order of  
colonies in  
respect to  
exports of  
home pro-  
duce per  
head.

1178. In respect to the value of exports of domestic produce per head of the population in 1885, Victoria stood fifth on the list, at the top of which stood Queensland, and at the bottom Tasmania. The following was the order of the colonies in this particular:—

ORDER OF COLONIES IN REFERENCE TO VALUE PER HEAD OF  
EXPORTS OF HOME PRODUCE, 1885.

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

Order of  
colonies in  
respect to  
proportion  
of home  
products to  
total ex-  
ports.

1179. 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 or South Australia, but a much smaller

\* See paragraph 1171 *ante*.

proportion than in any other colony. It is probable, however, that the proportion in Victoria would have been still smaller 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 1885:—

ORDER OF COLONIES IN REFERENCE TO PROPORTION OF EXPORTS OF HOME PRODUCE TO TOTAL EXPORTS, 1885.

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

1180. The aggregate value of the exports of home produce from all the Australasian colonies amounted in 1885 to £43,248,148, or nearly 84 per cent. of the total exports, as compared with 46 millions, or 85 per cent. of the whole exports in 1884. During the last nine years the exports of home produce have varied from 33 millions in 1879 to 47 millions in 1883; and the proportion to the total exports has ranged from 81 to 85 per cent. Exports of Australasian produce.

1181. In 1886, according to value, nearly half of the Victorian imports were from, and more than half of the exports were to, the United Kingdom. About 34 per cent. of the former, and 35 per cent. of the latter, were conveyed between Victoria and the neighbouring colonies, chiefly New South Wales. Ceylon was given as the destination of 2 per cent. of the exports, which is a much smaller proportion than in former years, the articles being chiefly gold and specie sent by the mail steamers, intended generally, no doubt, for further shipment to the United Kingdom. In regard to Foreign countries, the imports therefrom amounted to 13½ per cent. of the total imports, and the exports thereto to nearly 6 per cent. of the total exports. The value of the imports from and the exports to the principal British and Foreign countries, and the percentage of such values to the total imports and exports, are given in the following table:— Trade with various countries, 1886.

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1886.

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage.	Value.	Percentage.
<b>BRITISH COUNTRIES.</b>	£		£	
The United Kingdom ...	8,851,801	47·77	6,566,118	55·67
<b>Australasia—</b>				
New South Wales ...	4,350,871	23·48	2,624,713	22·25
Queensland ...	366,318	1·98	181,454	1·54
South Australia ...	467,816	2·52	390,022	3·30
Western Australia ...	12,072	·07	130,846	1·11
Tasmania ...	312,188	1·68	500,413	4·24
New Zealand ...	745,128	4·02	281,309	2·38

VICTORIAN IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES,  
1886—*continued.*

Countries.	Imports therefrom.		Exports thereto.	
	Value.	Percentage	Value.	Percentage.
<b>BRITISH COUNTRIES—<i>continued.</i></b>				
	£		£	
Fiji ... ..	35,643	·19	23,794	·20
Mauritius ... ..	293,660	1·58	37,631	·32
Hong Kong ... ..	221,171	1·19	22,562	·19
India ... ..	201,152	1·09	123,644	1·05
Ceylon ... ..	45,408	·25	222,332	2·00
Straits Settlements ... ..	41,135	·22	800	...
Canada ... ..	22,728	·12	...	...
British Columbia ... ..	53,311	·29	...	...
Other British possessions ... ..	20,090	·11	2,431	·02
<b>Total ... ..</b>	<b>16,040,492</b>	<b>86·56</b>	<b>11,108,069</b>	<b>94·17</b>
<b>FOREIGN COUNTRIES.</b>				
Belgium ... ..	131,727	·71	289,906	2·46
France ... ..	170,043	·92	135,878	1·15
Germany ... ..	258,364	1·39	65,495	·56
Sweden and Norway ... ..	506,361	2·73	...	...
Java ... ..	25,376	·14	1,998	·02
Philippine Islands ... ..	6,448	·04	53,136	·45
China ... ..	588,425	3·17	...	...
United States ... ..	755,895	4·08	132,603	1·12
Others ... ..	47,444	·26	8,236	·07
<b>Total ... ..</b>	<b>2,490,083</b>	<b>13·44</b>	<b>687,252</b>	<b>5·83</b>
<b>Grand Total ... ..</b>	<b>18,530,575</b>	<b>100·00</b>	<b>11,795,321</b>	<b>100·00</b>

Increase or decrease of exports to each country.

1182. Of the total falling-off in the Victorian exports in 1886 as compared with 1885, although stated to have amounted in value to £3,756,437, as much as £1,593,017, or 42 per cent., was in exports to the United Kingdom, and as much as £1,181,861, or 30 per cent., was in exports to New South Wales. There were also considerable decreases in the exports to South Australia (£367,313), New Zealand (£90,103), and Tasmania (£77,124), as well as to Ceylon (£437,138) and to France (£392,755). The only Australasian colonies to which the goods exported in 1886 exceeded those in 1885 were Queensland (£160,490), Western Australia (£31,421), and Fiji (£1,532). The only other important increases in the exports were in those to Belgium (£165,099) and to Germany (£35,276). The following table gives the names of the countries to which goods were exported and the amount of increase or or decrease in the value of goods sent to each country in 1886 as compared with that in the previous year:—

INCREASE OR DECREASE OF VICTORIAN EXPORTS TO EACH  
COUNTRY, 1886.

Increase 1886 as compared with 1885.		Decrease 1886 as compared with 1885.	
Countries.	Amount of Increase.	Countries.	Amount of Decrease.
	£		£
Queensland ... ..	160,490	The United Kingdom ...	1,593,017
Western Australia ...	31,421	New South Wales ...	1,181,861
Fiji ... ..	1,532	South Australia ...	367,313
Hong Kong ... ..	21,955	Tasmania ... ..	77,124
India ... ..	3,392	New Zealand ... ..	90,103
Straits Settlements ...	755	Mauritius ... ..	3,928
Other British possessions ...	544	Ceylon... ..	437,138
Belgium ... ..	165,099	British Columbia ...	28
Germany ... ..	35,276	France... ..	392,755
		Java ... ..	102
		Philippine Islands ...	5,420
		United States ... ..	26,232
		Other Foreign countries	1,880
<b>Total Increase ...</b>	<b>420,464</b>	<b>Total Decrease ...</b>	<b>4,176,901</b>
		<b>Deduct Increase ...</b>	<b>420,464</b>
		<b>Net Decrease ...</b>	<b>3,756,437</b>

1183. All the other Australasian colonies, except Western Australia and Tasmania, and with the single exception of Ceylon—to which, as has been explained, a considerable portion of the gold and specie intended to be sent to England by the mail steamers is entered as an export—all British colonies and possessions out of Australasia in 1886 sent to Victoria much more largely than they received therefrom; this being especially the case in regard to Mauritius, Hong Kong, and India. With the exception of Belgium and the Philippine Islands, the same circumstance occurs in regard to all the Foreign countries, especially Germany, Sweden and Norway, Java, China, and the United States.

Imports from in excess of exports to certain countries.

1184. The next table shows the value of the Victorian imports from and exports to different countries in 1886 and in the first year of each of the two previous quinquennia :—

Trade with various countries at three periods.

IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1876, 1881,  
AND 1886.

Countries.	Imports therefrom.			Exports thereto.		
	1876.	1881.	1886.	1876.	1881.	1886.
<b>BRITISH COUNTRIES.</b>	£	£	£	£	£	£
The United Kingdom	7,303,271	7,518,095	8,851,801	7,128,841	7,784,025	6,566,118
<b>Australasia—</b>						
New South Wales	4,094,414	4,552,771	4,350,871	1,987,199	2,464,657	2,624,713
Queensland ...	21,573	17,728	366,318	62,166	27,422	181,454
South Australia ...	403,118	261,662	467,816	454,072	782,740	390,022
Western Australia	10,939	10,938	12,072	49,265	77,656	130,846
Tasmania ...	251,255	393,855	312,188	420,132	581,500	500,413
New Zealand ...	696,448	712,776	745,128	838,251	802,467	281,309

IMPORTS FROM AND EXPORTS TO DIFFERENT COUNTRIES, 1876,  
1881, AND 1886—*continued.*

Countries.	Imports therefrom.			Exports thereto.		
	1876.	1881.	1886.	1876.	1881.	1886.
<b>BRITISH COUNTRIES—</b> <i>continued.</i>	£	£	£	£	£	£
Fiji ... ..	7,996	10,967	35,643	2,160	31,832	23,794
Mauritius ... ..	554,654	610,702	293,660	12,283	14,695	37,631
Hong Kong ... ..	105,933	244,210	221,171	5,094	8,951	22,562
India ... ..	164,862	393,584	201,152	54,808	62,914	123,644
Ceylon ... ..	392,289	67,639	45,408	3,060,121	2,928,009	222,332
Straits Settlements...	19,809	29,436	41,135	14	227	800
Canada ... ..	11,374	25,865	22,728	...	...	...
British Columbia...	24,164	29,023	53,311	...	...	...
Other British posses- sions	19,363	3,410	20,090	1,685	14,665	2,431
<b>Total</b> ...	<b>14,081,462</b>	<b>14,882,661</b>	<b>16,040,492</b>	<b>14,076,091</b>	<b>15,581,760</b>	<b>11,108,069</b>
<b>FOREIGN COUNTRIES.</b>						
Belgium ... ..	2	5,101	131,727	...	96,586	289,906
France ... ..	27,067	69,549	170,043	...	81,912	135,878
Germany ... ..	...	81,924	258,364	...	53,823	65,495
Sweden and Norway	81,373	164,510	506,361	...	...	...
Java (Dutch posses- sions)	451,798	257,022	25,376	187	10,107	1,998
Philippine Islands ...	57,993	10,218	6,448	4,917	200,392	53,136
China ... ..	533,743	755,628	588,425	...	...	...
United States ... ..	414,996	471,572	755,895	113,832	75,186	132,603
Others ... ..	56,920	20,336	47,444	1,460	152,337	8,236
<b>Total</b> ...	<b>1,623,892</b>	<b>1,835,860</b>	<b>2,490,083</b>	<b>120,396</b>	<b>670,343</b>	<b>687,252</b>
<b>Grand total</b>	<b>15,705,354</b>	<b>16,718,521</b>	<b>18,530,575</b>	<b>14,196,487</b>	<b>16,252,103</b>	<b>11,795,321</b>

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

1185. It will be observed that the value of imports from the United Kingdom at the last period was considerably greater than at either of the former periods, but that as compared with both the former periods there was a considerable falling-off in the value of exports to the United Kingdom; also that the value of imports from Queensland, South Australia, Western Australia, and New Zealand was higher at the last than at either of the previous periods; and the value of exports to New South Wales, Queensland, and Western Australia was higher, and to South Australia and New Zealand was considerably lower at the last than at either of the previous periods, whilst the value of exports to Tasmania was higher at the last than at the first, but lower than at the middle period. The trade with Foreign States generally shows marked increase, especially in the case of Belgium, France, Germany, Sweden and Norway, and the United States, with the first three of which countries an extensive trade has only recently sprung into existence. In the case of British possessions an increase is noticed in the import trade from Fiji, Straits Settlements, and British Columbia, and in the export trade to Fiji, Mauritius, Hong

Trade at  
three  
periods  
compared.

Kong, and India; but a very considerable decrease in the total trade with Ceylon, which is in consequence of the fact that the P. & O. steamers leaving Australia now generally go right through to England, instead of changing at Ceylon, and therefore the gold shipped in these vessels is much oftener than formerly entered for the first-named country than for the latter.

1186. The value of imports to Victoria from the neighbouring colonies, was higher in 1886 than in any of the previous ten years, except 1880 and 1884. The value of the exports from Victoria to the neighbouring colonies, which had been steadily increasing since 1879, showed a slight falling-off in 1885 and a further but very considerable falling-off in 1886, when it was much lower than in any year since 1876, as will be seen by the following figures:—

Trade with neighbouring colonies, 1876 to 1886.

TRADE BETWEEN VICTORIA AND THE OTHER AUSTRALASIAN COLONIES, 1876 TO 1886.

Year.	Imports from the Neighbouring Colonies.	Exports to the Neighbouring Colonies.	Excess in favour of	
			Imports.	Exports.
	£	£	£	£
1876 ...	5,477,747	3,811,085	1,666,662	...
1877 ...	5,214,364	4,229,570	984,794	...
1878 ...	5,609,455	4,837,421	772,034	...
1879 ...	6,130,990	4,184,114	1,946,876	...
1880 ...	6,299,597	4,567,982	1,731,615	...
1881 ...	5,949,730	4,736,442	1,213,288	...
1882 ...	5,914,327	5,225,839	688,488	...
1883 ...	5,658,854	5,744,780	...	85,926
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	...

1187. It will be observed that Victoria imported from the other colonies more than she exported thereto in all the years named except 1883. The figures in the last two columns show the net excess in favour of imports during the eleven years to have amounted to £11,731,478, or an average of about £1,066,500 per annum.

Imports from other colonies in excess of exports thereto.

1188. In 1886, 83 per cent. of the imports were landed, and a somewhat larger proportion of the exports were shipped, at the port of Melbourne. About a seventh of the imports entered the colony at the Murray ports, but only about a fifteenth of the exports were sent away therefrom. The chief of these ports is Echuca, at which  $9\frac{1}{2}$  per cent. of the total imports were landed. The only important port of shipment in Victoria, except Melbourne, is Geelong, from which, in 1886,  $5\frac{3}{4}$  per cent. of the total exports were sent away. The following table gives the names of the various ports and the value and percentage of the goods imported and exported at each during that year:—

Imports and exports at each port.

## IMPORTS AND EXPORTS AT EACH PORT, 1886.

Ports.	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
Melbourne ... ..	£ 15,465,269	83·46	£ 9,958,266	84·43
Geelong ... ..	170,717	·92	678,952	5·76
Portland ... ..	2,287	·01	162,322	1·38
Belfast ... ..	1,311	·01	58,462	·50
Warrnambool ... ..	17,089	·09	43,549	·37
Murray ports and places—				
Cowana ... ..	5,879	·03	4,800	·04
Echuca ... ..	1,783,783	9·63	140,010	1·19
Koondrook ... ..	2,223	·01	780	...
Narung ... ..	2,794	·02	100	...
Swan Hill ... ..	28,555	·15	14,632	·12
Tocumwall ... ..	61,141	·33	19,993	·16
Wahgunyah ... ..	241,680	1·30	59,151	·50
Wodonga ... ..	548,789	2·96	235,476	2·00
Tintaldra ... ..	48,887	·26	9,267	·09
Gooramadda ... ..	15,814	·09	7,297	·06
Yarrawonga ... ..	40,787	·22	7,558	·06
Ports unspecified ... ..	...	...	348,028*	2·95
Stations, Border, &c. ... ..	93,570	·51	46,678	·39
Total ... ..	18,530,575	100·00	11,795,321	100·00

Increase or decrease of exports at each port.

1189. Of the falling-off, according to value, in the goods exported in 1886, as compared with those in the previous year, 85 per cent. was at the Port of Melbourne. The net falling-off at the sea ports was £3,138,787, and that at the Murray ports was £617,650. The following table shows the amounts of increase or decrease at each port:—

## INCREASE OR DECREASE OF EXPORTS FROM EACH PORT, 1886.

Increase 1886 as compared with 1885.		Decrease 1886 as compared with 1885.	
Ports.	Amount of Increase.	Ports.	Amount of Decrease.
	£		£
Geelong ... ..	3,452	Melbourne ... ..	3,201,935
Portland ... ..	55,183	Belfast ... ..	749
Warrnambool ... ..	5,262	Cowana ... ..	9,089
Swan Hill ... ..	1,167	Echuca and Koondrook ... ..	208,422
Gooramadda ... ..	2,363	Narung ... ..	3,417
Yarrawonga ... ..	1,154	Tocumwall ... ..	100,946
		Wahgunyah ... ..	53,352
		Wodonga and Tintaldra ... ..	91,586
		Ports unspecified ... ..	129,338
		Stations, &c. ... ..	26,184
Total increase ... ..	68,581	Total decrease ... ..	3,825,018
		Deduct increase ... ..	68,581
		Net decrease ... ..	3,756,437

\* 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.

1190. Each port gets credit for the imports of such goods only as are landed thereat direct from other countries, or of goods on which the duty has not been paid elsewhere in Victoria, and in like manner a port gets credit for the export of such goods only as are shipped therefrom direct to other countries. Besides the foreign trade, however, there exists a coastwise traffic, by means of which the outports receive goods on which the duty has been paid in Melbourne, and send away goods to Melbourne for ultimate shipment there. No return was ever given of the imports coastwise at any of the ports, but the Customs returns for some years contained a statement of the exports coastwise from the ports of Warrnambool, Belfast, and Portland. The following are the results for the five years ended with 1880, since which year the information has not been collected :—

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

	1876.	1877.	1878.	1879.	1880.
Warrnambool ...	£298,971	£277,465	£283,315	£266,391	£287,906
Belfast ...	467,162	365,203	227,211	157,621	190,644
Portland ...	378,453	320,587	305,940	192,497	381,410

Exports coastwise from three ports.

1191. The chief item of coastwise exports in all the years was wool, the value of which, in 1880, shipped from Warrnambool was £135,623, from Belfast £163,118, and from Portland £213,803. After wool, the principal articles appearing in the coastwise export returns of 1880 were potatoes, butter and cheese, live stock, leather, woollens, tallow, and grain and pulse, from Warrnambool; potatoes, tallow, eggs, leather, butter and cheese, live stock, and grain, from Belfast; and grain, bark, skins, and leather, from Portland.

Chief articles exported coastwise.

1192. The values of sixty-three of the principal articles imported in 1886 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, 1876, 1881, AND 1886.

(See Index following paragraph 1140 *ante*.)

Order.	Articles.	Value of Imports.		
		1876.	1881.	1886.
		£	£	£
1	Books ... ..	155,525	198,288	194,236
	Stationery ... ..	58,292	83,455	104,583
2	Musical instruments ... ..	70,734	93,684	127,917
6	Watches, clocks, and watchmakers' materials	62,638	68,248	68,563
9	Cutlery ... ..	52,820	23,426	29,272
	Machinery ... ..	93,234	103,337	166,663

IMPORTS OF PRINCIPAL ARTICLES, 1876, 1881, AND 1886—*continued.*(See Index following paragraph 1140 *ante.*)

Order.	Articles.	Value of Imports.		
		1876.	1881.	1886.
		£	£	£
9	Sewing machines ... ..	50,479	83,224	51,491
	Tools and utensils ... ..	57,686	40,165	39,962
12	Building materials ... ..	71,212	58,340	160,774
13	Furniture and upholstery ... ..	54,311	55,226	93,779
14	Drugs and chemicals ... ..	65,608	76,316	104,584
	Matches and vestas ... ..	55,719	43,597	48,651
	Opium ... ..	104,561	54,820	41,651
	Paints and colours ... ..	37,259	51,133	64,611
15	Carpeting and druggeting ... ..	54,771	73,035	94,259
	Woollens and woollen piece goods ... ..	789,183	663,397	892,868
16	Silks ... ..	258,454	263,946	312,728
17	Cottons ... ..	648,697	872,691	1,027,674
	Linen piece goods ... ..	46,639	23,251	42,160
18	Haberdashery ... ..	203,161	326,394	420,608
19	Apparel and slops ... ..	304,044	279,767	389,814
	Boots and shoes ... ..	200,040	105,379	105,828
	Gloves ... ..	62,925	89,512	111,086
	Hats, caps, and bonnets ... ..	129,866	117,087	122,377
	Hosiery ... ..	135,243	105,124	132,192
	Millinery ... ..	16,239	... *	... *
20	Bags and sacks (including woolpacks)	161,226	208,169	86,638
21	Butter and cheese ... ..	2,022	813	6,758
	Fish ... ..	111,296	132,569	163,840
	Meats—fresh, preserved, and salted ... ..	13,001	8,826	17,547
	Fruit (including currants and raisins)	146,836	186,876	205,533
22	Flour and biscuit ... ..	8,282	3,536	16,429
	Grain—wheat ... ..	87,725	22,928	26,237
	„ oats ... ..	138,499	87,888	76,456
	„ other (including malt and rice)	370,974	235,699	135,173
	Sugar and molasses ... ..	1,086,251	1,004,869	853,399
23	Beer, cider, and perry ... ..	158,167	161,673	260,650
	Coffee ... ..	73,322	68,271	50,222
	Hops ... ..	82,793	42,332	23,285
	Spirits ... ..	507,341	426,864	380,232
	Tea ... ..	672,883	942,603	668,472
	Tobacco, cigars, and snuff ... ..	291,066	185,815	291,684
	Wine ... ..	179,167	131,426	116,606
24	Candles ... ..	28,435	57,327	45,209
	Hides, skins, and pelts ... ..	100,917	96,084	129,102
	Leather, leatherware, and leathern cloth	120,350	143,697	167,618
	Wool † ... ..	2,179,184	2,887,260	2,331,599
25	Paper (including paper bags) ... ..	168,430	188,275	250,530
	Timber ... ..	324,189	481,925	1,170,539
26	Oil of all kinds ... ..	148,683	203,760	219,691
28	Coal ... ..	277,531	313,581	510,768
29	Earthenware, brownware, & chinaware	85,978	83,013	105,260
	Glass and glassware ... ..	93,793	87,721	157,788
31	Gold (exclusive of specie) ... ..	553,821	790,243	569,442
	Specie—gold ... ..	10,000	40	32,593
	„ other ... ..	4,110	113,596	33,392

\* In 1881 and 1886 articles formerly comprised under the head of Millinery were distributed under other headings.

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

IMPORTS OF PRINCIPAL ARTICLES, 1876, 1881, AND 1886—*continued.*(See Index following paragraph 1140 *ante.*)

Order.	Articles,	Value of Imports.		
		1876,	1881.	1886.
		£	£	£
31	Jewellery... ..	43,233	73,075	54,310
32	Iron and steel (exclusive of railway rails, telegraph wire, &c.)	653,413	479,887	748,602
	Nails and screws ... ..	58,462	50,993	45,006
33	Live stock ... ..	1,203,650	757,276	928,505
35	Fancy goods ... ..	40,200	59,067	90,958
	Hardware and ironmongery ...	86,257	116,373	226,204
	Oilmen's stores ... ..	17,272	15,234	30,035
	Total ... ..	14,128,099	14,802,426	16,174,643
	All other articles ... ..	1,577,255	1,916,095	2,355,932
	Total Imports ... ..	15,705,354	16,718,521	18,530,575

1193. Of all the articles named in the table the most important, according to the values in 1886, are wool—including that brought overland from New South Wales—timber, cottons, live stock, woollens, sugar, iron and steel, tea, gold, and coal, in the order named, the values of which varied in 1886 from over two and a third millions sterling for wool to £511,000 for coal. The aggregate value of these ten items amounted in 1886 to over £9,734,000, or to more than half the total value of all the articles imported. It may be mentioned that the value of these articles in 1885 was £11,237,000, so that a falling-off of one million and a half took place in these items alone.

Ten chief articles of import, 1886.

1194. The total imports show an increased value in 1886, as compared with 1876, of over two and three-quarter millions, and as compared with 1881, of over one and three-quarter millions; whilst the imports of the articles named in the table have increased by two millions and about one and a half millions respectively. The only articles which showed marked decrease at the last period, as compared with either of the former ones, are cutlery, sewing machines, tools and utensils, matches and vestas, opium, boots and shoes, bags and sacks, grain of all kinds, sugar, coffee, hops, spirits, tea, wine, candles, wool, gold, specie other than gold, jewellery, nails and screws, live stock, and "all other articles"; but an increase took place in most of the other items. The falling-off in two of the articles, viz., wool and gold, deserves special notice; the imports of the former being less by over half a million than in 1881, but more by £160,000 than in 1876; and those of the latter being less by £190,000 than in 1881, but greater by

Imports of three periods compared.

£40,000 than in 1876; the decrease in wool was doubtless mainly due to the reduced value placed upon that article in 1886.\* The large falling-off in the imports of sugar is attributable to the cessation of refining operations in the colony, a large proportion of refined sugar having been formerly exported. The decrease in the imports of many of the other articles just enumerated is in all probability chiefly owing to the increased production of the articles in the colony. Of the numerous items which show considerable increase, as compared with either of the former periods, the more important are stationery, musical instruments, machinery, building materials, furniture and upholstery, drugs and chemicals, paints and colors, carpeting, silks, cottons, haberdashery, apparel and slops, gloves, fish, meats, fruit, beer, leather, &c., paper, timber, coal, earthenware, chinaware and glass, iron and steel, fancy goods, hardware and ironmongery, and oilmen's stores. The increase was most particularly marked in the case of cottons, timber, and coal.

1195. The exports of forty-one of the principal articles are in like manner given for the same three years:—

#### EXPORTS OF PRINCIPAL ARTICLES, 1876, 1881, AND 1886.

(See Index following paragraph 1140 *ante*.)

Order.	Articles.	Value of Exports.		
		1876.	1881.	1886.
		£	£	£
1	Books ... ..	42,611	80,324	73,295
	Stationery ... ..	49,032	39,396	34,958
9	Machinery ... ..	75,692	122,464	67,862
15	Woollens and woollen piece goods ...	98,611	92,492	79,751
19	Apparel and slops ... ..	205,837	278,756	218,012
	Boots and shoes ... ..	82,496	93,012	49,260
21	Butter and cheese ... ..	54,113	100,987	91,322
	Meats—fresh and preserved ...	166,586	113,426	89,126
	„ salted (including hams and bacon)	7,390	29,117	19,862
22	Flour and biscuit ... ..	40,064	241,386	392,521
	Grain—wheat ... ..	478	689,254	166,916
	„ oats ... ..	26,069	12,964	6,787
	„ other (including malt and rice)	72,893	104,451	35,093
	Potatoes ... ..	65,242	57,091	120,532
	Sugar and molasses ... ..	245,475	277,562	144,631
23	Coffee ... ..	30,884	32,480	23,959
	Spirits ... ..	136,681	110,012	85,324
	Tea ... ..	251,116	292,606	322,299
	Tobacco, cigars, and snuff ... ..	212,874	154,545	111,729
	Wine ... ..	68,576	42,964	56,251
24	Bones and bone-dust ... ..	16,521	13,774	10,174
	Candles ... ..	62,161	11,690	16,460
	Horns and hoofs ... ..	3,733	1,118	1,005

\* See paragraphs 1198 to 1201 *post*.

EXPORTS OF PRINCIPAL ARTICLES, 1876, 1881, AND 1886—*continued.*(See Index following paragraph 1140 *ante.*)

Order.	Articles.	Value of Exports.		
		1876.	1881.	1886.
		£	£	£
24	Hides ... ..	2,996	6,239	9,581
	Skins and pelts ... ..	56,056	108,664	98,763
	Leather, leatherware, and leathern cloth	199,592	329,006	281,477
	Soap ... ..	6,951	12,496	13,745
	Tallow ... ..	174,507	247,372	120,900
	Wool * ... ..	6,413,754	5,450,066	4,999,662
25	Bark ... ..	60,386	21,163	30,782
	Hay, straw, and chaff ... ..	56,524	81,196	174,139
	Timber ... ..	36,191	37,774	21,336
26	Oil of all kinds ... ..	78,760	68,192	28,571
31	Gold (exclusive of specie) † ...	2,103,591	1,646,930	336,874
	Specie—gold † ... ..	1,587,104	3,090,999	1,610,829
	„ silver ... ..	7,239	480	6,623
32	Antimony ore, regulus, &c. ...	41,733	14,284	35
	Copper ore, regulus, &c. ... ..	533	15,975	12,104
	Tin, tin ore, and black sand ...	5,844	2,518	4,080
33	Live stock ... ..	153,024	459,254	393,516
35	Hardware and ironmongery ...	46,556	70,739	32,734
	Total ... ..	13,046,476	14,655,218	10,392,880
	All other articles ... ..	1,150,011	1,596,885	1,402,441
	Total Exports ... ..	14,196,487	16,252,103	11,795,321

1196. It appears from this table that the chief articles of Victorian export are wool—of which the value in 1886 was £4,999,662, and gold (inclusive of specie) valued at £1,947,703—which two articles alone contributed 59 per cent. to the total value of exports of all articles; next in order in 1886 were breadstuffs, £559,437, and live stock, £393,516; then tea, leather, apparel and slops, hay straw and chaff, sugar, tallow, and potatoes, in the order named—the values of which varied in 1886 between £322,000 and £121,000. It will be noticed, however, that, of these, sugar (excepting the process of refining) and tea are not produced in Victoria, and are merely re-exports. The value of the eleven articles just named amounted in 1886 to 9 millions sterling, which leaves the balance of  $2\frac{3}{4}$  millions distributed over all the other heads.

Nine chief articles of export, 1886

1197. The value of the total exports in 1886 was less by nearly  $4\frac{1}{2}$  millions sterling than the value in 1881, and less by nearly  $2\frac{1}{2}$  millions than the value in 1876. The only articles of export showing increase as against both the former periods are potatoes, tea, hides, soap, and hay and straw; besides these, wine, candles, bark, and tin ore show an increase as compared with 1881, but a falling-off as compared

Exports of three periods compared.

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

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

with 1876 ; and books, apparel and slops, butter and cheese, breadstuffs, skins and pelts, leather, copper ore, and live stock show an increase as compared with 1876, but a falling-off as compared with 1881. All the other articles named show a falling-off as compared with both the former periods.

Falling-off  
in exports  
of sugar  
and wool.

1198. With reference to the falling-off in the declared values of sugar and wool exported, it should be pointed out that this has partially arisen from the reduced value of those articles and not altogether from a diminution of the quantities. This is made plain by the following figures :—

QUANTITY AND VALUE OF EXPORTS OF SUGAR AND WOOL,  
1875-1886.

Year.	Refined Sugar and Molasses.			Wool.		
	Quantity.	Declared Value.		Quantity.	Declared Value.	
		Total.	Per cwt.		Total.	Per lb.
	cwt.	£	£	lbs.	£	d.
1875 ...	216,098	331,122	1·53	85,064,952	6,096,958	17·2
1880 ...	155,469	254,219	1·63	112,486,206	6,417,466	13·7
1884 ...	170,800	232,474	1·36	119,502,407	6,342,887	12·7
1885 ...	156,125	173,774	1·11	106,278,038	5,028,011	11·4
1886 ...	140,425	144,631	1·03	107,984,839	4,999,662	11·1

Falling-off  
more in  
value than  
quantity.

1199. It will be noticed that whilst the declared value of sugar exported was greater in 1880 than in 1886 by £110,000, or by 50 per cent., the quantity exported was less by only £15,000, or not quite 10 per cent. ; also, that whilst the declared value of wool exported in 1875 exceeded that in 1886 by over a million sterling, the wool exported in the latter exceeded that in the former by nearly 23 million pounds weight. The figures show that the average price of sugar has fallen off nearly 40 per cent. since 1880, and that of wool by nearly a similar proportion since 1875, the fall being very marked from period to period.

Exports  
of greasy  
wool.

1200. With reference to the wool, however, it should be pointed out that lately a much larger proportion of greasy wool has been exported than formerly,\* showing a reduced value, it is true, but one of much less extent than when the wool is considered as a whole without reference to its condition when exported. The following table shows the quantity and declared value of greasy wool exported in the same five years†:—

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

† For average prices of different classes of wool in Melbourne and London, see paragraphs 933 to 938 *ante*.

## QUANTITY AND VALUE OF EXPORTS OF GREASY WOOL, 1875-1886.

Year.	Quantity.	Declared Value.	
		Total.	Per lb.
	lbs.	£	d.
1875 ...	41,926,875	2,318,765	13·3
1880 ...	76,808,471	3,616,981	11·3
1884 ...	93,226,346	4,353,578	11·2
1885 ...	83,927,788	3,478,404	9·9
1886 ...	82,473,370	3,324,839	9·7

1201. The quantity of greasy wool, it will be observed, exported in 1880 was less than in 1886 by over  $5\frac{1}{2}$  million pounds weight; yet, at the same time, the declared value was higher by nearly £300,000 at the former than at the latter period. It will, moreover, be remarked that the average fall per lb. in 1886 as compared with 1884 (1·5d.) is nearly the same, as was shown in the previous table, when the wool was considered as a whole.

Falling-off  
in value  
of greasy  
wool.

1202. In thirty-one out of the fifty years ended with 1886 the value of imports to Victoria exceeded that of exports therefrom, but in the other nineteen years the value of exports was the greater. The following is a statement of the amounts by which the imports exceeded the exports in those years in which the excess was in favour of the former, and the amounts by which the exports exceeded the imports in those years in which the excess was in the opposite direction; also the net excess of imports during the whole period:—

Excess of  
imports  
over ex-  
ports, &c.,  
1837 to  
1886.

## IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, 1837 TO 1886.

Year.	Imports in Excess of Exports.	Exports in Excess of Imports.
	£	£
1837 ... ..	103,201	...
1838 ... ..	45,232	...
1839 ... ..	127,038	...
1840 ... ..	306,507	...
1841 ... ..	164,094	...
1842 ... ..	78,644	...
1843 ... ..	...	66,446
1844 ... ..	...	105,785
1845 ... ..	...	215,304
1846 ... ..	...	109,640
1847 ... ..	...	230,815
1848 ... ..	...	301,683
1849 ... ..	...	275,495
1850 ... ..	...	296,871
1851 ... ..	...	366,472
1852 ... ..	...	3,381,807
1853 ... ..	4,781,093	...

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, 1837 TO  
1886—*continued.*

Year.				Imports in Excess of Exports.	Exports in Excess of Imports.
				£	£
1854	...	...	..	5,883,847	...
1855	...	...	...	...	1,485,399
1856	...	...	...	...	527,491
1857	...	...	...	2,176,697	...
1858	...	...	...	1,119,040	...
1859	...	...	...	1,755,032	...
1860	...	...	...	2,131,026	...
1861	...	...	...	...	296,154
1862	...	...	...	448,365	...
1863	...	...	...	552,431	...
1864	...	...	...	1,076,431	...
1865	...	...	...	106,789	...
1866	...	...	...	1,882,165	...
1867	...	...	...	...	1,050,347
1868	...	...	...	...	2,273,328
1869	...	...	...	444,636	...
1870	...	...	...	...	14,256
1871	...	...	...	...	2,215,825
1872	...	...	...	...	179,873
1873	...	...	...	1,231,402	...
1874	...	...	...	1,512,876	...
1875	...	...	...	1,918,900	...
1876	...	...	...	1,508,867	...
1877	...	...	...	1,204,617	...
1878	...	...	...	1,236,173	...
1879	...	...	...	2,581,368	...
1880	...	...	...	...	1,397,665
1881	...	...	...	466,418	...
1882	...	...	...	2,554,502	...
1883	...	...	...	1,344,983	...
1884	...	...	...	3,151,168	...
1885	...	...	...	2,492,846	...
1886	...	...	...	6,735,254	...
Total ...				51,121,642	14,790,656
Deduct excess of exports ...				14,790,656	...
Net excess of imports ...				36,330,986	...

Balance of  
trade in  
fifty years.

1203. It will be observed that in the fifty years of which mention is made in the table the imports exceeded the exports by over £36,300,000, or an average of over £726,000 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.

1204. The imports exceeded the exports by the largest amount in the year under review, when such excess was greater than in 1854 by £851,407, greater than in 1853 by £1,954,161, and greater than in 1884 by £3,584,086, which years follow next in order in respect of excess of imports over exports. The excess of exports over imports was greatest in 1852, next in 1868, next in 1871, next in 1855, and next in 1880; the last mentioned year being the only one during the last 14 years in which the exports were in excess of the imports. In connexion with the large excess of imports in the last three years, it should be stated that a new loan of nearly £1,400,000 was raised in London in 1884, one of £819,000 in 1885, and one of £1,500,000 in 1886\*; besides numerous municipal and private loans, and capital brought out in other forms for investment in Victoria as well as the neighbouring colonies. These sums must gradually find their way into the imports, and the annual interest payable thereon into the exports.

Years in which excess of imports or exports was highest.

1205. In 1885 the imports exceeded the exports in all the Australasian colonies, except South Australia. The imports were in excess of the exports in Victoria and New Zealand in each of the last eleven years, except one; also in New South Wales with two, in Tasmania with four, and in South Australia and Queensland, with five, exceptions; but in Western Australia in all the years but three the exports were the greater. The following table shows the amounts by which the imports exceeded the exports, or the contrary, in the different colonies during the eleven years ended with 1885, and the net result for each colony over the whole period:—

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

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1875 TO 1885.

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of—	
				Imports over Exports.	Exports over Imports.
		£	£	£	£
Victoria ...	1875	1,918,900	...	} 17,062,177	...
	1876	1,508,867	...		
	1877	1,204,617	...		
	1878	1,236,173	...		
	1879	2,581,368	...		
	1880	...	1,397,665		
	1881	466,418	...		
	1882	2,554,502	...		
	1883	1,344,983	...		
	1884	3,151,168	...		
	1885	2,492,846	...		

\* Exclusive of over £5,800,000 of redemption loans during the same period. A further loan of £3,000,000 was floated in the early part of 1887.

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1875 TO 1885—*continued.*

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of—	
				Imports over Exports.	Exports over Imports.
		£	£	£	£
New South Wales ...	1875	...	181,380	} 21,705,250	...
	1876	668,835	...		
	1877	1,480,775	...		
	1878	1,802,994	...		
	1879	1,112,028	...		
	1880	...	1,575,063		
	1881	1,359,823	...		
	1882	4,564,169	...		
	1883	1,074,139	...		
	1884	4,575,479	...		
	1885	6,823,451	...		
Queensland ...	1875	...	529,567	} 5,111,678	...
	1876	...	749,022		
	1877	...	292,593		
	1878	245,658	...		
	1879	...	353,145		
	1880	...	360,864		
	1881	523,259	...		
	1882	2,784,011	...		
	1883	956,743	...		
	1884	1,708,112	...		
	1885	1,179,086	...		
South Australia ...	1875	...	601,249	} 2,429,345	...
	1876	...	239,987		
	1877	...	1,020		
	1878	364,590	...		
	1879	251,423	...		
	1880	6,992	...		
	1881	836,307	...		
	1882	1,347,898	...		
	1883	1,426,594	...		
	1884	...	874,351		
	1885	...	87,852		
Western Australia ...	1875	...	41,377	} ...	129,048
	1876	...	11,256		
	1877	...	10,645		
	1878	...	49,441		
	1879	...	87,585		
	1880	...	145,514		
	1881	...	97,939		
	1882	...	74,301		
	1883	69,837	...		
	1884	115,474	...		
	1885	203,699	...		

IMPORTS IN EXCESS OF EXPORTS, AND THE CONTRARY, IN  
AUSTRALASIAN COLONIES, 1875 TO 1885—*continued.*

Colony.	Year.	Imports in Excess of Exports.	Exports in Excess of Imports.	Net Excess in 11 Years of—	
				Imports over Exports.	Exports over Imports.
		£	£	£	£
Tasmania ...	1875	99,966	...	510,612	...
	1876	2,020	...		
	1877	...	108,304		
	1878	9,117	...		
	1879	...	33,622		
	1880	...	142,708		
	1881	...	124,432		
	1882	83,483	...		
	1883	101,038	...		
	1884	180,261	...		
	1885	443,793	...		
New Zealand ...	1875	2,200,545	...	14,716,796	...
	1876	1,231,706	...		
	1877	645,946	...		
	1878	2,740,138	...		
	1879	2,631,459	...		
	1880	...	190,681		
	1881	1,396,179	...		
	1882	1,951,262	...		
	1883	878,039	...		
	1884	572,221	...		
	1885	659,982	...		
Total ...	...	69,768,373	8,361,563	61,535,858	129,048
Deduct excess of exports ...	...	8,361,563	...	129,048	...
Net excess of imports ...	...	61,406,810	...	61,406,810	...

1206. It will be observed that during the eleven years to which the table relates goods to the value of over 17 millions sterling were received by Victoria, of nearly 22 millions by New South Wales, of over 5 millions by Queensland, of nearly 2½ millions by South Australia, of half a million by Tasmania, and of nearly 15 millions by New Zealand, in excess of the values of the goods sent away; but that goods to the value of £129,000 were sent away by Western Australia above the value of the goods received.

1207. During the period alluded to it will be found that the Australian continent, taken as a whole, received goods to the value of nearly £46,200,000 more than it exported, whereas the surplus received by the continent, with the addition of Tasmania and New Zealand, amounted to over £61,400,000.

1208. In regard to this large balance of trade, it will be borne in mind that the colonies borrow largely from London; thus, the Government

Colonies in which imports exceed exports, and contrary.

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

Effect of borrowings on imports and exports

debt of Australasia at the end of 1885, amounting to 141\* millions sterling, nearly all represents English capital. As a set-off against this, however, an annual return has to be made, as interest, which averages about 4·2 per cent. This item alone would be represented in the annual exports at the present time by a value amounting to about £5,900,000 annually.

Excess of imports in United Kingdom.

1209. The imports of the United Kingdom have always largely exceeded the exports, and, in the twenty years ended with 1875, this excess is calculated to have amounted in the aggregate to no less than 1,200 millions sterling.† In the year 1875 the excess of imports over exports was 98 millions; in 1876, 126 millions; in 1877, 139 millions; in 1878, 129 millions; in 1879, 110 millions; in 1880, 122 millions; in 1881, 94 millions; in 1882, 109 millions; in 1883, 122 millions; in 1884, 92 millions; and in 1885, 101 millions. In all these cases bullion and specie are included.

British possessions in which imports exceed exports, &c., 1885.

1210. The following are the British possessions in which in 1885 the imports exceeded the exports, and the contrary ‡:—

BRITISH POSSESSIONS IN WHICH IMPORTS, 1885, EXCEEDED EXPORTS, AND THE CONTRARY.

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

Excess of imports over exports in British dominions.

1211. Taking the British dominions as a whole, the imports in 1885 exceeded the exports in the same year by £103,684,000; if, however, the United Kingdom be omitted, the excess in favour of imports will be found to have been only £4,120,000. It should be mentioned that bullion and specie are excluded from the returns of the United Kingdom, but are generally included in the returns of other British dominions.

Excess of imports over exports in Foreign countries.

1212. During 1885, the imports of all the European countries respecting which particulars are given in a previous table § exceeded the exports, with the exception of Austria-Hungary, and Russia, but in seven of the eleven Foreign countries out of Europe the exports preponderated. The aggregate imports of Foreign countries exceeded the exports by 48 millions sterling, or by 4½ per cent.

\* This shows an increase, as compared with 1884, of nearly 15 millions. By the end of 1886, the debt had increased to nearly 153¼ millions.

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

‡ See table following paragraph 1159 *ante*.

§ See table following paragraph 1166 *ante*.

1213. The following table shows the value of goods transhipped in Victorian ports without being landed during the seventeen years ended with 1886. These goods are not included in the lists of imports and exports :—

Transshipments, 1870 to 1886.

TRANSHIPMENTS IN VICTORIAN PORTS, 1870 TO 1886.\*

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

1214. It will be observed that the transhipments were greatest during the five years 1874 to 1878, and least in the last three years. The large decrease, commencing in 1879, is attributed to the falling-off in the quantities of gold coin and bullion received from New South Wales for transhipment, consequent upon the mail steamers on the Suez route, the terminus of which had previously been Melbourne, going on to Sydney.

Falling-off of transshipments.

1215. The countries from which goods were received for transhipment, and to which they were transhipped, in 1886, also the value of the goods received from and transhipped to each country in the same year, are given in the following table :—

Transshipments to various countries

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1886.

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
	£	£
United Kingdom	164,098	213,557
Australasia—		
New South Wales	149,744	191,809
New Zealand	48,115	49,874
Queensland	7,462	14,709
South Australia	81,238	95,988
Tasmania	137,575	116,080
Western Australia	626	14,544
Other British Possessions—		
Fiji	8,798	2,570
Burrard's Inlet	407	...
Mauritius	13,053	377
Natal	837	...
Hong Kong	30,699	39
India	15,952	2,790
Ceylon	1,655	555

\* The full values of the transhipments in the later years are not represented by the figures given, in consequence of a number of packages not having any values assigned to them. In 1885 the number of such packages was 60,970, and in 1886, 232,942.

TRANSHIPMENTS FROM AND TO DIFFERENT COUNTRIES, 1886—  
*continued.*

Countries or Settlements.	Value of Goods.	
	Received therefrom for Transhipment.	Transhipped thereto.
Other British Possessions—	£	£
Singapore ... ..	1,634	...
Malden Island ... ..	2,300	56
Quebec ... ..	3	...
Foreign States—		
Belgium ... ..	3,138	105
France ... ..	7,964	2,951
Germany ... ..	10,740	729
Norway ... ..	91	...
Sweden ... ..	7	...
Port Said ... ..	1,498	...
Réunion ... ..	1,572	...
China ... ..	10,916	...
Guam ... ..	80	2,929
Japan ... ..	...	...
Java ... ..	1,455	1,709
Manilla ... ..	4	3
New Caledonia ... ..	...	...
South America ... ..	...	99
United States ... ..	23,131	13,319
Total ... ..	724,792	724,792

NOTE.—In addition to the goods represented by the above values, there were 232,942 package without any value assigned to them. These were chiefly received from Tasmania, the United Kingdom, and Calcutta.

Customs  
revenue.

1216. The Customs revenue was larger in 1886 than in 1885 by nearly £129,000. This excess results from an increase of £133,000 under the head of import duties—of which £35,700 was under the head of spirits, of £5,000 under the head of wharfage rates, and of £5,800 under certain other heads, less a decrease of £9,000 under the head of excise duty on spirits, of £5,400 under excise on tobacco, and of £400 under fees. The rates of duty on imported and colonial made spirits were increased by 2s. per gallon in July, 1884, but since then no alteration was made in the tariff until July, 1886, when an additional 5 per cent. was added to the *ad valorem* duties on woollen piece goods and apparel and slops, also an extra duty on twine; but considerable reductions and remissions were effected in the duties on bags and sacks, and wire netting. The additional annual taxation imposed by these alterations is estimated at about £27,400, and the remissions or reductions at £13,200, thus resulting in a net increase of £14,200. Of the increase in the revenue from import duties in 1886, however, only a net amount of £1,400 can be attributed to increased duties. The following are the amounts received under the different heads in the last two years:—

## CUSTOMS REVENUE, 1885 AND 1886.

Heads of Revenue.	Year ended 31st December.	
	1885.	1886.
	£	£
Import duties ... ..	2,038,527	2,172,033
Wharfage and harbour rates* ... ..	33,172	37,969
Excise duties on—		
Spirits ... ..	69,414	60,125
Tobacco, cigars, and snuff † ... ..	74,983	69,543
Tonnage and pilotage ‡ ... ..	32,093	34,570
Fees ... ..	7,440	7,059
Fines and forfeitures ... ..	267	735
Miscellaneous ... ..	7,078	9,988
Total ... ..	2,262,974	2,392,022

1217. The import duties received amounted to over 11 per cent. of the total value of imports in 1885, and to nearly 12 per cent. in 1886. § Taxation on imports.

1218. The pilotage rates collected by the Customs on account of the Pilot Board, but not included in the Customs revenue, amounted in 1885 to £28,732, and in 1886 to £32,694. Pilotage rates.

1219. The following is a statement of the total revenue and revenue per head received from the import and excise duties on spirits, wine, and beer, during the last 22½ years:— Revenue from spirits, wine, and beer.

## REVENUE FROM SPIRITS, WINE, AND BEER, 1865 TO 1887.

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

\* Including the proportion of wharfage rates received from the Melbourne Harbour Trust, amounting to £30,136 in 1885, and £34,125 in 1886.

† Including licenses to sell and manufacture tobacco.

‡ The amounts in this line are made up of tonnage rates, at 1s. per ton, and pilotage at outports. The former amounted to £31,732 in 1885, and £34,314 in 1886; and the latter to £351 in 1885, and to £256 in 1886.

§ See also paragraph 290 *ante*.

REVENUE FROM SPIRITS, WINE, AND BEER, 1865 TO 1887—*continued.*

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.	
1881-2 ...	443,431	45,112	29,770	52,620	98,955	669,888	0 15 3
1882-3 ...	468,746	44,100	32,372	52,522	11,256	608,996	0 13 6
1883-4 ...	472,259	39,096	33,845	53,638	...	598,838	0 12 11
1884-5 ...	518,370	42,101	35,210	68,930	...	664,611	0 14 0
1885-6 ...	545,170	41,086	37,904	67,250	...	691,410	0 14 2
1886-7 (approx.)	566,134	41,335	41,125	56,556	...	705,150	0 14 0

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.

1220. The total amount received during the  $22\frac{1}{2}$  years was £13,475,090, or an annual average of 15s. 1d. per head of the population. It will be noticed that the amounts per head vary from £1 1s. 8d. in 1867 to 12s. 5d. in 1879-80; also that the amount per head received in 1886-7 was the same as in 1884-5, 1s. 1d. more than in 1883-4, 1s. 7d. more than in 1879-80, and 9d. more than in 1878-9, but was less than in any of the other years named.

1221. The system of allowing drawbacks on the re-export of imported goods on which duty has been paid was first introduced in 1872. Such re-exports are included in the returns of general exports. In 1886, although the value of the goods was exceeded in several previous years, the amount paid as drawback was larger than in any previous year except 1885. This will be seen by the following figures:—

## EXPORTS FOR DRAWBACK, 1872 TO 1886.

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

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

Drawbacks.

1222. 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 1886, goods to the value of £95,000, or 13 per cent. of the exports for drawback, had undergone some such process. The amount paid as drawback on such goods was £6,000, or about 5 per cent. of the whole. The following are the goods referred to, also the values and amounts paid :—

Drawbacks  
on Victorian  
manufac-  
tured goods.

DRAWBACKS ON EXPORT OF GOODS MANUFACTURED IN VICTORIA  
FROM IMPORTED MATERIALS, 1886.

Articles.	Value.	Amount paid as Drawback.
	£	£
Apparel and slops ... ..	58,881	4,479
Boots and shoes ... ..	2,481	54
Confectionery ... ..	5,724	430
Jams and preserves ... ..	13,632	402
Meats, preserved ... ..	6,812	94
Paper bags ... ..	2,985	242
Rice (Victorian dressed) ... ..	847	192
Saddles and harness ... ..	3,583	205
Total ... ..	94,945	6,098

1223. The following is a statement of the goods in the various bonded warehouses of the colony at the end of 1886. It is to be regretted that in so many instances the weight or quantity of the articles is not given, but merely the number of cases, bales, packages, &c., also that the values are not given :—

Stocks in  
bond.

STOCKS IN BOND.

Article.	Quantity.
Brandy ... ..	4,226 hhds., 20,532 cases
Rum ... ..	1,753 hhds., 1,146 cases
Geneva ... ..	14 hhds., 16,066 cases
Gin, Sweetened ... ..	24 hhds., 2,402 cases
Whisky ... ..	3,867 hhds., 30,603 cases
Cordials ... ..	1,285 cases
Spirits of Wine ... ..	275 casks
Other Spirits ... ..	121 hhds., 6,915 cases
Wine ... ..	1,984 hhds., 19,413 cases
Beer ... ..	245 hhds., 32,491 cases and casks
Tobacco, Manufactured ... ..	2 half-tierces, 25 qr.-tierces, 530 $\frac{3}{4}$ -boxes and boxes, 5,817 cases
„ Unmanufactured ... ..	439 tierces, hhds., and casks, 410 cases, 360 bales, 618 boxes
Cigars ... ..	1,451 cases
Candles ... ..	142 chests and cases, 4,087 boxes

STOCKS IN BOND—*continued.*

Article	Quantity.
Kerosene ... ..	73,515 cases
Cocoa and Chocolate ... ..	541 packages
Coffee ... ..	1,530 bags, 1 tierce, 41 casks, 75 cases, 217 barrels
Chicory ... ..	1,458 packages
Opium ... ..	142 packages
Oats ... ..	10,537 bags
Hops ... ..	865 packages
Rice ... ..	19,655 bags, 79 tons
Salt ... ..	41,960 bags
Vinegar ... ..	865 casks, 1,564 cases
Tea ... ..	3,061 chests, 142,689 half-chests, 110,482 boxes
Sugar, Mauritius ... ..	11,703 bags, 61 pockets
„ Réunion ... ..	1,777 bags, 1,783 mats
„ Other ... ..	15,101 baskets, 24,206 bags, 18,523 mats
„ Refinery ... ..	4,894 cases and casks

Vessels  
inwards  
and out-  
wards.

1224. The tonnage of vessels entering and leaving Victorian ports was greater in 1886 than in any former year; the number, however, was exceeded in 1869 by 23, but the average burden of these was only 312 tons, whereas in 1886 the average burden was 807 tons. The following table contains a statement of the number, tonnage, and crews of vessels inwards and outwards during the nineteen years ended with 1886:—

## VESSELS ENTERED AND CLEARED, 1868 TO 1886.

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

1225. Some idea of the extension of Victorian commerce may be formed from the circumstance that, although the population of the colony increased by less than one-half during the sixteen years ended with 1886, the tonnage of vessels entered and cleared in the last as compared with the first year of that period increased nearly three-fold; also, that whilst the population in the six years ended with 1886 increased only 19 per cent., the tonnage in 1886 as compared with that in 1880 increased 55 per cent. Increase in shipping.

1226. Of the vessels inwards and outwards during 1886, 74 per cent., embracing 52 per cent. of the tonnage, were Colonial; 17 per cent., embracing 35 per cent. of the tonnage, were British; and 9 per cent., embracing 13 per cent. of the tonnage, were Foreign. Of the crews entering and leaving Victorian ports in that year, 54 per cent. were attached to Colonial, 35 per cent. to British, and 11 per cent. to Foreign vessels. The following are the figures from which these proportions have been derived:— Nationality of vessels.

#### NATIONALITY OF VESSELS ENTERED AND CLEARED, 1886.

Nationality.	Vessels Entered.			Vessels Cleared.		
	Number.	Tons.	Men.	Number.	Tons.	Men.
Colonial ...	1,684	958,833	39,493	1,721	983,295	40,711
British ...	407	648,026	26,159	382	661,833	24,954
Foreign ...	216	241,199	8,297	221	242,201	8,243
Total ...	2,307	1,848,058	73,949	2,324	1,887,329	73,908

1227. The following are the nationalities of the Foreign vessels, the numbers entered and cleared of each nationality during 1886 being shown. Of Foreign vessels visiting Victorian ports in that year the greatest number were Norwegian, the next German, the next American, and the next French. In the previous year the American or the French vessels were more numerous than either the German or the Norwegian:— Foreign vessels.

#### FOREIGN VESSELS ENTERED AND CLEARED, 1886.

Country.	Vessels Entered.	Vessels Cleared.	Both.
Germany ...	58	57	115
Norway ...	60	63	123
United States ...	39	46	85
France ...	33	35	68
Sweden ...	22	18	40
Spain ...	2	1	3
Hawaii ...	1	1	2
Austria ...	1	...	1
Total ...	216	221	437

Crews, and  
proportion  
to tonnage.

1228. The following figures show the proportion of crews to tonnage in Colonial, British, and Foreign vessels during the last five years. It will be observed that Colonial vessels are, numerically, the best manned, and Foreign vessels the worst; although in the last four years the latter appear to have much improved in this respect. It is to be remembered, however, that most of the Colonial and many of the British vessels are steamers, whilst a larger proportion of the Foreign ones are sailing vessels; and as steamers must have one crew to attend to the engines and another to look after the sails and cargo, they necessarily carry more hands in the aggregate than sailing vessels:—

	1882.	1883.	1884.	1885.	1886.
Colonial vessels had 1 man to	21 tons	22 tons	23 tons	23 tons	24 tons
British           "           "	26 "	25 "	25 "	26 "	26 "
Foreign           "           "	48 "	27 "	28 "	28 "	29 "
All               "           "	<u>24 tons</u>	<u>24 tons</u>	<u>24 tons</u>	<u>25 tons</u>	<u>25 tons</u>

Steam  
and sailing  
vessels.

1229. The steamers and sailing vessels which entered and left Victorian ports in 1886, together with their tonnage and crews, were as follow:—

#### STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1886.

Description of Vessels.	Vessels.	Tons.	Crews.
<b>INWARDS.</b>			
Steamers           ...           ...	1,666	1,451,315	65,386
Sailing vessels ...           ...	641	396,743	8,563
<b>Total</b> ...           ...	<b>2,307</b>	<b>1,848,058</b>	<b>73,949</b>
<b>OUTWARDS.</b>			
Steamers           ...           ...	1,668	1,465,715	65,486
Sailing vessels           ...           ...	656	421,614	8,422
<b>Total</b> ...           ...	<b>2,324</b>	<b>1,887,329</b>	<b>73,908</b>

1230. By means of the figures in the foregoing table, it is ascertained that, whilst steamers had one man to every 22 tons, sailing vessels had but one man to every 48 tons.

1231. Ninety-seven per cent. of the vessels, embracing 99 per cent. of the tonnage, in 1886, arrived with cargoes. In the same year, 73 per cent. of the vessels, embracing 76 per cent. of the tonnage, left with cargoes. The latter proportions differ but little from those in 1885, but show a considerable falling off as compared with 1884, when as many as 81 per cent. of the vessels, embracing 85 per cent. of the tonnage, left with cargoes. The following are the numbers and percentage of

Crews in  
steam and  
sailing  
vessels.

Vessels with  
cargoes and  
in ballast.

the vessels and of their tonnage which arrived and departed with cargoes and in ballast during the year:—

## VESSELS WITH CARGOES AND IN BALLAST, 1886.

State of Vessels.	Vessels.		Tons.	
	Number.	Percentage.	Number.	Percentage.
<b>INWARDS.</b>				
With cargoes ...	2,239	97·05	1,829,327	98·99
In ballast ...	68	2·95	18,731	1·01
Total ...	2,307	100·00	1,848,058	100·00
<b>OUTWARDS.</b>				
With cargoes ...	1,699	73·11	1,428,009	75·66
In ballast ...	625	26·89	459,320	24·34
Total ...	2,324	100·00	1,887,329	100·00

1232. In the same year, 82 per cent. of the vessels inwards, embracing Vessels at  
each port. 93 per cent. of the tonnage, were entered at Melbourne, and 82 per cent. of the vessels outwards, embracing 92 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 and Echuca, 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, 1886.

Ports.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
Melbourne ...	1,892	1,719,487	1,904	1,735,269
Geelong ...	75	60,185	82	71,186
Portland ...	27	8,223	9	9,063
Belfast ...	11	3,278	20	8,013
Warrnambool ...	41	13,222	58	22,610
Murray ports—				
Wahgunyah ...	1	50	1	50
Echuca ...	112	19,359	102	16,884
Swan Hill ...	128	21,550	128	21,550
Cowana ...	20	2,704	20	2,704
Total ...	2,307	1,848,058	2,324	1,887,329

Shipping at  
Murray  
ports.

1233. Taking the Murray ports as a whole, it will be observed that 512 vessels, or a ninth of the total number, were entered and cleared thereat; but the burden of these vessels amounted in the aggregate to only 74,851 tons, or a fiftieth part of the total tonnage entered and cleared.

Shipping in  
Austral-  
asian  
colonies.

1234. 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
	1883	2,023	1,464,752	2,064	1,499,579	4,087	2,964,331
	1884	1,986	1,569,162	1,989	1,582,425	3,975	3,151,587
	1885	2,154	1,631,266	2,119	1,628,892	4,273	3,260,158
New South Wales†	1874	2,217	1,016,369	2,168	974,525	4,385	1,990,894
	1878	2,469	1,267,374	2,307	1,192,130	4,776	2,459,504
	1882	2,437	1,686,620	2,340	1,610,045	4,777	3,296,665
	1883	2,587	1,935,189	2,774	2,071,048	5,361	4,006,237
	1884	2,935	2,284,517	3,010	2,376,441	5,945	4,660,958
	1885	2,601	2,088,307	2,583	2,044,770	5,184	4,133,077
Queensland ‡ ...	1874	713	302,825	657	269,925	1,370	572,750
	1878	1,111	541,850	1,117	524,908	2,228	1,066,758
	1882	1,492	962,600	1,467	917,991	2,959	1,880,591
	1883	936	455,985	867	426,506	1,803	† 882,491
	1884	1,042	572,124	1,061	579,988	2,103	1,152,112
	1885	920	496,277	967	532,904	1,887	1,029,181
South Australia...	1874	720	265,899	720	268,651	1,440	534,550
	1878	1,026	452,738	1,035	453,535	2,061	906,273
	1882	1,113	675,441	1,099	661,777	2,212	1,337,218
	1883	1,062	748,926	1,074	755,839	2,136	1,504,765
	1884	1,120	909,335	1,111	925,197	2,231	1,834,532
	1885	1,072	893,092	1,091	913,950	2,163	1,807,042
Western Australia	1874	144	65,351	153	67,476	297	132,827
	1878	155	80,655	161	82,098	316	162,753
	1882	202	172,698	201	171,549	403	344,247
	1883	219	194,273	212	194,829	431	389,102
	1884	231	227,881	211	215,005	442	442,886
	1885	232	231,761	229	236,274	461	468,035

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

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

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

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
	1883	657	230,092	648	241,630	1,305	471,722
	1884	676	304,574	664	309,624	1,340	614,198
	1885	689	342,745	669	335,061	1,358	677,806
New Zealand	1874	856	399,296	822	385,533	1,678	784,829
	1878	926	456,490	886	428,493	1,812	884,983
	1882	795	461,285	769	438,551	1,564	899,836
	1883	805	494,926	851	507,565	1,656	1,002,491
	1884	852	529,188	872	534,242	1,724	1,063,430
	1885	786	519,700	780	513,000	1,566	1,032,700

1235. It will be noticed that in Victoria, Western Australia, and Tasmania, the tonnage of vessels inwards and outwards was considerably greater in the last than in any previous year named, but a falling-off, as compared with 1884, took place in the other colonies. For reasons given in a footnote, however, the falling-off may be only apparent in the case of New South Wales. In consequence of the larger size of the vessels now employed in the Australian trade, the number of vessels in all the colonies, except Western Australia, was exceeded in some of the years.

Shipping in colonies in 1885 and former years.

1236. Of late years the vessels trading to New South Wales have exceeded those to Victoria, both in number and aggregate tonnage, which is no doubt chiefly owing to the large amount of shipping engaged in the coal trade of the former colony, but also to the fact that the P. and O. mail steamers now go on from Melbourne to Sydney, whilst the San Francisco mail steamers do not come on from Sydney to Melbourne; but, with this exception, Victoria has always been in advance of all the Australasian colonies. The following is the order in which the colonies stand in regard to the amount of shipping trading to and from their ports in the last year named in the table. The number of ships and their tonnage do not cause any variation in the positions of the respective colonies on the list:—

Order of colonies in respect to shipping.

ORDER OF COLONIES IN REFERENCE TO AMOUNT OF SHIPPING  
ENTERED AND CLEARED, 1885.

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

1237. The number and tonnage of the vessels entered at and cleared from the ports of the colonies situated upon the Australian continent taken as a whole, and of those colonies with the addition of Tasmania and New Zealand, are given in the following table for each of the twelve years ended with 1885:—

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
1875 ... ..	12,702	5,351,796	15,863	6,448,552
1876 ... ..	12,764	5,545,611	15,763	6,609,609
1877 ... ..	13,174	5,893,719	16,192	7,002,413
1878 ... ..	13,673	6,508,715	16,866	7,709,552
1879 ... ..	13,921	6,840,268	17,151	8,171,855
1880 ... ..	13,277	7,319,587	16,102	8,552,606
1881 ... ..	13,789	8,286,747	16,699	9,504,130
1882 ... ..	14,519	9,549,605	17,534	10,866,859
1883 ... ..	13,818	9,746,926	16,779	11,221,139
1884 ... ..	14,696	11,242,075	17,760	12,919,703
1885 ... ..	13,968	10,697,493	16,892	12,407,999

1238. An increase in the aggregate tonnage of the vessels trading to the Australasian colonies is usually observable from year to year. This was, however, not the case in 1885, when the tonnage showed a decrease of about 4 per cent. as compared with 1884; it was, however, much greater than in any previous year, both in regard to the Australian continent and to that continent combined with Tasmania and New Zealand. The number of vessels was larger in 1885 than in any previous years, except 1879, 1882, and 1884.

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

Shipping in  
Australia  
and Aus-  
tralasia.

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

1239. The following is the tonnage of vessels entered at and cleared from British possessions throughout the world in the year 1885. The information is derived entirely from official documents:—

## SHIPPING IN BRITISH POSSESSIONS, 1885.

(Exclusive of Coasting trade.)

Country or Colony.	Tonnage of Vessels Entered and Cleared.	Country or Colony.	Tonnage of Vessels Entered and Cleared.
EUROPE.		AMERICA— <i>continued.</i>	
	Tons.		Tons.
United Kingdom ...	64,281,642	British Guiana... ..	634,203
Gibraltar ... ..	8,029,972	West Indies—	
Malta ... ..	10,525,863	Bahamas ... ..	227,249
		Turk's Island ... ..	263,776
ASIA.		Jamaica ... ..	945,281
India ... ..	6,653,770	St. Lucia ... ..	431,073
Ceylon ... ..	3,561,192	St. Vincent ... ..	184,056
Straits Settlements ...	7,466,596	Barbados ... ..	914,687
Labuan ... ..	47,879	Grenada ... ..	250,327
Hong Kong ... ..	7,699,099	Tobago ... ..	102,043
		Virgin Islands ... ..	12,046
AFRICA.		St. Christopher ... ..	} 387,901
Mauritius ... ..	598,091	Nevis ... ..	
Natal ... ..	388,403	Dominica ... ..	273,446
Cape of Good Hope ...	1,611,664	Montserrat ... ..	217,620
St. Helena ... ..	111,055	Antigua ... ..	388,467
Lagos ... ..	432,950	Trinidad ... ..	1,069,121
Gold Coast ... ..	652,092		
Sierra Leone ... ..	434,163	AUSTRALASIA AND SOUTH SEAS.	
Gambia ... ..	164,442	Australia, Tasmania, and New Zealand* ... ..	12,407,999
AMERICA.		Fiji ... ..	109,948
Canada ... ..	7,644,615	Falkland Islands ... ..	29,543
Newfoundland ... ..	590,771		
Bermuda ... ..	215,981		
Honduras ... ..	224,726	Total ... ..	140,083,752

1240. The tonnage of vessels trading to Victoria exceeds that to any British possession outside Australasia except the United Kingdom, Gibraltar, Malta, India, Ceylon, the Straits Settlements, Hong Kong, and Canada. Excluding the United Kingdom, the tonnage to Australasia exceeds that to any other British possession, and is more than half as much again as that to India or Canada.

1241. In the next table a statement is given of the tonnage of vessels trading to the principal Foreign countries. The information has been derived from the latest official documents:—

\* Including vessels engaged in the intercolonial trade. For figures relating to each Australasian colony, see table following paragraph 1234 *ante*.

## SHIPPING IN FOREIGN COUNTRIES.

Country.	Year.	Inwards.	Outwards.	Both.
		Tons.	Tons.	Tons.
Argentine Confederation ...	1885	3,601,309	3,349,661	6,950,970
Anstria ... ..	"	5,944,824	5,952,092	11,896,916
Belgium ... ..	"	4,072,048	4,040,301	8,112,349
Chile ... ..	"	1,735,435	1,653,605	3,389,040
China ... ..	"	2,179,733	2,144,078	4,323,811
Denmark ... ..	"	3,105,719	3,071,056	6,176,775
France ... ..	"	12,792,291	13,227,502	26,019,793
Germany ... ..	"	8,254,359	8,295,575	16,549,934
Holland ... ..	"	4,137,065	4,089,838	8,226,903
Italy ... ..	"	5,902,982	5,668,973	11,571,955
Japan ... ..	1883	1,098,772	1,098,772	2,197,544
Portugal ... ..	1885	3,412,428	3,638,053	7,050,481
Russia ... ..	"	5,403,444	5,389,450	10,792,894
Spain ... ..	"	7,468,680	9,613,124	17,081,804
Sweden and Norway ...	1884-5	6,703,459	6,710,550	13,414,009
United States * ...	1885	12,287,492	12,496,275	24,783,767
Total ... ..	...	88,100,040	90,438,905	178,538,945

Suez Canal:  
Traffic and  
receipts,  
1869-1886.

1242. The following is a statement of the number and tonnage of vessels which have passed through the Suez Canal, also of the canal transit receipts during each year from that of its opening to the end of 1886:—

## SUEZ CANAL.—TRAFFIC AND RECEIPTS, 1869 TO 1886.

Year.	Number of Vessels.	Tonnage† of Vessels.	Transit Receipts. (000's omitted.)
1869	10	6,576	£ 2,
1870	486	436,609	206,
1871	765	761,467	360,
1872	1,082	1,160,744	656,
1873	1,173	1,367,768	916,
1874	1,264	1,631,650	994,
1875	1,494	2,009,984	1,155,
1876	1,457	2,096,772	1,199,
1877	1,663	2,355,448	1,311,
1878	1,593	2,269,678	1,244,
1879	1,477	2,263,332	1,187,
1880	2,026	3,057,422	1,594,
1881	2,727	4,136,780	2,051,
1882	3,198	5,074,809	2,422,
1883	3,307	5,775,862	2,634,
1884	3,284	5,871,501	2,488,
1885	3,624	6,335,753	2,488,
1886	3,100	5,767,656	2,261,

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

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

1243. According to the figures, the largest number of vessels and the greatest amount of tonnage passed through the canal in 1885; but the receipts were highest in 1883. A falling-off under all heads will be noticed in 1886, the vessels being fewer, the tonnage being less, and the receipts smaller than in any one of the previous three years.

Suez Canal:  
Falling-off  
in traffic.

1244. By the following statement of the number and tonnage of vessels and the proportion of each nationality which passed through the canal in 1886, it is shown that fully three-fourths of such vessels and tonnage were British, whilst less than a thirteenth of the vessels and only about a twelfth of the tonnage were French:—

Suez Canal:  
Nationality  
of vessels,  
1886.

SUEZ CANAL.—NATIONALITY OF VESSELS, 1886.

Flag.	Vessels.		Tons.*	
	Number.	Proportions per cent.	Number.	Proportions per cent.
British ... ..	2,331	75·19	4,436,688	76·92
French ... ..	227	7·32	476,165	8·25
Dutch ... ..	127	4·10	229,818	3·98
German ... ..	161	5·19	210,831	3·69
Austro-Hungarian ...	77	2·48	137,293	2·38
Italian ... ..	69	2·23	124,606	2·16
Spanish ... ..	26	·84	61,631	1·07
Russian ... ..	24	·78	36,189	·63
Norwegian ... ..	28	·90	35,348	·61
American ... ..	7	·23	6,348	·11
Japanese ... ..	4	·13	4,742	·08
Turkish ... ..	6	·19	2,215	·04
Portuguese ... ..	5	·16	1,946	·03
Egyptian ... ..	4	·13	1,930	·03
Belgian ... ..	1	·03	946	·01
Danish ... ..	1	·03	864	·01
Samos ... ..	2	·07	96	...
Total ... ..	3,100	100·00	5,767,656	100·00

1245. Three small steamers, of the average burden of 131 tons, and 1 small sailing vessel of 28 tons burden, were the only vessels built in Victoria during 1886. The vessels registered numbered 21, of an average burden of 353 tons. The following were the classes and sizes of the vessels:—

Vessels built  
and regis-  
tered.

\* Net tonnage. The total gross tonnage which passed through the canal in 1886 was 8,183,813, of which 6,254,418 was British.

## VESSELS BUILT AND REGISTERED, 1886.

Vessels Built.			Vessels Registered.			
Description.	No.	Tons.	Description.	No.	Tons.	Men.
Steamers ...	3	392	Steamers ...	6	3,167	95
Sailing vessels ...	1	28	Ships ...	2	2,500	21
			Barques ...	3	1,362	3
			Schooners ...	3	164	11
			Ketches ...	4	159	16
			Cutters ...	3	63	4
Total ...	4	420	Total ...	21	7,415	150

Vessels on  
the register.

1246. The vessels on the register at the end of 1886 numbered 352, viz., 103 steamers and 249 sailing vessels. The former, in the aggregate, measured 25,564 tons, and the latter 46,382 tons. The total number of men employed was 2,594.

Shipping  
owned in  
Austral-  
asian  
colonies.

1247. The following table\* shows the number and tonnage of steamers and sailing vessels owned in the Australasian colonies and in Fiji. The figures for Victoria are brought down to the 31st December, and those for the other colonies to the 30th June, 1885:—

## SHIPPING OWNED IN THE AUSTRALASIAN COLONIES, 1885.

Colony in which Owned.	Steamers.		Sailing Vessels.		Total.	
	Number.	Net Tonnage.	Number.	Net Tonnage.	Number.	Net Tonnage.
Victoria ...	100	25,273	236	42,244	336	67,517
New South Wales ...	430	49,170	617	73,123	1,047	122,293
Queensland ...	64	3,985	87	6,966	151	10,951
South Australia ...	89	10,804	230	27,604	319	38,408
Western Australia ...	7	207	109	7,311	116	7,518
Tasmania ...	27	5,207	180	13,230	207	18,437
New Zealand ...	163	35,545	429	60,156	592	95,701
Fiji ...	1	19	17	790	18	809
Total ...	881	130,210	1,905	231,424	2,786	361,634

Shipping  
owned in  
various  
countries.

1248. The material for the following table, which shows the number and tonnage of steamers and sailing vessels owned in different countries at the beginning of 1886, has been obtained from an official publication entitled *Navigation Maritime*, published by the Central Bureau of

\* This table was compiled by Mr. A. W. Musgrove, Secretary for Trade and Customs in Victoria, and published in *Naval Defences*, page 57, Parliamentary Paper No. 81, Session 1886.

Statistics of the kingdom of Norway.\* The figures for Australasia, it will be noticed, are slightly in excess of those in the last table, as might be expected, since they refer to a period of six months' later date :—

## SHIPPING OWNED IN VARIOUS COUNTRIES.

Country.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)
United Kingdom ... ..	6,644	4,450,3	17,018	3,456,6	23,662	7,906,9
British possessions in Europe ...	26	6,9	174	15,5	200	22,4
"  "  Asia ...	176	53,0	707	89,8	883	142,8
"  "  Africa ...	24	1,2	248	14,3	272	15,5
"  "  America	572	83,2	8,559	1,123,3	9,131	1,206,5
"  "  Australasia	909	151,8	1,940	233,8	2,849	385,6
Total under British flag ...	8,351	4,746,4	28,646	4,933,3	36,997	9,679,7
France ... ..	589	535,6	3,388	402,9	3,977	938,5
French possessions in Africa ...	25	2,0	161	5,3	186	7,3
"  "  America	1	0,7	140	9,6	141	10,3
Total under French flag ...	615	538,3	3,689	417,8	4,304	956,1
Russia in Europe ... ..	347	88,1	3,174	261,0	3,521	349,1
"  Asia ... ..	15	20,0	...	...	15	20,0
Total under Russian flag...	362	108,1	3,174	261,0	3,536	369,1
Holland ... ..	106	113,8	634	188,9	740	302,7
Dutch possessions in Asia ...	65	31,9	327	55,2	392	87,1
"  "  America	1	...	36	1,9	37	1,9
Total under Dutch flag ...	172	145,7	997	246,0	1,169	391,7
Spain ... ..	345	244,5	3,118	210,4	3,463	454,9
Spanish possessions in Asia ...	52	17,0	741	39,1	793	56,1
"  "  America	45	25,9	582	32,6	627	58,5
Total under Spanish flag ...	442	287,4	4,441	282,1	4,883	569,5
Portugal ... ..	34	15,2	379	55,7	413	70,9
Portugese possessions in Asia...	...	...	7	7	7	7
"  "  Africa	4	6	55	5,9	59	6,5
Total under Portugese flag	38	15,8	441	62,3	479	78,1
Germany ... ..	664	4,206	3,471	861,8	4,135	1,282,4
Belgium ... ..	53	79,5	11	5,1	64	84,6
Norway ... ..	510	114,1	7,154	1,448,9	7,664	1,563,0
Sweden ... ..	690	96,8	2,729	397,4	3,419	494,2
Finland ... ..	141	10,9	1,110	213,4	1,251	224,3
Denmark ... ..	281	94,3	3,046	188,9	3,327	283,2
Italy ... ..	225	139,6	7,111	828,8	7,336	968,4

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

SHIPPING OWNED IN VARIOUS COUNTRIES—*continued.*

Country.	Steamers.		Sailing Vessels.		Total.	
	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)	Number.	Tons. (00's omitted.)
Austria ... ..	143	94,1	2,052	211,0	2,195	305,1
Greece ... ..	70	35,0	3,141	225,2	3,211	260,2
Turkey ... ..	14	6,6	415	67,6	429	74,2
Montenegro ... ..	...	...	2	3	2	3
Roumania ... ..	3	1,2	19	3,4	22	4,6
Japan ... ..	412	52,3	16,829	323,0	17,241	375,3
Siam ... ..	2	4	15	6,4	17	6,8
Egypt ... ..	31	23,7	...	...	31	23,7
Tunis ... ..	2	1,3	3	3	5	1,6
Zanzibar ... ..	2	1,8	...	...	2	1,8
United States ... ..	3,075	686,3	15,210	1,987,3	18,285	2,664,6
Mexico ... ..	13	12,2	44	8,1	57	20,3
Central America ... ..	2	4	55	19,4	57	19,8
Haiti and St. Domingo ... ..	6	2,8	22	3,9	28	6,7
Peru ... ..	6	4,9	32	21,6	38	26,5
Chile ... ..	22	16,3	131	62,2	153	78,5
Argentine Republic ... ..	27	7,8	433	13,3	460	21,1
Brazil ... ..	82	32,3	108	20,0	190	61,3
Other South American States... ..	8	2,5	58	17,5	66	20,0
Hawaii ... ..	9	2,8	25	9,3	34	12,1
Grand Total ... ..	16,473	7,782,2	104,614	13,146,6	121,087	20,928,8

Value of  
ships  
trading to  
Victoria.

1249. The next table \* shows the tonnage and estimated value of British, colonial, and Foreign owned vessels which entered Victorian ports during the year 1885:—

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

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

Lighters and  
boats.

1250. The licences issued in 1886 to lighters numbered 145, and to boats 468. The former were to be employed in the conveyance of goods, and the latter for ferry, passenger, and other purposes.

\* Compiled by Mr. A. W. Musgrove, Secretary for Trade and Customs in Victoria, and published in *Naval Defences*, page 57, Parliamentary Paper No. 81, Session 1886.

1251. The subject of improved harbour accommodation for the Port of Melbourne engaged, for a number of years, a large share of attention from the mercantile community, and, after numerous appeals to successive Governments, they succeeded, in 1876, in securing the passing of an Act\* for the establishment of a Harbour Trust, which came into force on the 1st January, 1877, and was afterwards amended by an Act† which came into operation in April, 1883.

Melbourne  
Harbour  
Trust.

1252. Under the Melbourne Harbour Trust Act, Commissioners were appointed, their principal objects being—(1) to connect Melbourne with Hobson's Bay by the most approved method; (2) to widen and deepen the channel of the River Yarra, so as to enable vessels of the largest class to discharge and take in cargo at Melbourne; (3) to improve the wharfage accommodation; (4) to prevent the silting up of Hobson's Bay and the river, which has "gone on uninterruptedly at a rate variously estimated at between 225,000 and 500,000 yards per annum," and which would, it was stated, "necessitate dredging on a scale hitherto unknown in these waters."‡ To carry out the more important of these designs, the services of Sir John Coode, C.E., one of the most eminent authorities of the day on the subject of dock and harbour works, were secured from England, who submitted a general and comprehensive scheme for the permanent improvement of the port. The following is a brief summary of the cost of improvements completed and in progress at the end of 1886 § :—

Objects of  
Trust.

			Cost to 31st December, 1886.	
Wharves and approaches...	...	...	...	£407,171
Harbour improvements ...	...	...	...	227,436
Reclamations ...	...	...	...	17,112
Dredging and landing silt	...	...	...	439,639
Plant ...	...	...	...	323,158

1253. In the general scheme of harbour improvement submitted by Sir John Coode, it was recommended, for the purpose of enabling vessels of a large class to come to Melbourne, in preference to a direct canal, to widen and deepen the channel of the River Yarra throughout, with the exception of a portion called the Fisherman's Bend, which is avoided by cutting through the bank a channel which re-unites with the river lower down. This materially straightens the river's course, and reduces the distance from the wharves at Melbourne to its mouth from  $7\frac{3}{4}$  to  $6\frac{3}{4}$  miles. It was originally estimated that the quantity of dredgings it would be necessary to remove from the river for this purpose would

Improve-  
ments re-  
commended  
by Sir John  
Coode.

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

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

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

§ For receipts and expenditure of the Melbourne Harbour Trust, see table following paragraph 337 ante.

amount to 4,194,130\* cubic yards, and the quantity of earth to be excavated to 1,597,079 cubic yards, making a total of 5,791,209 cubic yards, which would be available for raising the low-lying lands bordering upon the river, as also would a further quantity of silt and earth, estimated at about 6,000,000 cubic yards, to be raised from the Bay, which it was proposed in parts to deepen extensively by dredging. Sir John Coode's scheme also contemplates the construction of a dock at Melbourne, admitting of extension by the formation of additional basins if required.

1254. The question of constructing a second and more direct channel from the River Yarra to Hobson's Bay was submitted for the consideration of Sir John Coode by the Harbour Trust Commissioners in September 1885, and in a report by Sir John Coode dated 31st May 1886, he expresses himself as decidedly opposed to such a project in the following terms:—

“As to the practicability of keeping open a second channel from the Yarra to Hobson's Bay, I have only to remark that I can see no reason for modifying the views expressed thereon in my report of the 17th February 1879. The question was then regarded as one of such importance that it received my most careful and mature consideration before I arrived at the conclusions given. It was stated in that report that, for the reasons adduced, I unhesitatingly gave a preference to the improvement of the existing river course. The making of a second channel on or near the line known as the ‘straight cut’ in addition to the new cut just completed, is an idea that, in my opinion, ought not to be seriously entertained. I could only look upon such a project as suicidal, so far as regards the maintenance of a sufficiently navigable depth of water between Hobson's Bay and Melbourne.”

1255. The canal at Fisherman's Bend is of a total length of 6,006 feet or 1 mile and 11 chains, having a total width at the upper level of the paved slope of 308 feet, a surface width at low water of 266 feet, a depth at low water of 20 feet and at high water of 22 feet, and a width in bottom of 146 feet. The work was first commenced on the 31st March, 1880, and was carried on by either the Trust or the Government—the latter of which required material for raising low-lying lands—until the 19th February, 1884, when the Trust accepted a contract for the completion of the work (excepting a length of 400 feet at each end) within 18 months, at a cost of £65,060. This contract, however, was not completed until August, 1886, on the 11th of which month the ceremony of letting the water into the canal was performed by His Excellency the Governor. The canal was finally opened for the passage of vessels on the 27th July 1887.

1256. The total quantity of excavation made in constructing the canal was 1,325,000 cubic yards, and 200,000 cubic yards more in opening

\* In October, 1885, the estimated quantity of dredging required to deepen the river channel to 20 feet was only 2,735,000 cubic yards; which work could be executed by the available dredges in about 2½ years. See “Report of the Harbour Trust Commissioners for the year 1885,” page 38.

Proposal to construct a second channel to Melbourne.

Fisherman's Bend cutting.

Excavations, &c., and cost of canal.

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

1257. The estimated total cost of the works recommended by Sir John Coode including a fair margin for contingencies and superintendence, is, if the river be deepened to 20 feet, £1,163,200; or, if it be deepened to 25 feet, £1,246,000. At present, vessels of 1,000 tons, drawing 16 feet 6 inches, commonly get to the Melbourne wharves at ordinary tides, and those drawing over 17 feet at spring tides; whilst several sailing vessels have arrived drawing 17 feet 6 inches, and steamers up to 18 feet 6 inches.\* The depth of the river has been altogether increased by 3 feet since the formation of the Trust, and the minimum depth at low water spring tides is now 14 feet 6 inches.

Total cost of works recommended.

1258. In 1886, the Trust possessed twelve dredges, six of which are capable of a nominal lifting power of 900, 400, 400, 170, 120, and 120 tons per hour respectively. One of the dredges in the possession of the Trust, *The Melbourne*, has the largest dredging capacity of any dredge existing, but not being a hopper dredge, is not the largest in size. The length of this dredge is 151 feet; its burden 356 tons; it has two pairs of engines each of 90 horse power nominal, but capable, when combined, of working up to 500 horse power; each of the buckets has a capacity of 22 cubic feet; and the dredge can, under ordinary circumstances lift about 900 tons per hour from a depth of 35 feet. She can steam with her twin screws 7 knots per hour; besides her main engines, she has 8 subsidiary engines for performing work which in other dredges is done by the main engine. This dredge, which arrived in the colony on the 5th November 1885, was constructed by Messrs. W. Simons and Company, of Renfrew, Scotland.

Dredges.

1259. The total quantity of dredgings actually raised in 1886 amounted to 1,409,311 cubic yards, viz., 352,991 cubic yards from the Bay, and 1,056,320 cubic yards from the river. Since the establishment of the Trust, the total river dredgings have amounted to 4,177,414 cubic yards, and the Bay dredgings to 3,732,450 cubic yards, together making a total of 7,909,864 cubic yards. Of this quantity, 3,762,911 cubic yards were deposited in the sea, and 4,146,953 cubic yards were landed for roads and reclamation works. The average cost of dredging in 1886 was 4 $\frac{1}{3}$ d. per cubic yard, and of landing silt, 9 $\frac{1}{4}$ d. per cubic yard.

Silt raised.

Postal  
returns.

1260. The following figures show the number of post offices throughout the colony, and the number of letters, packets, and newspapers which passed through them in the last two years. A satisfactory increase is to be observed in all the items :—

## POSTAL RETURNS,\* 1885 AND 1886.

Year.	Number of Post Offices.	Number Despatched and Received of—			
		Letters.†	Newspapers.	Packets.	Total.
1885 ...	1,384	36,061,880	16,277,108	6,489,618	58,828,606
1886 ...	1,429	38,392,414	17,482,490	6,926,525	62,801,429
Increase ...	45	2,330,534	1,205,382	436,907	3,972,823

Proportion of  
letters per  
head.

1261. The letters despatched and received were, to each head of the population, in the proportion of 37·0 in 1885, and of 38·8 in 1886.

Registered  
letters.

1262. In 1886, as compared with the previous year, an increase of 6 per cent. took place in the letters registered. The following were the numbers in the two years :—

## REGISTERED LETTERS.

1885 ...	...	...	...	585,482
1886 ...	...	...	...	620,611
Increase	...	...	...	35,129

Dead letters  
&c.

1263. The dead and irregularly-posted letters numbered, in 1885, 199,778, or 1 in every 180, and in 1886, 286,450, or 1 in every 134 of the total number received. In the former year 4,206, and in the latter year 2,494, contained articles of value. The total value of notes, cheques, cash, &c., included, in 1885, was £15,829, for £15,439 of which, or 97 per cent., owners were found during the year; and in 1886, £18,149, for £16,381 of which, or 90 per cent., owners were found. In 1885, 5,363, or 1 in every 6,274 letters posted, and in 1886, 13,325, or 1 in every 2,881, were without addresses or were imperfectly addressed. Of these, 242 in 1885, and 279 in 1886, were envelopes without correspondence, covering cash, cheques, &c., to the value of over £4,000 and £3,000 respectively. As many as 40 letters in 1885, but only 26 letters in 1886, bore obscene or libellous addresses, and were detained for that reason. In 1885, nearly 4,000 letters, and in 1886, nearly 4,500 letters, were refused by the persons to whom addressed, chiefly on account of postal charges, which were, however, subsequently recovered in most cases

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

† Including post cards. These were first issued on the 1st April, 1876. The number issued in 1886 was 2,804,850, as against 2,528,474 in 1885.

from the senders. In compliance with the provisions of the Post Office Act 1883, 1,923 letters in 1884, 725 in 1885, but only 559 in 1886, 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, 68 letters in 1885, and 54 letters in 1886, intended for promoters of lotteries, &c., were detained during the year.\* Thirty-three letters in 1885, and 27 letters in 1886, bore obliterated or defaced stamps. Besides letters, 24,703 packets and 31,924 newspapers were received at the Dead Letter Office during the year 1886; most of the former were returned, delivered, &c., but most of the latter were destroyed.

1264. The dead and irregularly-posted letters were dealt with as follow in the two years :— Disposal of dead letters.

DISPOSAL OF DEAD AND IRREGULARLY-POSTED LETTERS,  
1885 AND 1886.

		1885.		1886.	
Returned, delivered, &c.	... ..	187,475	...	272,187	
Destroyed or on hand	... ..	12,303	...	14,263	
<b>Total</b>	<b>... ..</b>	<b>199,778</b>	<b>... ..</b>	<b>286,450</b>	

1265. Of the total number of letters, newspapers, and packets, which passed through the Victorian Post Office during 1886, 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 and foreign correspondence.

INLAND, INTERCOLONIAL, AND FOREIGN CORRESPONDENCE, 1886.

Nature of Correspondence.	Inland (Posted).	Intercolonial.		British and Foreign.	
		Despatched.	Received.	Despatched.	Received.
Letters and post cards	32,500,000	1,901,498	2,438,091	699,642	853,183
Newspapers ...	12,250,000	1,446,163	1,294,259	876,760	1,615,308
Packets ... ..	6,000,000	319,439	240,950	88,872	277,264
<b>Total ... ..</b>	<b>50,750,000</b>	<b>3,667,100</b>	<b>3,973,300</b>	<b>1,665,274</b>	<b>2,745,755</b>

1266. Within the colony of Victoria, or to any of the other Austral- Rates of postage.  
asian colonies, the postage on letters is 2d. per oz. or fraction thereof. To the United Kingdom the postage on letters is 6d. per  $\frac{1}{2}$  oz. or fraction thereof. Post cards available for transmission to places within

\* During 1885, directions were issued prohibiting deliveries of correspondence addressed to fifteen persons, eleven of whom were carrying on business as fortune-tellers, and two as racing "sweep" promoters.

Victoria, and, since the 1st July, 1887, also available for transmission to places in every other Australasian colony, except New Zealand and Fiji, are issued at 1d. each, but to frank such post cards to the two colonies named it is necessary to affix thereon a penny stamp. The postage on newspapers is  $\frac{1}{2}$ d. to places in Victoria or any of the other Australasian colonies, and 1d. to the United Kingdom.

1267. The postal returns of the various Australasian colonies during the year 1885 are given in the following table:—

POSTAL RETURNS OF AUSTRALASIAN COLONIES, 1885.\*

Colony.	Number of Post Offices.	Letters Despatched and Received.		Newspapers Despatched and Received.	
		Total Number.	Number per Head.	Total Number.	Number per Head.
Victoria ... ..	1,384	36,061,880	37·62	16,277,108	16·98
New South Wales ...	1,115	39,351,200	42·27	25,567,400	27·46
Queensland ... ..	623	9,776,407	31·66	8,794,633	28·48
South Australia ...	555	13,158,626	42·03	6,070,227	19·39
Western Australia	80	1,440,600	42·28	1,034,400	30·36
Total ... ..	3,757	99,788,713	39·20	57,743,768	22·68
Tasmania ... ..	246	4,472,506	33·84	3,560,367	26·94
New Zealand ... ..	1,011	37,149,788	65·62	14,233,878	25·14
Grand Total ... ..	5,014	141,411,007	43·59	75,538,013	23·29

1268. Although the letters despatched and received in New South Wales exceed those in Victoria by a tenth, and the newspapers by one half, the post offices in the latter exceed those in the former by about 270, or nearly a fourth. Indeed, Victoria, so far as the establishment of post offices is concerned, appears to afford much greater facilities to correspondents than any other colony in the group. This is made plain by the following figures:—

Victoria	has a post-office to every	64 square miles.
New Zealand	”	103 ”
Tasmania	”	107 ”
New South Wales	”	277 ”
Queensland	”	1,073 ”
South Australia	”	1,628 ”
Western Australia	”	12,199 ”

1269. In regard to the number of letters per head, Victoria stands above Tasmania and Queensland, but below all the other colonies; but in regard to the newspapers per head, Victoria is very much below any of the others. The following is the position of the colonies in these respects:—

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

Postal returns of Australasian colonies.

Post offices per square mile in Australasian colonies.

Order of colonies in respect to correspondence per head.

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

Order according to Letters per Head.

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

Order according to Newspapers per Head.

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

1270. In making the returns of newspapers despatched and received, it is probable that some, if not all, of the neighbouring colonies may have included packets, and this may to a certain extent account for the extremely low position Victoria occupies in regard to the number per head. Should packets be combined with newspapers in the Victorian returns, the total number in 1885 would be 22,766,726, or 23·75 per head, which proportion is not much lower than that obtaining in some of the other colonies. Newspapers and packet per head.

1271. It may be remarked that, in consequence of the facilities existing in Victoria for communication with the interior by means of railways, newspapers are to a large extent transmitted by rail in parcels, in preference to being posted. It must also be remembered that in this colony there is a postage fee on newspapers, whereas, subject to certain exceptions and restrictions, newspapers posted in New South Wales and Queensland for places within the Australasian colonies, and in Western Australia and Tasmania for all places, are carried free. The fact of a fee being charged, no doubt acts as a check on the posting of newspapers, and is probably the chief reason why the number here compares unfavorably with the numbers in those colonies in which they are carried free of charge. Number of newspapers posted in Victoria.

1272. The following are the postal returns of the United Kingdom for the year 1885 :— Postal returns of United Kingdom.

POSTAL RETURNS OF THE UNITED KINGDOM, 1885.\*

Country.	Millions delivered in 1885 of—		
	Letters.	Newspapers and Packets.	Total.
England and Wales ...	1,187,	402,	1,589,
Scotland ... ..	126,	54,	180,
Ireland ... ..	90,	34,	124,
<b>Total United Kingdom</b>	<b>1,403, †</b>	<b>490,</b>	<b>1,893, †</b>

\* The postal year referred to commenced with the second quarter of 1885, and ended with the first quarter of 1886.

† Exclusive of 172 millions of post cards.

Proportion of letters to population of United Kingdom.

1273. Per head of population, 43·13 letters (exclusive of post cards) were delivered in England and Wales, 32·24 in Scotland, and 18·28 in Ireland, during 1885. Taking the United Kingdom as a whole, the letters delivered in that year were in the proportion of 38·62 to each inhabitant. If post cards are included, the proportion for the United Kingdom would be 43·35 to each inhabitant.

Letters per head in various countries.

1274. By the following table, the figures in which, with the exception of those for the United Kingdom and Australasia have been extracted from *l'Almanach de Gotha*,\* showing the number of letters per head in the principal countries of the world, it appears that Australasia, in regard to the extent of her correspondence, heads the list with a proportion slightly higher than that in Great Britain, but more than twice as high as that in any other country named—except Switzerland and the United States:—

LETTERS PER HEAD IN VARIOUS COUNTRIES.

Country.	Number of Letters † per Head.	Country.	Number of Letters † per Head.
Australasia ... (1885)	43·59	Algeria ... ..	3·3
United Kingdom ..	43·35	Argentine Republic	3·3
Switzerland ... ..	29·5	Brazil ... ..	3·0
United States ... ..	21·8	Uruguay ... ..	2·4
Belgium ... ..	21·1	Roumania ... ..	2·1
Germany ... ..	19·3	Japan ... ..	2·0
Holland ... ..	18·8	Greece ... ..	2·0
Luxemburg ... ..	17·5	Finland ... ..	1·9
France ... ..	16·7	Peru ... ..	1·8
Denmark ... ..	16·0	Russia ... ..	1·7
Canada ... ..	15·6	Egypt ... ..	·8
Austria-Hungary ...	10·7	British India ...	·7
Norway ... ..	9·3	Servia ... ..	·7
Sweden ... ..	9·2	Bulgaria ... ..	·6
Italy ... ..	5·3	Mexico ... ..	·4
Spain ... ..	5·0	Turkey ... ..	·4
Hawaii ... ..	4·8	Netherlands India	·2
Chili ... ..	4·5	Columbia ... ..	·2
Portugal ... ..	4·2	Persia ... ..	·05

Foreign mail service.

1275. The following information respecting the contract mail lines conveying mails between Australia and Europe has been supplied for this work by Mr. James Smibert, Deputy Postmaster-General of Victoria:—

- (a.) The fortnightly service conducted, since the 1st February, 1880, by the Peninsular and Oriental Steam Navigation Company *via* Ceylon and Brindisi, the company being subsidized by Victoria to the extent of £85,000 per annum, other colonies and countries paying Victoria fixed transit rates for the carriage of their mails. The contract with this company will expire, two years' notice having been previously given, on the 31st January, 1888.

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

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

- (b.) The monthly service *viâ* Torres Straits, carried out between Queensland and Great Britain by the British-India Company, who receive a subsidy of £55,000 per annum from Queensland, but are required—in consideration of the subsidy—to carry immigrants for £16 per head.
- (c.) The fortnightly service performed by the Orient Company, who receive no direct subsidy, but are paid fixed transit rates for the various classes of mail matter conveyed by their vessels. The contract for this service was made by New South Wales with the Orient Company.
- (d.) The monthly service between Sydney and San Francisco, undertaken by the Union Steamship Company of New Zealand, between Sydney and Honolulu, and between Honolulu and San Francisco by a local company. The total subsidy is £37,000 per annum. Of this sum the United States contribute £3,000, and of the balance New Zealand pays two-thirds and New South Wales one-third.
- (e.) 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).
- (f.) In addition to the foregoing, a four-weekly service, subsidized by the German Government, runs between Brindisi and Australia.

1276. The average time and the fastest time occupied in the transmission of letters from Australia to London, and *vice versa*, by means of these routes, except the last-named, during the past year were as follow :—

Time occupied by mail services.

TIME OCCUPIED BY MAILS BETWEEN ENGLAND AND AUSTRALIA, 1886.

Service.	London to Australia.		Australia to London.	
	Average Time.	Quickest Time.	Average Time.	Quickest Time.
	dys. hrs.	dys. hrs.	dys. hrs.	dys. hrs.
Melbourne, <i>viâ</i> Brindisi and Ceylon* (P. & O. steamers) ... ..	36 18½	35 20¾	39 5¾	37 22
Melbourne, <i>viâ</i> Brindisi or Naples (Orient steamers) ... ..	36 21½	33 0	36 10	34 0
Melbourne, <i>viâ</i> Suez (French steamers)	42 1¾	40 0	38 7¼	37 0
Sydney, <i>viâ</i> San Francisco (Pacific steamers) ... ..	42 16½	41 0	41 3½	38 0
Brisbane, <i>viâ</i> Brindisi and Torres Straits (British-India steamers) ...	43 23	42 13	47 3¾	44 0

1277. According to the present arrangements with the P. and O. Company, the time allowed for conveying letters from Melbourne to London is 42 days and 11 hours during the period of the south-west monsoon, and 40 days and 11 hours at all other periods ; and the time allowed from London to Melbourne is 39 days and 18½ hours at all seasons.\*

Contract time of P. and O. Company.

1278. It will be remarked that the mails sent by the Orient steamers are usually delivered in quicker time than those by the P. and O.

Orient mails quicker than P. & O.

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

steamers. The chief reason of this is that the former call neither at Ceylon nor at Western Australia, which the latter are required to do; this is estimated to make a difference of nearly 2 days in the passage.

Time occupied by 1885 and 1886 compared.

1279. On comparing the times of delivery of Victorian mails by the P. and O. route with those in the previous year, it appears that in their conveyance from the United Kingdom the average time occupied was shorter by 14 hours, and in their conveyance to the United Kingdom it was shorter by 19 hours, than in 1885. The shortest time occupied in the transmission of mails from Melbourne to London was 38 days and 5 hours in 1885, and 37 days and 32 hours in 1886; but from London to Melbourne the shortest time was 35 days and 22 hours in 1885, and 35 days and 21 hours in 1886.

Time occupied by German mail service.

1280. The average time in 1886 occupied in the transit of mails from Berlin to Melbourne by the German line of steamers was 37 days 9 hours and 36 minutes, and the quickest time was 36 days. During the same year the average time of the mails between Melbourne and Berlin was about 40 days and the quickest time was 37 days.

Proposals for conveyance of mails to Europe.

1281. The requisite two years' notice having been duly given to the P. and O. Company, the present contract for the conveyance of mails will expire on the 31st January, 1888, in view of which, proposals have been made by the Imperial Post Office authorities to the Australasian colonies for the acceptance of a new contract. The matter was energetically taken in hand by the Honorable R. C. Baker, of South Australia, who succeeded in negotiating a provisional agreement between Victoria, New South Wales, and South Australia, the principal features of which are as follow\* :—

1. The continuance of weekly mail communication with Europe on a Federal basis.
2. Greater expedition in the conveyance of mails.
3. The substitution of payment by weight for fixed subsidies.
4. Reduction in the duration of contracts.
5. The establishment of the principle that the despatching country should defray the whole cost of conveying mails to destination.

Tenders invited for ocean mail service.

1282. Accordingly, at the request of the Australian colonies, tenders were invited by the Imperial Government, on the 1st February, 1886, for the performance, during a period of 5 years, of a weekly or fortnightly mail service between Brindisi, Naples, or some other port in Europe (to be selected by the contractor subject to the approval of the Postmaster-General), and Adelaide, calling at King George's Sound,† the steamers to continue their voyage to Melbourne and Sydney, with

\* See Report upon the affairs of the Post Office and Telegraph Department for the year 1885, Parliamentary Paper No. 55, session 1886, page 12.

† But omitting the détour to Ceylon, which occupies from a day to a day and a half additional.

or without mails on board ; payment to be made on the net weight of correspondence carried instead of by a fixed subsidy, and the time not to exceed 628 hours or 26 days and 4 hours. In response to this invitation, the two following tenders were received \* :—

1. P. and O. Company.—Weekly service.—Term of contract, 10 years ; subsidy, £100,000 per annum. Fortnightly service—Term of contract, 7 years ; subsidy, £115,000 per annum. Time between Brindisi and Adelaide, 32½ days.

2. Orient Company.—Term of contract, 10 years ; subsidy, £750 per voyage, and payment by weight—letters 12s. per lb. ; other matter 6d. per lb. Time between Naples and Adelaide, 32 days.

1283. As neither of these tenders complied with the published conditions of the contract, it became necessary that the whole matter should be reconsidered by the Government. The decision arrived at and the action taken thereon are thus described by the Deputy Postmaster-General :—

Tenders not according to conditions.

With regard to the new services for European mails, to commence on the 1st February, 1888, an offer was made to the companies of a lump sum for the services, abandoning the principle introduced into the previous call for tenders, of payment for the weight of mail matter carried. The time originally named for duration of the contracts was offered to be increased by two years. The proposals first made were rejected, but, after protracted negotiations, the companies agreed to accept £85,000 per annum each for alternative fortnightly services between Brindisi or Naples and Adelaide *via* King George's Sound, for 7 years, without premiums and with penalties. The time for the run between the terminal points to be, in the case of the Orient line, 32 days ; and in that of the Peninsular and Oriental, 32½ days ; the vessels of the latter company making a detour by way of Colombo. The steamers will come on to Melbourne and Sydney after delivering their mails in Adelaide. Endeavours are being made to arrange for correspondence to be carried by sea between Australia and the respective ports of arrival and departure of the vessels in England. By this course, letters, the quick delivery of which is of no moment, could be carried without loss at a lower rate than those sent by the more rapid service *via* Brindisi, as they would not be subjected to the high transit charges levied on mails carried by the accelerated train service through Italy and France. But, under the present agreement between England and the countries named, all the British correspondence exchanged with places beyond Suez on the Eastern route must be sent by the service mentioned, therefore the consent of Italy and France must be obtained before the proposal can be adopted. This has been sought, and, it is hoped, will eventually be obtained.

1284. Since the above was written, intelligence has come to hand that the Imperial Government has made an arrangement with the P. and O. and Orient lines of steamers for the payment to them of a subsidy of £170,000 per annum, in consideration of a fortnightly mail service between the United Kingdom and the Australasian colonies being provided by the two companies. Of this annual contribution, £85,000 was to be paid by the British Government and £75,000 by the

New mail contract.

\* See "Report of the Post Office and Telegraph Department" for the year 1885, pp. 12 and 35.

colonies of Victoria, New South Wales, and South Australia. The new contract is to come into operation on the 1st February, 1888.

Postal  
Union.

1285. A congress of the countries taking part in the Postal Union, the provisions of which have been explained in previous issues of this work,\* was held in Lisbon during the month of February, 1885. The Australian colonies appointed representatives to attend this congress, who, however, were not admitted to the meetings of the members of the Union. Upon the subject of the Australian colonies taking part in the Union, the Congress was unanimous, with the exception of the representatives of England, in declining to permit more than one vote to be granted to the whole of Australia, which determination has been regarded as so unsatisfactory by this colony that it has been decided to take no further steps at present towards obtaining admission to the Union.

Parcel post.

1286. A parcel post, by means of which parcels of larger dimensions and greater weight than are admissible for transmission by the ordinary post are received and delivered, was established between Victoria and British India on the 1st January, 1885, between Victoria and the United Kingdom on the 1st July, 1886, and between places situated within the colony of Victoria on the 1st July, 1887. The weight of a parcel to the United Kingdom and India is limited to 11 lbs., and to places in Victoria 7 lbs., except where mails are conveyed on horseback, when the maximum weight allowed is 3 lbs. To all these places the maximum size of parcels is limited to 3 feet 6 inches in length, or 6 feet in girth and length combined. The charge for transmission to India is 1s. for 1 lb. or less, and 1s. for every additional pound; to the United Kingdom, 2s. for 2 lbs. or less, and 1s. for every additional pound; and inland, 9d. for 2 lbs. or less, and 3d. for every additional pound. Parcels are also sent and received *viâ* London to all places with which the Imperial Post Office has an exchange of parcels, the rates from Victoria being in most cases the charge of a parcel to England and the charge on to its destination. The sender of a parcel is required to sign a declaration as to its contents, which must not be of a dangerous or offensive character; neither will opium be forwarded to India. The following further information on the subject of the parcel post has been supplied by the Post Office authorities:—

Arrangements were completed for the establishment of an Inland Parcel Post, which came into operation on the 1st of July, 1887. One serious consideration

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\* See *Victorian Year-Book*, 1883-4, page 369; same work, 1882-3, page 490; and same work 1881-2, page 318.

which prevented the system being previously introduced was the fact that no provision with regard to parcels had been made in the contracts for conveyance of mails; and, if the contractors had been compelled to carry parcels, extra remuneration for the additional work would doubtless have been demanded, and high postage had to be charged, or the business carried on at a heavy loss. As the contracts, which were for three years, expired by effluxion of time on the 30th June, advantage was taken of the opportunity, when fresh tenders for the mail services were invited, to insert in the calls conditions to the effect that contractors for services by which mails were to be conveyed by coach would have to carry parcels not exceeding 7 lbs., while those for horseback services would be bound to take parcels of the same weight as the present limit of packets, viz., 3 lbs. On examination of the tenders, it has not been found that these conditions have increased the present cost of the services, but, at the same time, it cannot be said whether the innovation has caused the tenders to be higher than they otherwise would have been—there being, however, a reduction in the total amount of the postal contracts.

The postage upon the parcels has been fixed at the rate of 9d. for 2 lbs. or under, and 3d. for every additional pound up to 7 lbs., which is the limit of weight. Provision has been made for registration, upon payment of the usual fee (4d.), also for senders of parcels registered to have, immediately after their delivery, receipts from the addressees by means of registered post cards. For this additional convenience, the small fee of 2d. will be charged. Unclaimed parcels will, in ordinary course, be retained at the offices to which they may be addressed for one month, but any bearing an endorsement requesting their earlier return will be dealt with as desired. When a parcel is returned to the sender, or re-directed in a post office, an extra fee of 6d. will be charged upon delivery.

Parcels for Melbourne and the suburbs, and some of the principal cities in the country, will be delivered by parcel express under contract at a fixed rate per parcel, while those for other places will be delivered by letter-carrier, or on application at the post office, according to the practice ruling with regard to letters at such places.

#### *Intercolonial Parcels.*

The question of an Intercolonial Parcel Post was brought forward at a conference of representatives of Victoria, New South Wales, and South Australia, who met in Melbourne in November, 1885, primarily to discuss the question of Ocean Mail Services, but no action was taken in the matter.

#### *British, Colonial, and Foreign.*

The Parcel Post system between the United Kingdom and Victoria came into operation on the 1st July, 1886. It has been fairly successful, and appears, so far as developed, to have met a reasonable public requirement.

Very many of the parcels covered enclosures which came within the provisions of the Customs tariff as dutiable goods, the aggregate value of which amounted to £828 3s., yielding to the Customs revenue a total of £201 19s. 3d., or nearly 25 per cent. During the six months ended December, 1886, 664 parcels were sent to, and 2,281 received from, the United Kingdom, the total weight of which was 7,309 lbs., but the business with countries on the continent of Europe has been quite nominal.

The Victorian share of postage on British and Foreign parcels amounted to £231 14s. 2d.

1287. The electric telegraphs being incorporated with the Post Office, the expenditure accounts of the two departments are combined. The revenue accounts are, however, kept separate. The following are the figures of revenue and expenditure in the last two years:—

Post Office  
revenue and  
expendi-  
ture.

POST AND TELEGRAPH REVENUE AND EXPENDITURE,  
1885 AND 1886.

Year.	Net Revenue of the—			Expenditure of the Post and Telegraph Offices.†
	Post Office (Estimated).*	Electric Telegraphs.	Total.	
	£	£	£	£
1885 ...	290,838	87,802	378,640	488,067
1886 ...	308,643	93,490	402,133	514,399
Increase ...	17,805	5,688	23,493	26,332

Excess of  
expenditure  
over  
revenue.

1288. The expenditure of the Post and Telegraph Department exceeded the revenue by £109,427 in 1885, and by £112,266 in 1886, or a proportionate excess of about 29 per cent. in the former and nearly 28 per cent. in the latter year; whereas the average annual loss in the ten years ended with 1886 was £103,144. As a set-off against these deficits, it is pointed out that the following special items, which are more properly a charge on the general revenue than on the revenue of the Postal and Telegraph Department, are included in the expenditure, viz., the subsidy paid towards the duplication of the telegraph cable between Penang, Singapore, Banjoewangie, and Port Darwin, amounting in 1886 to £14,519; the loss on mails by P. & O. and Orient steamers, amounting in 1886 to £35,403;‡ and expenditure in connexion with the Post Office Savings Banks, amounting to about £7,600 per annum; which items make a total of about £57,500; and that the balance of the deficit, amounting to £54,766, is accounted for by the value of unpaid telegrams sent on the Government service, amounting in 1885 to £7,000, and of unpaid postage for the transmission of official correspondence, which in 1884 was estimated to amount to about £45,000.

Defective  
accounts of  
postal  
revenue.

1289. In the latest Post Office Report it is admitted that it is now impossible to show the postal revenue with any degree of certainty, in consequence of the stamps hitherto used to denote postage, fees under the Stamp Statute, and duties payable under the Stamp Duties Act, being made interchangeable since the 1st January, 1884. It appears that the attempt to estimate the probable amount from the records of the correspondence posted at the various post offices has proved a failure. Alterations are liable to be made from time to time in the rates

\* See paragraph 1289 *post.* Commission on money orders and postal notes is included, amounting in 1885 to £8,990, and in 1886 to £9,885.

† The cost of construction and repairs of electric telegraph lines, amounting to £19,525 in 1885, and £12,868 in 1886, is not included in this column, it being, for the most part, charged against the capital cost.

‡ See paragraph 1291 *post.*

of postage, and it is important to ascertain the effect of such charges on the revenue, which cannot be done without a reversion to the old system of using separate kinds of stamps. The following remarks on this subject appear in the latest Postal Report\* :—

“Although the amalgamation of stamps has been a public convenience, it may be doubted whether the public interest would not have been better served if distinctive stamps for postage had continued in use. No difficulty is experienced in arriving at the actual telegraph receipts, inasmuch as the value of the stamps on telegrams is brought to account against each office; but, in regard to postage, the amalgamation of the stamps has deprived the department of the only reliable means of ascertaining the revenue, as the statistics of postal business are too unreliable to be of any practical use. The postal rates are likely to be altered from time to time, and it is of great, if not paramount, importance that the public should be made aware of the loss or gain to the revenue which may result; but it is not now possible to analyze a surplus or deficit in the ‘Sale of Stamps’ in such a way as to indicate to which item or items of revenue any increase or decrease may be attributed. The total stamp revenue for 1886 was £620,613 as against £596,475 for 1885, showing an increase of £24,138, or about 4 per cent. In 1885 the increase was 8½ per cent., and in 1884, 8 per cent. There has, therefore, been a falling off in the annual increase in comparison with that of the two previous years; but it is not possible to show whether this is due to postage or stamp duties or fee stamps. If separate stamps for postage had continued to be used, the exact postal revenue could have been stated. It is also a question of import whether the revenue from stamp duties, being direct taxation, should not therefore be distinguishable from post office services. But, apart from the general public interest which may attach to a clear statement of Post Office receipts, considerable departmental inconvenience is experienced, from the difficulty of knowing the actual postal revenue of a given office. Inquiries have been instituted with a view of formulating a method by which a reliable estimate of revenue may be obtained, but it is not apparent that any satisfactory means apart from distinctive stamps can be adopted. It is estimated that the increase in postal business during 1886 was at the rate of 6 per cent., which would give an increase of £16,910. The commission on money orders and postal notes shows an increase of 10 per cent. The telegraph revenue shows an increase of 6½ per cent.”

1290. The cost of steam postal communication with Great Britain *via* Suez, San Francisco, and Torres Straits, which is included in the expenditure of the Post and Telegraph Department, has been fast increasing for some years past, owing to the necessity of paying for the carriage of letters by lines of steamers not subsidized by Victoria. It amounted in 1886 to £67,205, as against £63,887 in 1885, £58,769 in 1884, but only £41,923 in 1883.

Cost of mail services to United Kingdom.

1291. As a set-off against the cost of steam postal communication with the United Kingdom in 1886, it is estimated that £26,528 was collected in Victoria for postages. The net cost to the colony in that year was thus £40,677 as against £38,737 in 1885, £35,238 in 1884, and £23,542 in 1883. The net cost was thus increased during the last three years by over £17,000, or nearly three-fourths. This is chiefly attributed to the extensive use made of the Orient line by all the colonies since a contract with that company was entered into by the

Net cost of mail services.

\* See Report of the Post Office and Telegraph Department for the year 1886, page 9.

Government of New South Wales for a fortnightly service, alternating with the P. & O. service of Victoria. The net cost for 1886, 1885, and 1883 was distributed as follows amongst the five mail services:—

COST OF STEAM POSTAL COMMUNICATION WITH EUROPE.

Lines of Steamers.	Net Cost to Victoria.		
	1883.	1885.	1886.
	£	£	£
P. & O. Service (Victorian Subsidized Line) ...	20,255	30,824	31,722
Orient " ... ..	nil	3,437	3,681
San Francisco Service ... ..	3,243	4,178	5,011
Torres Straits " ... ..	44	48	29
French Service (Messageries Maritimes) ...	...	250	234
Total ... ..	23,542	38,737	40,677

Increased  
cost of mail  
service *via*  
Ceylon.

1292. A comparison of the cost of the Victorian subsidized mail service (P. & O. steamers) with the United Kingdom, under the four-weekly contract in existence during 1879 and under the present fortnightly contract, in the last three years, is shown in the following table:—

COST OF MAIL SERVICE VIA CEYLON, 1879 AND 1884 TO 1886.

Items of Receipt and Payment.	1879.	1884.	1885.	1886.
PAYMENTS.				
	£	£	£	£
Total amount of subsidy ... ..	90,000	85,000	85,000	85,000
Premiums for early arrival of mails ...	2,050	1,750	2,150	2,550
Cost of landing and shipping mails ...	242	357	135	170
Amount due to Great Britain ... ..	...	241	...	105
Total ... ..	92,292	87,348	87,285	87,825
RECEIPTS.				
Postages collected in Victoria ... ..	15,261	18,066	18,501	17,893
Amount chargeable to Great Britain ...	14,741	...	130	...
"    "    New South Wales ... ..	13,236	14,577	15,739	16,352
"    "    South Australia ... ..	18,321	9,223	8,291	7,290
"    "    Tasmania ... ..	3,866	3,570	3,061	3,012
"    "    Queensland ... ..	1,602	3,784	5,196	5,257
"    "    Western Australia... ..	2,336	2,811	3,128	3,793
"    "    New Zealand ... ..	9,094	4,600	2,302	1,956
"    "    Fiji ... ..	80	190	113	76
"    "    France ... ..	1,100	...	...	...
"    "    Italy ... ..	...	...	...	474
Penalty for late arrival of mails ... ..	...	100	...	...
Total ... ..	79,637	56,921	56,461	56,103
Net cost to Victoria ... ..	12,655	30,427	30,824	31,722

1293. Comparing 1886 with 1879, it will be observed that although the expenditure has fallen off from £92,000 to £88,000, and the postages collected in Victoria have increased, as have also the amounts chargeable to New South Wales, Queensland, and Western Australia, yet the amounts chargeable to Great Britain, South Australia, Tasmania, New Zealand, Fiji, and France have so fallen off that the net cost to the colony is more than two and a half times greater—or by over £19,000—in the latter than in the former year. This is the additional amount the colony has to pay annually for the advantage of a fortnightly in lieu of a four-weekly service. It must also be remembered that, under the present contract, the colony suffers by the P. & O. steamers being permitted to make Sydney the terminus of their line, whilst under the previous four-weekly contract they were obliged to make Melbourne the terminus. Sydney being also the terminus of the Orient steamers, it would seem reasonable as well as convenient that Melbourne should be made the terminus of those of the line to Honolulu, and perhaps also of those proceeding by the way of Torres Straits.

Increased cost of P. & O. mail service.

1294. In the United Kingdom, communications addressed to Victoria are sent by the first steamer, without reference to whether it belongs to the P. & O. or the Orient line, therefore the letters, packets, and newspapers received in this colony by the latter are in number not far short of those received by the former, but communications posted in Victoria—unless specially addressed to go by the Orient line—are kept until the next P. & O. steamer starts, and that line consequently takes away more than half the letters and packets, and more than two-thirds of the newspapers, sent from Victoria to Europe. The following table shows the amount of correspondence carried by each of these lines of steamers in 1886 :—

Correspondence per P. & O. and Orient steamers.

VICTORIAN CORRESPONDENCE BY THE PENINSULAR AND ORIENTAL AND ORIENT STEAMERS, 1886.

Correspondence.			P. & O. Steamers (Victorian Mail Service).	Orient Steamers.
RECEIVED.				
Letters	...	...	445,431	374,257
Packets	...	...	135,445	118,325
Newspapers	...	...	768,365	717,705
Total	...	...	1,349,241	1,210,287
DESPATCHED.				
Letters	...	...	447,992	204,609
Packets	...	...	58,832	25,194
Newspapers	...	...	689,886	187,123
Total	...	...	1,196,710	416,926

Cost of inland mail service.

1295. The amount paid by the Postal Department in 1886 for the conveyance of Inland Mails was £114,516, of which £48,301 was paid to the Victorian Railways. The number of miles travelled with mails during the year was 4,226,923 by road, and 2,360,706 by rail, or 6,587,629 in all. Whence it follows that the average cost per mile of conveying mails by road was nearly  $3\frac{3}{4}$ d., and by rail nearly 5d., resulting in a mean of  $4\frac{1}{2}$ 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 a fraction less than one halfpenny ( $\cdot44$ d.). The total length of the inland mail services is 17,291 miles.

Stamps issued.

1296. Since the 1st January, 1884, only one kind of stamp (the duty stamp) has been used for the payment of postage, fees, and stamp duty, also—since the 1st July, 1884—for telegrams. An accurate account is kept of the value of paid telegrams transmitted; but in other respects it is impossible to say what proportion is actually used for each of the other purposes indicated.\* The following are the nominal values of duty stamps, also of railway freight stamps, issued from the General Post Office in the last two years:—

STAMPS ISSUED, 1885 AND 1886.

Description.	Number.		Nominal Value.	
	1885.	1886.	1885.	1886.
			£	£
Adhesive ... ..	51,868,327	55,551,349	588,049	603,184
Impressed on Cheques and Receipts	7,455,986	7,809,721	31,067	32,540
„ on Bills of Exchange, Promissory Notes, Transfers of Freeholds, Conveyances, Mortgages, Drafts, &c.	2,904	2,933	14,683	3,098
Railway Freight Stamps ... ..	1,550,098	1,663,305	32,314	34,689
Total ... ..	60,877,315	65,027,308	666,113	673,511

Commission on sale of stamps.

1297. The value of commission paid in stamps to bank managers and licensed vendors of duty stamps (or those they replace) was £7,843 in 1885, and £8,386 in 1886, and that to licensed vendors of freight stamps was £262 in 1885, and £278 in 1886. The total value of commission paid on the sale of stamps was thus £8,105 in 1885, and £8,664 in 1886.

\* See also paragraph 1289 *ante*.

1298. Money order offices in Victoria in connexion with the Post Office had been established in 362 places up to the end of 1886. Besides the issue and payment of money orders at these places, such orders are issued in favour of Victoria, and Victorian orders are paid at places in Great Britain and Ireland, the various Australasian colonies, Ceylon, India, the Cape of Good Hope, Mauritius, Canada, the United States, Germany, China, and Japan; and, through the London Post Office, at nearly all the countries and colonies with which the British Post Office has an arrangement for exchange of money orders. In consequence of the introduction of postal notes,\* in January, 1885, a falling-off of over 6 per cent. took place in the number of money orders issued and paid, and a slight falling-off in the amount of orders paid, but the improvement in 1886 was so great that all the figures are higher than in 1884, except those relating to the number of orders paid. The following is a comparative statement of the business in the last two years:—

## MONEY ORDERS, 1885 AND 1886.

Year.	Number of Money Order Offices.	Money Orders Issued.		Money Orders Paid.	
		Number.	Amount.	Number.	Amount.
			£		£
1885 ...	353	189,685	577,273	197,355	614,789
1886 ...	362	206,305	626,376	204,914	629,340
Increase	9	16,620	49,103	7,559	14,551

1299. The commission on money orders for sums not exceeding £5 is sixpence to places in Victoria, and one shilling to places in the other Australasian colonies. For sums over £5 and under £10, the commission is one shilling to places in Victoria, and two shillings to places in the other colonies. To the United Kingdom and the other countries named above, 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 in some of the Australasian colonies *by telegraph* at the following rates:—Under £5, to places in Victoria, one shilling and sixpence; South Australia, New South Wales, and Tasmania, three shillings; Queensland, four shillings. For sums over £5 and under £10, to places in Victoria, two shillings; South Australia, New South

Rates of commission on money orders.

\* See paragraph 1306 post

Wales, and Tasmania, four shillings; Queensland, five shillings. Money orders are not granted for sums exceeding £10.

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

1300. 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 1886 was nearly half as large again as in 1881, and nearly twice as large again as in 1876; but the net amount received from the neighbouring colonies appears to have fallen off since 1881. The following table shows the net transactions with the United Kingdom and the neighbouring colonies during 1886 and the first year of the two previous quinquennia:—

MONEY ORDERS.—NET TRANSACTIONS WITH UNITED KINGDOM AND NEIGHBOURING COLONIES, 1876, 1881, AND 1886.

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.
		£		£
1876 ... ..	12,778	39,279	15,310	63,132
1881 ... ..	14,409	46,670	32,439	120,487
1886 ... ..	19,465	64,274	19,869	76,130

Money orders in New South Wales.

1301. In New South Wales there were 456 money order offices in 1886—or 94 more than in Victoria. The money orders issued numbered 345,825, and were of a total value of £1,134,955; those paid numbered 309,576, and were of a total value of £982,336. Comparing these figures with those of Victoria, it appears that in 1886 the money orders issued and paid in New South Wales exceeded those in this colony by 59 per cent. in number, and by 69 per cent. in value.

Average value of money orders.

1302. The average value of money orders issued in Victoria was £3 0s. 10d. in 1885 and £3 0s. 9d. in 1886. The average value of those issued in New South Wales in 1886 was £3 5s. 8d., or 4s. 11d. above the average value of those in Victoria during the same year.

Money orders in United Kingdom.

1303. The money orders issued in each division of the United Kingdom in 1885 were of the following number and amount:—

## MONEY ORDERS\* IN THE UNITED KINGDOM, 1885.

Country.	Money Orders Issued.	
	Number.	Amount.
		£
England and Wales ... ..	8,931,834	18,979,977
Scotland ... ..	1,112,329	2,133,523
Ireland ... ..	659,157	1,150,399
Total United Kingdom	10,703,320	22,263,899

1304. The average value of each money order issued during 1885 in England was £2 2s. 6d., in Scotland £1 18s. 5d., and in Ireland £1 14s. 10d., or in the United Kingdom £2 1s. 7d. By reference to a previous paragraph,† it will be found that during 1886 the average value of money orders issued exceeded by 19s. 2d. in Victoria, and by £1 4s. 1d. in New South Wales, the average value of those issued in the United Kingdom.

Average value of money orders in United Kingdom.

1305. To every 100 of the population, 19 money orders were issued in Victoria during 1885, and 21 during 1886, which latter proportion was, notwithstanding the introduction of postal notes, as high as in 1884, or the year before they were first issued. To every 100 of the population, 35 money orders were issued in New South Wales in 1886; and 32 in England and Scotland, and 16 in Ireland, in 1885.

Proportion of money orders to population.

1306. Postal notes were first issued on the 1st January, 1885. These notes are for various amounts, £1 being the maximum, and their denominations have been so arranged that any sum of shillings and sixpences up to £1 may be remitted by not more than two notes. Should it be desired to add thereto broken sums of pence, uncanceled stamps to the value of 5d. may be affixed to the back of a note, in which case the amount of the note and stamps will be paid. The notes, if left blank as issued by the Department, are payable to bearer at any money order office in Victoria; but if the sender or holder so desire, he can make them payable to any person named, at any such office, by inserting the particulars in spaces reserved for the purpose on the face of the notes. The poundage or price charged is  $\frac{1}{2}$ d. for notes of the value of 1s. and 1s. 6d.; 1d. for notes from 2s. to 4s. 6d. in value; 2d. for notes of the value of 5s. and 7s. 6d.; 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.

\* Exclusive of money orders issued in the United Kingdom for payment abroad, which numbered 269,257, of the value of £722,969.

† See paragraph 1302 *ante*.

postal notes so far as remittances up to £2 are concerned. The number of postal notes issued in 1886 was greater than in 1885 by 44,661, or by nearly 47 per cent., and the aggregate amount was greater by £18,885, or by nearly 45 per cent. The following are the numbers and denominations of postal notes paid during the year 1886:—

POSTAL NOTES PAID, 1886.

Denomination.		Number.	Nominal Value.		
s.	d.		£	s.	d.
1	0	4,582	229	2	0
1	6	2,892	216	18	0
2	0	6,702	670	4	0
2	6	6,955	869	7	6
3	0	8,718	1,307	14	0
3	6	5,495	961	12	6
4	0	10,343	2,068	12	0
4	6	5,507	1,239	1	6
5	0	17,749	4,437	5	0
7	6	7,794	2,922	15	0
10	0	24,979	12,489	10	0
10	6	4,909	2,577	4	6
15	0	9,923	7,442	5	0
20	0	23,643	23,643	0	0
Total	...	140,191	61,074	11	0

Postal orders  
in United  
Kingdom.

1307. The "postal orders" issued in the United Kingdom appear to be similar to the postal notes issued in Victoria. In 1885, these numbered 24,085,015, of a total value of £10,096,770. Since the first issue of postal orders by the Imperial Government in 1881 they have, as in the case of the postal notes in Victoria, to a large extent supplanted the use of money orders for the remittance of small sums of money.

Electric  
telegraphs.

1308. Telegraphic communication exists in Victoria between 420 stations within her own borders. Her lines are connected besides with the lines of New South Wales, and, by means of them, with Queensland and New Zealand; also with the lines of South Australia, and, by their means, with Western Australia, the Eastern Archipelago, Asia, Europe, and America; also with a submarine cable to Tasmania. During 1886, the lines were extended by 145 miles, and the length of wire was added to by 494 miles; a considerable increase also occurred in the number of telegrams consequent on a reduction of the rates in 1885, the total increase since 1884 being no less than 71 per cent.\* The number of stations, the length of lines and wire, and the amount of business done in the last two years are given in the following table:—

\* See next paragraph.

## ELECTRIC TELEGRAPHS, 1885 AND 1886.

Year.	Number of Stations.	Number of Miles of—		Number of Telegrams.		
		Line (poles).	Wire.	Paid.	Unpaid.*	Total.
1885 ...	411	3,949	9,617	1,544,422	90,244	1,634,666
1886 ...	420	4,094	10,111	1,938,049	85,809	2,023,858
Increase	9	145	494	393,627	...	389,192
Decrease	...	...	...	...	4,435	...

1309. Besides the above, there were in operation 136 miles of line and about 1,848½ miles of wire for private wires and telephone lines.† Additional lines and wires. There were also nearly 11 miles of aerial cable, having a length of wire of 222 miles; moreover, 1 mile and 73 yards of underground cable had been laid, giving a length of wire of 38 miles and 945 yards.

1310. On the 1st July, 1885, a reduction was made in the rates chargeable on telegrams transmitted to places within the colony from 1s. for 10 words or less to 6d. for 6 words or less, 1d. being charged for each extra word; and in order to provide for the increase of business consequent on such reduction some additional lines were erected, and quadruplex instruments, by which the carrying capacity of the lines is increased fourfold, were worked on the main lines. From the 1st January, 1885, a reduction was also made in the rate to New South Wales from 2s. to 1s. for 10 words. On the 1st July, 1886, the rates upon telegrams between Europe and Victoria were reduced from 10s. 8d. per word for private and 6s. 5d. for press messages to 9s. 4d. and 2s. 9d. per word respectively. The charges upon messages from this colony to New Zealand have also been reduced from 8s. 6d. to 7s. 6d. for a ten-word message. The charge upon messages to places in New South Wales is 1s. for 10 words, and 2d. for each extra word; to places in South Australia and Tasmania, 2s. for 10 words, and 2d. for each extra word; and to places in Queensland and Western Australia, 3s. for 10 words, and 3d. for each extra word. In the case of telegrams to places on the Australian Continent, names and addresses are not charged for; to places in Tasmania they are not charged for unless they exceed ten words, but all words above that number are charged for as part of the message. In the case of telegrams to New Zealand, England, the Continent of Europe, India, and the United States, the names and addresses of both sender and receiver are charged for as part of the message. Telegraph charges.

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

† The telephone exchanges at Melbourne, Ballarat, and Sandhurst were purchased by the Government, in September, 1887, for the sum of £40,000.

Telegrams  
to and from  
Europe.

1311. During 1886, the number of telegrams which passed from Victoria to European and Asiatic countries, and *vice versa*, was 14,670, and the cost to the senders was £82,873; which figures show a decrease of 393 and £2,933 respectively as compared with 1885. Taking the Australasian colonies as a whole, the telegrams to and from the same places numbered 46,667, and were transmitted at a charge of £256,527. As compared with the previous year, the former shows a decrease of over 1 per cent., and the latter a decrease of nearly 8 per cent.

Course of a  
telegram to  
London.

1312. The course of a telegram along the 13,695 miles of wire over which it travels between Melbourne and London is shown in the following table. It will be observed that the length of the portion in Australia is 2,704 miles, or about a fifth of the whole distance:—

AUSTRALIAN AND EUROPEAN TELEGRAMS—COURSE BETWEEN  
MELBOURNE AND LONDON.

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

Proposals  
respecting  
telegraphic  
communi-  
cation with  
Europe.

1313. A proposal has been received for providing telegraphic communication with America and Europe by means of a cable to be laid in the Pacific Ocean. Moreover, a suggestion has been made by Sir Julius Vogel, late Treasurer of New Zealand, that the Governments of the Australasian colonies should themselves take the responsibility of telegraphic connexion with the other parts of the world, by the laying of cables on their own account, and, if possible, by the purchase of certain lines. The Eastern Extension Telegraph Company has also submitted a scheme, under which, by a guarantee of revenue for a

certain term, the charge for messages between Europe and Australia will be reduced to 4s. per word. These questions, as well as that of subsidies to the cables in connexion with Australia, were still under consideration at the time of going to press.

1314. The following table shows the number of miles of electric telegraph open, with their proportion to area and population, in each of the Australasian colonies at the end of the years named:—

Telegraphs  
in Austral-  
asian colonies

### ELECTRIC TELEGRAPHS IN AUSTRALASIAN COLONIES.

Colony.	Year.	Number of Miles of Telegraph Open.		Miles of Line.	
		Line.	Wire.	Per 1,000 Square Miles.	Per 100,000 Inhabitants.
Victoria ...	1875	2,629	4,510	29·9	332
	1880	3,215	6,019	36·6	374
	1883	3,660	7,271	41·7	397†
	1884	3,715	8,850	42·3	393†
	1885	3,949	9,617	44·9	407
New South Wales*...	1875	4,926	8,012	15·9	812
	1880	7,956	13,188	25·7	1,076
	1883	9,315	17,272	30·1	1,072
	1884	9,755	18,681	31·5	1,059
	1885	10,351	19,864	33·4	1,080
Queensland ...	1875	3,956	...	5·9	2,182
	1880	5,768	8,150	8·6	2,551
	1883	6,654	10,618	10·0	2,315
	1884	6,979	11,300	10·4	2,310†
	1885	7,533	12,290	11·3	2,387
South Australia* ...	1875	3,147	3,904	3·5	1,495
	1880	4,754	6,904	5·3	1,777
	1883	5,278	8,824	5·8	1,733
	1884	5,230	7,833	5·8	1,672
	1885	5,346	9,378	5·9	1,750
Western Australia ...	1875	766	...	·8	2,868
	1880	1,555	1,593	1·6	5,359
	1883	1,585	1,609	1·6	5,000
	1884	1,885	1,897	1·9	5,719
	1885	2,234	2,288	2·3	6,349
Tasmania ...	1875	396	468	15·0	382
	1880	878	1,096	33·3	765
	1883	1,273	1,543	48·3	1,009
	1884	1,313	1,716	49·8	1,006
	1885	1,635	2,071	61·9	1,222
New Zealand ...	1875	3,156	...	30·3	840
	1880	3,706	9,401	35·6	764
	1883	4,074	10,037	39·2	753
	1884	4,264	10,474	41·0	765†
	1885	4,463	10,931	42·8	776

NOTE.—For number of miles of electric telegraph open in each colony at the end of 1886, see Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

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

† Calculations altered since last publication owing to amendment of the estimates of population.

Order of colonies in respect to length of telegraphs.

1315. The following is the order in which the respective colonies stood at the end of 1885 in regard to the number of miles of electric telegraph line open in each. The order was the same as in the preceding ten years :—

ORDER OF COLONIES IN REFERENCE TO LENGTH OF TELEGRAPH LINE OPEN, 1885.

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

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

1316. In proportion to area, Victoria had, in 1885, a larger extent of telegraph line than any other colony except Tasmania; but in proportion to population, Victoria was at the bottom of the list. The order of the colonies in regard to the proportion of telegraph line to area is almost the reverse of that to population, as will be observed by the following lists :—

ORDER OF COLONIES IN REFERENCE TO RATIO OF TELEGRAPH LINE TO AREA AND POPULATION, 1885.

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

Length of telegraphs in Australia and Australasia.

1317. On the continent of Australia there were 29,413 miles, and on that continent, with the addition of Tasmania and New Zealand, there were 35,511 miles, of telegraph line open at the end of 1885. At the same date at least 53,437 miles of wire were in work on the Australian continent, and 66,439 on the continent with Tasmania and New Zealand added. In Australia there was a proportion of 9.9 miles of line, and in the whole of Australasia a proportion of 11.6 miles, to every 1,000 square miles of territory. To every 100,000 of the population in the former there were 1,134 miles and in the latter 1,075 miles of line.

Messages in Australasian colonies.

1318. From the following figures, which show the extent to which electric telegraphy is made use of in the different colonies, it would appear that most messages by far are transmitted in New South Wales, the next largest number in New Zealand, and the next in Victoria :—

## TELEGRAPHIC MESSAGES IN AUSTRALASIAN COLONIES, 1885.

				Number of Messages.
1. New South Wales	...	...	...	2,625,992
2. New Zealand	...	...	...	1,774,273
3. Victoria	...	...	...	1,624,666
4. Queensland	...	...	...	1,222,191
5. South Australia	...	...	...	713,379
6. Tasmania	...	...	...	218,155
7. Western Australia	...	...	...	116,977
<b>Total</b>				<b>8,295,633</b>

1319. The lengths of telegraph line open and number of messages transmitted in the United Kingdom and such British possessions as the information is available for are as follow, according to the latest information:—

## ELECTRIC TELEGRAPHS IN BRITISH DOMINIONS.

Country or Colony.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
United Kingdom	1885	30,276	170,195	39,235,
Australasia	"	35,511	66,439	8,296,
Canada	"	24,100	47,288	3,896,
Cape of Good Hope	"	4,329	...	798,
Ceylon	"	1,857	...	...
India	"	25,387	74,973	2,018,
West Indies	"	3,200	...	200,

1320. The following are the lengths of electric telegraph lines and wire open, and the number of messages sent, in some of the principal Foreign countries, according to the latest returns. The information, where possible, has been drawn from official sources:—

## ELECTRIC TELEGRAPHS IN FOREIGN COUNTRIES.

Country.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
Algeria	...	4,300	8,678	800,
Argentine Confederation	1885	11,730	21,070	497,
Austria-Hungary	1884	33,750	99,182	10,966,
Belgium	1885	3,773	17,600	4,211,
Bosnia	1883	1,730	2,995	297,
Brazil	1885	6,440	11,258	368,
Bulgaria	1884	1,520	2,175	444,
Central America	...	7,219	...	483,
Chili	1884	7,625	...	522,
Cochin-China	...	1,200	...	100,
Denmark	1884	2,346	6,588	1,252,
Egypt	1886	2,701	5,221	700,
France	1884	56,545	205,470	29,452,
Germany	1884-5-6	49,717	179,546	20,124,
Greece	1884	3,720	4,570	628,
Holland	1885	2,919	10,420	3,445,

ELECTRIC TELEGRAPHS IN FOREIGN COUNTRIES—*continued.*

Country.	Year.	Number of Miles of Telegraph Open.		Number of Messages Annually (000's omitted).
		Line.	Wire.	
Italy ... ..	1885	18,646	66,295	7,068,
Japan ... ..	1885	5,546	15,040	2,558,
Java ... ..	1885	5,766	...	399,
Luxemburg ... ..	...	210	816	85,
Mexico ... ..	1886	12,700	...	700,
Persia ... ..	1886	3,824	6,124	83,
Peru ... ..	1878	1,382	...	100,
Portugal ... ..	1884	3,112	7,332	1,214,
Roumania ... ..	1885	3,256	6,800	1,224,
Russia ... ..	1884	68,238	154,443	10,484,
Servia ... ..	1885	1,633	2,023	411,
Spain ... ..	1885	11,078	26,890	3,323,
Sweden and Norway ... ..	1885	9,889	21,491	2,032,
Switzerland ... ..	1885	4,321	10,412	2,910,
Turkey ... ..	1884	14,617	26,060	1,259,
United States ... ..	1885	145,500	462,283	42,096,

Telegraphs  
in each  
continent.

1321. According to *L'Almanach de Gotha*, 1887\* the number of miles of telegraph and the number of messages in each of the great continents of the world were as follow in 1884-5. To these the figures for the Australasian colonies in 1885 have been added :—

## ELECTRIC TELEGRAPHS IN EACH CONTINENT.

Continent.	Miles of Line.	Messages (000's omitted).
Australasia ... ..	35,511	8,296,
Europe ... ..	326,709	138,634,
America ... ..	245,215	50,212,
Asia ... ..	42,148	5,029,
Africa ... ..	17,981	1,221,
Cables ... ..	103,096	...
The World ... ..	770,660	203,392,

Telegraphs  
of the  
world.

1322. According to Mr. McCarty † (with a correction of the figures for Australasia), the length of telegraph lines in 1885-6 throughout the principal countries of the world was 737,667 miles, and that of telegraph wire 2,126,284 miles. It will be observed that the former is less than the total length of line given in the table by nearly 33,000 miles ; but, as an explanation of this discrepancy, McCarty distinctly states that his figures are exclusive of lines in course of construction—estimated at 30,000 miles—whereas these are probably included in the other figures.

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

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

1323. All the railways in Victoria are the property of the State. Under the Victorian Railways Commissioners Act 1883 (47 Vict. No. 767), which came into force on the 1st February, 1884, the railways are vested in three commissioners, who are a body corporate, with perpetual succession and a common seal, and hold office for a term of seven years, at the expiration of which they are eligible for re-appointment, if the Governor in Council should so determine. The annual salaries appropriated to the commissioners are £3,000 for the chairman, and £1,500 for each of the other two. None of the commissioners can be removed from office unless an address praying for such removal be presented to the Governor by both Houses of Parliament in the same session of Parliament, or by the Legislative Assembly alone in two consecutive sessions. The commissioners are charged with the duty of constructing such lines of railway as are authorized by Parliament, and of maintaining, working, controlling, and managing all the lines of railway, subject, in some respects, to the approval of the Governor in Council. They are required by the Act to furnish reports to the Minister of Railways quarterly; also reports of their proceedings, and of all moneys received and expended by them, to Parliament in September of each year.

1324. The number of miles of railway open on the 30th June, 1887, was 1,880; consisting of 1,643½ miles of single and 236½ of double line. The following table shows the names, lengths, and cost of construction of the different lines, and the distance travelled during the year ended 30th June, 1887:—

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

Names of Lines.	Length Open on 30th June, 1887.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Northern System.</i>	Miles	Miles	Miles	£	£	Miles.
Melbourne to Sandhurst ...	100¾	...	100¾	4,700,426†	46,654	}
Sandhurst to Echuca ...	...	55¼	55¼	675,634‡	12,229	
Lancefield Junction to Lancefield	...	14½	14½	62,280	4,295	
Carlsruhe to Daylesford ...	...	22¾	22¾	158,174	6,953	
Castlemaine to Dunolly ...	...	47½	47½	300,369	6,324	
Dunolly to St. Arnaud ...	...	33	33	159,530	4,834	
St. Arnaud to Donald ...	...	23¾	23¾	93,801	3,950	
Castlemaine to Maldon ...	...	10¼	10¼	56,700	5,532	
Ballarat to Maryborough ...	...	42½	42½	267,047	6,283	
Ballarat Racecourse (Branch line)	...	2	2	6,972	3,486	

\* Exclusive of rolling-stock, cost of Melbourne station, and general construction, &c. See footnote (§) on page 653 *post*.

† Excluding the Melbourne and North Melbourne stations, which cost £303,239.

‡ Including a bridge over the Murray at Echuca, constructed conjointly by Victoria and New South Wales, the proportion paid by Victoria being £49,232.

§ For distance travelled, see next page.

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

Names of Lines.	Length Open on 30th June, 1887.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>Northern System—continued.</i>	Miles	Miles	Miles	£	£	Miles.
Maryborough to Avoca ...	...	15	15	60,946	4,063	} 1,936,059
Sandhurst to Inglewood ...	...	30	30	155,650	5,188	
Inglewood to Charlton ...	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	165,661	3,875	
Eaglehawk to Kerang ...	...	73 $\frac{3}{4}$	73 $\frac{3}{4}$	278,834	3,781	
Charlton to Wycheproof ...	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	83,193	5,042	
Korong Vale to Boort ...	...	18	18	69,866	3,881	
Creswick to Daylesford ...	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	139,100	5,919	
Wedderburn Junction to Wedderburn	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	16,850	3,547	
Total ...	100 $\frac{3}{4}$	475 $\frac{3}{4}$	576 $\frac{1}{2}$	7,451,033	12,925	
<i>Western System.</i>						
Footscray Junction to Williamstown	6	...	6	475,647†	79,274	} 2,260,663
Newport to Geelong (including line to Wharf and Williamstown Racecourse line)	1 $\frac{3}{4}$	37 $\frac{3}{4}$	39 $\frac{1}{2}$	1,120,278‡	28,278	
North Geelong to Ballarat ...	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,778,560	33,244	
Geelong to Queenscliff ...	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	110,459	5,323	
Geelong and Colac (including Racecourse branch)	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	312,342	5,949	
Colac to Camperdown ...	...	28	28	124,252	4,438	
Camperdown to Terang ...	...	13 $\frac{3}{4}$	13 $\frac{3}{4}$	63,687	...	
Warrenheip to Gordons ...	...	13	13	85,665	6,590	
Gordons to Bacchus Marsh §	...	7 $\frac{1}{4}$	7 $\frac{1}{4}$	90,714	...	
Ballarat to Ararat ...	...	57	57	335,941	5,894	
Ararat to Stawell ...	...	18 $\frac{3}{4}$	18 $\frac{3}{4}$	124,634	6,647	
Stawell to Horsham ...	...	53 $\frac{1}{2}$	53 $\frac{1}{2}$	255,500	4,776	
Horsham to Dimboola ...	...	21 $\frac{1}{4}$	21 $\frac{1}{4}$	74,815	3,521	
Ballarat to Scarsdale ...	...	13 $\frac{1}{4}$	13 $\frac{1}{4}$	58,304	4,400	
Ararat to Hamilton ...	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	313,392	4,713	
Hamilton to Portland (including line to Portland wharf)	...	54	54	277,365	5,136	
Branxholme to Casterton ...	...	32	32	173,275	5,415	
Braybrook Junction to Bacchus Marsh	...	24 $\frac{1}{4}$	24 $\frac{1}{4}$	241,479	9,958	
Lal Lal Racecourse ...	...	2	2	11,187	5,593	
Murtoa to Warracknabeal ...	...	31 $\frac{1}{4}$	31 $\frac{1}{4}$	124,736	3,992	
Ballarat Cattle Yards Branch ...	...	3	3	11,815	3,938	
Dimboola to South Australian Border	...	62	62 ¶	295,619	4,674	
Lubeck to Rupanyup ...	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	33,009	3,386	
Total ...	61 $\frac{1}{4}$	621 $\frac{1}{4}$	682 $\frac{1}{2}$	6,492,675	9,455	

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

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

‡ Including the cost of the Geelong pier.

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

|| Approximate only.

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

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

Names of Lines.	Length Open on 30th June, 1887.			Cost of Construction.*		Distance Travelled during the Year.
	Double Line.	Single Line.	Total.	Total.	Average per Mile.	
<i>North-Eastern System.</i>	Miles	Miles	Miles	£	£	Miles.
Essendon Junction to Essendon (including Racecourse line)	5	...	5	124,882	24,976	1,744,283
Essendon to Wodonga ...	43 $\frac{3}{4}$	138 $\frac{1}{4}$	182	1,926,208	10,584	
Wodonga to Murray River ...	...	2 $\frac{1}{4}$	2 $\frac{1}{4}$	35,847	15,932	
Tallarook to Yea ...	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	148,271	6,243	
Mangalore to Shepparton ...	...	45	45	239,322	5,318	
Shepparton to Numurkah ...	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	66,142	3,226	
Toolamba to Tatura ...	...	7	7	27,270	3,896	
Benalla to St. James ...	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	73,013	3,562	
Wangaratta to Beechworth ...	...	23	23	157,953	6,868	
Everton to Myrtleford ...	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	73,546	4,457	
Springs to Wahgunyah ...	...	14	14	67,561	4,826	
North Melbourne to Coburg	$\frac{1}{2}$	4 $\frac{1}{2}$	5	140,177	28,035	
St. James to Yarrawonga ...	...	19 $\frac{3}{4}$	19 $\frac{3}{4}$	84,260	4,236	
Total ...	49 $\frac{1}{4}$	335	384 $\frac{1}{4}$	3,164,452	8,235	
<i>Eastern System.</i>						
Spencer and Flinders streets Junction	...	$\frac{3}{4}$	$\frac{3}{4}$	7,166	9,555	1,224,971
South Yarra to Oakleigh ...	6 $\frac{3}{4}$	...	6 $\frac{3}{4}$	244,856	36,275	
Oakleigh to Sale ...	...	118 $\frac{1}{4}$	118 $\frac{1}{4}$	802,017	6,782	
Traralgon to Heyfield (including one mile to Traralgon Junction)	...	23 $\frac{1}{4}$	23 $\frac{1}{4}$	112,209	4,826	
Heyfield to Bairnsdale †	...	11	11	32,450	...	
Morwell to Mirboo ...	...	20	20	143,650	7,182	
Hawthorn to Lilydale ...	2	18 $\frac{1}{4}$	20 $\frac{1}{4}$	214,020	10,569	
Caulfield to Frankston ...	...	20	20	127,060	6,353	
Hobson's Bay Suburban ...	16 $\frac{1}{2}$	...	16 $\frac{1}{2}$	1,668,214 ‡	50,552	
Total ...	25 $\frac{1}{4}$	211 $\frac{1}{2}$	236 $\frac{3}{4}$	3,351,642	14,157	
Grand Total	236 $\frac{1}{2}$	1643 $\frac{1}{2}$	1,880	20,459,802 §	10,835	7,991,378

Railways in progress.

1325. 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,

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

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

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

§ The total cost of the railways opened to the 30th June, 1887, was £25,297,534, viz., £20,459,802 as shown above, £3,019,143 on rolling-stock, £803,239 on the Melbourne and North Melbourne stations, £707,753 on general construction (such as sheds, workshops, machinery, &c.), and £307,597 cost of floating loans. See paragraphs 1335 and 1336 *post*.

of a total length of 1,167 miles, were country, and 8, of a total length of  $28\frac{1}{2}$  miles, were suburban lines. The expenditure authorized for the country lines, including stations, but not including permanent-way materials or rolling-stock, was £3,960 per mile; and for suburban lines, including stations and permanent-way material, but not including rolling-stock, £14,294 per mile. The gross additional amount authorized for rolling-stock is £178,000, and for permanent-way material (on country lines only) £415,000. Of the 1,200 miles authorized under the Act, 188 had been completed and opened for traffic on the 30th June, 1887, whilst 337 miles were in progress, and the remaining 675 miles had not been commenced. The following is a statement of the proposed lengths of the railways in progress, and of the amounts expended thereon to the 30th June, 1887:—

## RAILWAYS IN PROGRESS, JUNE, 1887.

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

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

1326. The following is a list of the lines, or sections of lines, Railways authorized, but not commenced. authorized but not commenced up to the 30th June, 1887, together with a statement of their proposed lengths and authorized cost:—

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

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

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

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

1327. The quantity and description of rolling-stock, and its total cost, were as follow on the 30th June, 1886 and 1887. An increase will be noticed in the number of locomotives, goods trucks, and guard vans, &c., at a cost of nearly £200,000 :—

ROLLING-STOCK, 1886 AND 1887.

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

1328. The passenger rates are somewhat higher on country lines than on the lines connecting Melbourne with its suburbs, which are now defined to be those within a radius of 15 miles from the heart of the city. The following are the respective rates per mile :—

PASSENGER RATES (SINGLE) PER MILE.

First class, country lines	... 2	Second class, country lines	1½
„ suburban lines	... 1	„ suburban lines	¾

1329. By the following statement of the number of miles open and the number of train miles travelled, and of the passengers and goods carried during the financial years 1885-6 and 1886-7, it is shown that a considerable increase took place in all the items, the train mileage and goods traffic having increased by about 10 per cent., and the passengers carried by 16 per cent. It must be borne in mind that in both years only a portion of the extent set down as open was so during the whole year\* :—

\* The following lines were opened for traffic during the year 1885-6, at the dates named :—8th September, 1885, portion of the Morwell and Mirboo line, between Boolarra and Darlimuria, 4½ miles, and on to Mirboo North, 3½ miles, on 7th January, 1886; 1st January, 1886, the Lal Lal Racecourse line, 2 miles; 1st April, 1886, portion of the Braybrook Junction and Bacchus Marsh line, between Melton and Parwan, 6½ miles; 6th May, 1886, St James to Yarrowonga, 19¾ miles; 12th May, 1886, Murtoa to Warracknabeal, 31½ miles. During the year 1886-7, the following lines or portions of lines were opened for traffic on the dates named :—15th November, 1886, Ballarat Cattle Yards branch, 3 miles; 22nd December, 1886, Gordons to Ballan, 7½ miles; 19th January, 1887, Dimboola to South Australian Border, 62 miles, and Creswick to Rocky Lead, 12¾ miles; 16th February, 1887, Parwan to Bacchus Marsh, 2½ miles; 18th March, Heyfield to Maffra, 11 miles; 21st April, Wedderburn Junction to Wedderburn, 4¾ miles; 23rd April, Camperdown to Terang, 13¾ miles; 1st June, Rocky Lead to Daylesford, 10¾ miles, and Lubeck to Rupanyup, 9½ miles.

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

Year.	Extent Opened.	Train Mileage.	Passengers.*	Goods and Live Stock.
	Miles.	Miles.	No.	Tons.
1885-6 ... ..	1,742 $\frac{3}{4}$	7,256,703	42,511,014	2,724,095
1886-7 ... ..	1,880	7,991,378	49,219,857	2,972,761
Increase ... ..	137 $\frac{1}{4}$	734,675	6,708,843	248,666

1330. The following were the railway receipts and working expenses Receipts and working expenses. during the last two financial years :—

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

Year ended 30th June.	Receipts.				Working Expenses.	Net Income.	Proportion of Working Expenses to Receipts.
	Passenger Fares.	Freight on Goods and Live Stock.	Sundries.	Total.			
	£	£	£	£	£	£	Per cent.
1886 ... ..	1,014,424	1,141,578	173,124	2,329,126	1,310,537	1,018,589	56·26
1887 ... ..	1,078,693	1,193,582	180,803†	2,453,078	1,427,116	1,025,962	58·18
Increase	64,269	52,004	7,679	123,952	116,579	7,373	1·92

1331. It will be observed that, although the average extent of railway lines open for traffic was 6 per cent. greater in 1886-7 than in 1885-6, the net income increased by only £7,400 ; for although the gross receipts were larger by £124,000, nearly the whole of this amount was absorbed by the additional working expenses, the proportion of which to the receipts increased by nearly 2 per cent. This result is attributed by the Railway Commissioners to concessions made on passenger fares and merchandise rates, which in addition to those in the preceding year make a gross reduction since the passing of the *Railway Commissioners Act* of £250,000, which is equivalent to 10·2 per cent. of the gross railway revenue of 1886-7. On this subject the Railway Commissioners make the following remarks‡ :—

No department controlling State-owned railways can expect to be allowed to realize more than a small margin beyond the amount required to pay the interest upon the capital invested, as immediately that point has been reached the public

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

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

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

request and insist upon concessions in rates, or increased facilities, both of which are practically an amelioration of taxation. The difference between a State and a private railway is that, as the business develops in the one case, the public get immediate benefit from lower charges and greater facilities; and, in the other, the shareholders obtain a larger dividend at the end of each year's working. This will generally account for the State-owned railways not showing an increase on the net result, which is obtainable under the other system; but so far as the result to those who use the railways and the shareholders respectively it is the same.

Earnings and expenses per mile.

1332. The following table shows the average extent of Government railways open, the gross earnings and expenses, and the net profits per mile open, in each of the last fourteen years:—

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

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

Decrease of net profits per mile.

1333. It will be observed that in 1873-4, when only 400 miles were open, the net profits averaged over £1,100 per mile, but they fell off as the lines were extended to only £533 per mile (or less than half) in 1879, by which time the length open had increased to two and a-half times that in 1873-4; but from 1879 to the present time, notwithstanding the length open has increased by about 70 per cent., the net profits per mile have been tolerably uniform, varying—with one exception, viz., £436 in 1883—within the narrow limits £533 to £619. The average profits seem to have reached a minimum in 1883, but since then to have made considerable progress, and have been higher in the last two years than in any previous year since 1878, except 1881.

Railway debt.

1334. The total amount borrowed by the Government for railway construction to the end of June, 1887, inclusive of the debentures of the

\* 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.

late Melbourne and Hobson's Bay Railway Company, was £25,300,706, of which £2,223,059 was raised during the year 1886-7.\* As, however, the net cost of floating the loans amounted to £307,597, the net proceeds available for railway construction was only £24,993,109.

1335. In addition to the amount derived from loans, certain other sums, amounting in the aggregate to £2,759,647, have also been available for railway construction, viz., £2,355,725 derived from the alienation of Crown lands† and £403,922 from the consolidated revenue. The total expenditure on the construction of railways had amounted, at the end of June, 1887, to £26,479,206, and at the same period the balance at credit was £1,581,147. The following is a statement of the railway capital account to that date:—

Capital  
account of  
railways.

### CAPITAL ACCOUNT OF VICTORIAN RAILWAYS TO 30TH JUNE, 1887.

#### RECEIPTS.

Total amount of loans, exclusive of redemption loans	... ..	£25,300,706
Railway loan liquidation and construction account †	... ..	2,200,000
Railway construction account	... ..	155,725
From consolidated revenue	... ..	403,922
<b>Total receipts</b>	... ..	<b>£28,060,353</b>

#### EXPENDITURE.

Construction of completed lines	... ..	£20,459,802 †
Rolling-stock, general construction, &c.	... ..	4,837,732 §
Construction of lines in progress...	... ..	1,083,937 †
Preliminary surveys	... ..	97,735 †
<b>Total expenditure</b>	... ..	<b>£26,479,206</b>
<b>Balance unexpended</b>	... ..	<b>£1,581,147</b>

Net income  
and cost of  
railways  
compared.

1336. The first two items of expenditure in the above statement, amounting to £25,297,534, may be considered to represent the capital cost of the lines open for traffic at the end of the year 1886-7, whilst the mean for the year may be set down at £24,600,700. The net income of the Victorian Railways in 1886-7 has already been stated † to have been £1,025,962. A short calculation based upon these two amounts will show that the railways in that year made a return upon their capital cost of 4·170 per cent., equal to £4 3s. 5d. per £100, as compared with a proportion of 4·356 or £4 7s. 1d. per £100 in 1885-6.

\* The difference between the two amounts referred to is the amount shown in table following paragraph 350 *ante*.

† See footnote (\*) on page 138 *ante*.

‡ For the particulars of the expenditure, see tables following paragraphs 1324 and 1325 *ante*.

§ Includes net cost of floating the loans, £307,597; and cost Melbourne station, £803,239. See also footnote (§) on page 653 *ante*. For cost of rolling stock only, see paragraph 1327 *ante*.

|| See table following paragraph 1330 *ante*.

It should be mentioned that the nominal rate of interest payable on the borrowed capital now averages 4·25 per cent., or £4 5s. per £100.\* Formerly the rate was as high as 4½ per cent., but, owing to the redemption of 6 per cent. debentures and the issue during the years 1883 to 1885 of 4 per cent. debentures in lieu thereof, a reduction of £158,292, upon a total of £482,677, was effected in the annual interest payable.†

Proportion of income to capital cost. 1337. The following is a statement of the proportion which the net earnings of the railways have borne to their capital cost during each of the last six full financial years :—

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

Purchase by the State of private railways. 1338. The late Melbourne and Hobson's Bay Company's railways, formerly consisting of 6¼ miles of single and 9¼ miles of double line—or of 16½ miles in all—between Melbourne and the principal suburbs on the south side of the Yarra, were purchased by the Government on the 1st July, 1878. For the first twelve months after their purchase they were worked by the company for the State, but have since been under immediate Government control. The lines now are double throughout. The cost to the 30th June, 1887, including rolling-stock, was £1,923,214.

Rates of interest on debentures of purchased railways. 1339. Six per cent. Hobson's Bay Railway debentures of the value of £281,200, and 3½ per cent. debentures of the value of £200, were redeemed prior to the 30th June, 1886. The debentures now outstanding bear 5 per cent. interest, and represent a total value of £183,900.

Hobson's Bay lines before and after purchase. 1340. Dating from the period at which the Hobson's Bay lines were purchased by the State, there had been until the end of 1883 a large falling-off in the net income derivable therefrom, whilst in one year (1882) the working expenses actually exceeded the receipts by nearly £72,000. Since the railways have been placed under the control of Commissioners, however, there has been a marked improvement, and in the last two financial years the percentage of the net gain to the capital cost was even higher than it was before the railways were purchased from the company. The following table has been designed with the object of giving a comparative view of the profits or losses on working

\* See table following paragraph 360 *ante*.

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

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	4·73	19,414	1·39	- 46,246	- 3·32
1882 ...	1,460,195	68,085	4·66	- 71,828 §	- 4·92 §	- 139,913	- 9·58
1883 ...	1,576,520	72,413	4·59	23,579	1·50	- 48,834	- 3·10
1884 (6 months) ...	1,647,150	37,380	4·54	45,995	5·59	+ 8,615	+ 1·05
1884-5 ...	1,715,460	77,490	4·52	113,731	6·63	+ 36,241	+ 2·11
1885-6 ...	1,808,450	80,750	4·46	129,709	7·17	+ 48,959	+ 2·71
1886-7 ...	1,886,200	82,940	4·40	141,748	7·52	+ 58,808	+ 3·12

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

1341. It will be observed that prior to their purchase by the State the net income of the lines represented a return of about 8 per cent. upon the capital, which probably included the accumulated reserve funds; and if interest be allowed on the whole at the same rate as was paid upon the debenture capital, the net gain, after payment of interest on capital, will be found to have been from  $2\frac{1}{3}$  to  $2\frac{2}{3}$  per cent. After the purchase, taking into account the interest upon the capital cost, there was an actual loss on the lines during each period shown except the last six months of 1879 and the three years and a-half ended with 1886-7. During the most recent financial year, the net income was equivalent to nearly  $7\frac{1}{2}$  per cent. per annum on the capital

Loss on working Hobson's Bay lines.

\* The figures in this column represent the capital cost about the middle of the year or period named. On the 30th June, 1886, the capital cost was £1,849,178; and on the 30th June, 1887, £1,923,214, as stated in paragraph 1338 *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.

cost, which was more than 3 per cent. higher than the average rate at which the capital was borrowed ; whilst the net amount gained during the year was nearly £59,000. This satisfactory result is no doubt largely attributable to the increased settlement which has recently sprung up in the more distant suburbs of Melbourne. It will be borne in mind that the railways were placed under the control of the Commissioners on the 1st February, 1884.

1342. The figures in the fifth column (net income) show that during the 9 years between the purchase of the lines and the end of June, 1887, the receipts exceeded the working expenses by £542,093 ; but the figures in the last column but one show that, notwithstanding this, the total loss upon working the lines in the same period amounted, after paying interest on capital, to £105,740.

1343. The falling-off in the net income of the Hobson's Bay lines during the years 1881, 1882, and 1883 was largely due to the heavy compensation it was necessary to pay to sufferers from accidents which occurred thereon during the years 1881 and 1882. The amount of compensation payable on account of accidents on the other lines during the last 8½ years has been not much more than half that upon the Hobson's Bay lines. The following table shows the amount payable during that period, the Hobson's Bay lines being distinguished from those embraced in the other railway systems :—

COMPENSATION FOR RAILWAY ACCIDENTS, ETC.,\* 1879 TO 1886-7.

Year.	Amount of Compensation payable.		
	Hobson's Bay lines.	Other lines.	Total.
	£	£	£
1879 ... ..	936	5,310	6,246
1880 ... ..	76	3,010	3,086
1881 ... ..	45,160	19,835	64,995
1882 ... ..	114,587†	17,141	131,728
1883 ... ..	25,802	27,737	53,539
1884 (first 6 months)	1,630	30,098	31,728
1884-5 ... ..	1,042	4,774	5,816
1885-6 ... ..	647	4,875	5,522
1886-7‡ ... ..	784	5,871	6,655
Total ... ..	190,664	118,651	309,315

1344. A serious railway accident occurred upon the Hobson's Bay lines on the 11th May, 1887, when the 5.30 passenger train to

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

† 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.

‡ Exclusive of the Windsor accident; see next paragraph.

Loss on working Hobson's Bay lines in 9 years.

Compensation for railway accidents.

Windsor railway accident.

Elsternwick having been brought to a standstill in a deep curve between the Prahran and Windsor stations owing to an injury to the brake, was run into by the 5.40 Brighton express, which resulted in the death of 6 persons and the injury of 248. The sum of £85,000 has been placed on the Further Additional Estimates for 1887-8 to provide for compensation to the sufferers or their families, but it is believed that the total amount payable will not be less than £120,000.

1345. Upon the subject of compensation for railway accidents in general, and this accident in particular, the Railways Commissioners make the following remarks:—

Railways  
Commis-  
sioners.

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

Return on  
capital cost  
of each rail-  
way system.

1346. The revenue returned in 1886-7 in proportion to the cost of construction (including rolling-stock of the lines open) was as high as 6 per cent. on the North-Eastern system—which carries the Sydney traffic—or  $1\frac{1}{2}$  per cent. less than on the Hobson's Bay lines; but varied from nearly 3 per cent. to 4 per cent. on the other lines. In proportion to the capital cost, the net returns on all the systems, except the North-Eastern and Hobson's Bay lines, show a falling-off in 1886-7 as compared with the previous year. The following are the results obtained on the working of the various systems during the three financial years ended with 1886-7, as calculated in the department of the Government Statist, Melbourne :—

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

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

Railways in  
Austral-  
asian colo-  
nies.

1347. The following table shows the number of miles of railway open, and the proportion that the extent of lines bore to area and population, in each of the Australasian colonies at the end of every fifth year from 1870 to 1880, and for the years 1883, 1884, and 1885 :—

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
	1883	1,562	178	169
	1884	1,663	189	176
	1885	1,676	191	173
New South Wales ... ..	1870	335	11	67
	1875	437	14	74
	1880	850	28	115
	1883	1,365	44	159
	1884	1,665	54	184
	1885	1,777	57	186

RAILWAYS IN AUSTRALASIAN COLONIES—*continued.*

Colony.	Year.	Miles of Railway open on 31st December.		
		Number.	Per 10,000 Square Miles of Territory.	Per 100,000 Inhabitants
Queensland ...	1870	206	3	178
	1875	265	4	146
	1880	633	9	280
	1883	1,038	16	361
	1884	1,207	18	400
	1885	1,434	21	455
South Australia ...	1870	133	1	72
	1875	274	3	130
	1880	667	7	249
	1883	988	11	324
	1884	1,059	12	339
	1885	1,063	12	339
Western Australia ...	1870	...	...	...
	1875	38	...	142
	1880	72	...	248
	1883	115	1	363
	1884	118	1	358
	1885	184	2	523
Tasmania ...	1870	...	...	...
	1875	150	57	145
	1880	172	65	150
	1883	167	63	132
	1884	215	82	165
	1885	257	97	192
New Zealand ...	1870	...	...	...
	1875	542	52	144
	1880	1,258	121	259
	1883	1,480	142	274
	1884	1,570	151	282
	1885	1,654	159	288

NOTE.—For miles of railway open in each colony at the end of 1886, see Summary of Australasian Statistics (third folding sheet) *ante*; also Appendix A *post*.

1348. At the end of 1885, the lines of Victoria extended over 22 more miles than those of New Zealand, but 101 miles less than those of New South Wales, which colony increased the length of her lines in two years by over 400 miles. The following is the order in which the respective colonies stood, in 1885, in regard to the length of their lines of railway:—

Order of colonies in respect to length of railways.

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

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

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

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

1349. In regard to the extent of railways open in proportion to area, Victoria was much in advance of the other colonies ; but, in proportion to population, it occupied the lowest position on the list. The following is the order of the colonies in 1885 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. Queensland.
3. Tasmania.	3. South Australia.
4. New South Wales.	4. New Zealand.
5. Queensland.	5. Tasmania.
6. South Australia.	6. New South Wales.
7. Western Australia.	7. Victoria.

Railways in Australia and Australasia.

1350. 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 1885, is shown in the following table. It will be observed that the length in 1885 in Australia was six and a-half times, and in Australasia eight and a-half 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
1873	1,309	1,499
1874	1,527	1,781
1875	1,631	2,323
1876	1,892	2,783
1877	2,346	3,472
1878	2,736	3,978
1879	2,995	4,339
1880	3,421	4,852
1881	4,012	5,471
1882	4,575	6,207
1883	5,068	6,715
1884	5,712	7,497
1885	6,134	8,045

Railways in Australasia in proportion to area and population.

1351. In 1885, there were on the continent of Australia an average of 2·1 miles of railway to every 1,000 square miles, or 237 miles to every 100,000 inhabitants ; and on that continent, with the addition of Tasmania and New Zealand, there were 2·6 miles to every 1,000 square miles, or 244 miles to every 100,000 inhabitants.

1352. All the Victorian lines are constructed upon a gauge of 5 feet 3 inches, which is also the national gauge in South Australia, but has not been adhered to in that colony, as 715 out of 1,059 miles have been constructed upon a 3 feet 6 inches gauge. In New South Wales, a 4 feet 8½ inches gauge has been adopted, but the private line of railway between Moama and Deniliquin, which is connected with the Victorian line from Sandhurst to Echuca, has been constructed upon a 5 feet 3 inches gauge. In Queensland, Western Australia, New Zealand and Tasmania, all the railways have been constructed upon a gauge of 3 feet 6 inches; but in the last named colony 45 miles of the lines have been constructed upon a gauge of 5 feet 3 inches, as well as the usual one of 3 feet 6 inches.

Gauges of lines in Australasia.

1353. 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 1885:—

Length, cost, and revenue of railways in each colony

LENGTH, CAPITAL COST, RECEIPTS, AND WORKING EXPENSES OF RAILWAYS IN AUSTRALASIAN COLONIES, 1885.\*

Colony.	At end of the Year.		During the Year. †		
	Number of Miles Open. †	Capital Cost. ‡	Receipts.	Working Expenses.	Net Revenue.
		£	£	£	£
Victoria ... ..	1,676	22,851,141	2,181,932	1,277,425	904,507
New South Wales ... ..	1,777	20,772,769	2,174,368	1,458,153	716,215
Queensland ... ..	1,434	9,484,654§	691,541	444,140	247,401
South Australia ... ..	1,063	7,295,102	643,850	407,248	236,602
Western Australia ... ..	184	500,750§	27,179	28,188	-1,009
Total ... ..	6,134	60,904,416	5,718,870	3,615,154	2,103,716
Tasmania ... ..	257	2,009,712	126,905	111,167	15,738
New Zealand ... ..	1,654	12,349,082	1,047,418	690,340	357,078
Grand Total ..	8,045	75,263,210	6,893,193	4,416,661	2,476,532

1354. The average cost of railways per mile, as deduced from the figures in the above table, ranges from £13,634 in Victoria to £4,038 in Western Australia. The following are the figures for each colony:—

Cost per mile of railways in each colony

\* The figures for Victoria are for the year ended 30th June, 1885, those for New Zealand for the year ended 31st March, 1886, and those for the other colonies for the year ended 31st December, 1885. For later information respecting the railways in the various colonies, see Appendix A *post*.

† The following lengths of private railways are included, viz., 45 miles in New South Wales; 60 miles in Western Australia; 48 miles in Tasmania; and 41 miles in New Zealand.

‡ Except in regard to Tasmania, the cost and receipts, &c., of private railways are not included.

§ Including expenditure on lines in progress.

## CAPITAL COST PER MILE OF RAILWAYS IN EACH COLONY.\*

					(At the end of 1885.)	£
1.	Victoria	...	...	...	...	13,634
2.	New South Wales	...	...	...	...	11,994
3.	Tasmania	...	...	...	...	7,820
4.	New Zealand	...	...	...	...	7,656
5.	South Australia	...	...	...	...	6,862
6.	Queensland	...	...	...	...	6,614†
7.	Western Australia	...	...	...	...	4,038‡

Cost of rail-ways per mile in various countries.

1355. According to the following figures, the capital cost of railways per mile is not so high in Victoria as in any of the following countries except the United States, and in all the other colonies the capital cost has been even less than in that country:—

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

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

Proportion of railway revenue to cost in each colony.

1356. The net railway revenue bears a higher proportion to the capital cost in Victoria and New South Wales than in any of the other colonies, the proportion being in favour of the former by one-half per cent. This will be observed from the following figures, which also show that the railways of Western Australia are worked at a loss; and those of Tasmania pay less than 1 per cent., whilst those of the other colonies pay 3 per cent. or over upon their capital cost:—

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

					Per Cent.
1.	Victoria	...	...	...	4·07
2.	New South Wales	...	...	...	3·51
3.	South Australia	...	...	...	3·25
4.	New Zealand	...	...	...	2·96
5.	Queensland	...	...	...	2·73
6.	Tasmania	...	...	...	·83
7.	Western Australia	...	...	...	- ·23 ¶

Average cost and profits of railways in Australia and Australasia.

1357. Taking the continent of Australia as a whole, the capital cost of railways averaged £10,102 per mile, and the proportion of net revenue

\* For later information see Appendix A post.

† Including expenditure on lines in progress.

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

§ For later information see Appendix A post.

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

¶ The minus sign indicates a net loss.

to cost was 3·53 per cent. Combining the Australian continent with Tasmania and New Zealand, the capital cost averaged £9,528 per mile, and the proportion of net revenue to cost was 3·36 per cent.

1358. 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 Belgium, Austria-Hungary, Italy, or Switzerland, though not so high as in the United Kingdom, France, or Germany; whilst in all the other colonies, the proportion was lower than in any of the countries named:—

Proportion of railway revenue to cost in various countries.

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

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

1359. 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 New South Wales, the theoretical cost was greatly exceeded by the actual cost. This, however, is to be expected in new and thinly peopled countries, and upon recently constructed lines where the railway traffic is not yet fully developed:—

Actual and theoretical cost of Australasian railways.

ACTUAL AND THEORETICAL COST OF RAILWAYS IN THE AUSTRALASIAN COLONIES.

Colony.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten times the Annual Receipts).	Actual in Excess of Theoretical Cost.	Actual less than Theoretical Cost.
	£	£	£	£
Victoria ... ..	22,851,141	21,819,320	1,031,821	...
New South Wales ... ..	20,772,769	21,743,680	...	970,911
Queensland ... ..	9,484,654	6,915,410	2,569,244	...
South Australia ... ..	7,295,102	6,438,500	856,602	...
Western Australia ... ..	500,750	271,790	228,960	...
Total ... ..	60,904,416	57,188,700	3,715,716†	...
Tasmania ... ..	2,009,712	1,269,050	740,662	...
New Zealand ... ..	12,349,082	10,474,180	1,874,902	...
Grand total ... ..	75,263,210	68,931,930	6,331,280	...

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

† Net figures.

Actual and theoretical cost of railways in various countries.

1360. The actual has been less than the theoretical cost of constructing the railways in British India, Belgium, Russia, and the United States ; but the reverse has been the case in the rest of the following countries :—

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

Country.	Actual Cost of Construction.	Theoretical Cost of Construction (Ten times the Annual Receipts).	Actual in Excess of Theoretical Cost.	Actual less than Theoretical Cost.
	£	£	£	£
United Kingdom ...	784,921,000	682,100,000	102,821,000	...
British India ...	143,000,000	173,000,000	...	30,000,000
Canada ...	525,210,000	466,210,000	59,000,000	...
Germany ...	471,239,120	451,298,000	19,941,120	...
France ...	461,509,120	439,011,200	22,497,920	...
Italy ...	111,480,880	75,011,200	36,469,680	...
Belgium ...	52,735,120	53,538,000	...	802,880
Russia ...	241,021,000	335,246,400	...	94,225,400
United States ...	1,599,250,000	1,605,000,000	...	5,750,000

Railways in United Kingdom.

1361. In 1885 the length of lines open in Ireland and Scotland together was about 600 miles less than on the Australian continent, whilst the length open on that continent combined with Tasmania and New Zealand was considerably more than half that in England and Wales. Taking the United Kingdom as a whole, the working expenses were in the proportion of nearly 53 per cent. of the receipts, or a considerably lower proportion than that obtaining in Victoria ; whilst the net receipts amounted to 4 per cent. of the capital cost.† The following are the railway statistics of the United Kingdom for that year :—

RAILWAYS IN THE UNITED KINGDOM, 1885.

Country.	Miles of Railway Open on the 31st December.	Paid-up Capital (Shares, Loans, &c.).	Number of Passengers (excluding Season Ticket Holders).	Traffic Receipts.	Working Expenses.
		£		£	£
England and Wales	13,612	677,180,162	622,169,944	59,320,905	31,474,849
Scotland ...	2,982	103,080,304	55,922,425	7,433,337	3,762,215
Ireland ...	2,575	35,597,589	19,120,662	2,801,532	1,550,893
Total United Kingdom }	19,169	815,858,055	697,213,031	69,555,774	36,787,957

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

† See table following paragraph 1330, and paragraph 1337, ante.

1362. The gross daily receipts of the Victorian railways per mile open averaged £3 15s. 5d. in 1885-6, and £3 15s. 1d. in 1886-7. These amounts are much larger than the average receipts upon any of the British railways, except the Metropolitan, as shown by the following figures:—

GROSS DAILY RECEIPTS OF BRITISH RAILWAYS PER MILE  
CONSTRUCTED.\*

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

1363. Imperial official statistics contain particulars respecting the railways in but few British possessions outside the Australasian colonies. The following are the latest particulars respecting the length of lines open in such possessions as the information is available for:—

RAILWAYS IN BRITISH POSSESSIONS, 1885.

	Miles of Railway Open.		Miles of Railway Open.
British India ...	12,376	Canada ...	10,733
Ceylon ...	178	Jamaica ...	67
Mauritius ...	92	Trinidad ...	51
Natal ...	174	British Guiana ...	21
Cape of Good Hope ...	1,599†		

1364. In 1878, Canada had only 5,915, the Cape of Good Hope had only 547, and Natal had only 5 miles of railway open; since then the increase in the first has been 4,818 miles, in the second 1,052 miles, and in the third 169 miles. It is probable the construction of railways in the last two was advanced for the purpose of facilitating military operations.

1365. In India, in 1886, there were 4,575 miles of guaranteed and assisted, and 7,801 miles of State railways, open, or 12,376 miles in all. The capital expended on Indian railways to the end of 1885 was £166,146,651; whilst the gross receipts for 1885 amounted to

\* See J. S. Jean's paper, page 122.

† Including private lines.

£17,989,625, and the working expenses to £8,770,196. The proportion of working expenses to receipts in 1885 on all the lines was 49 $\frac{1}{4}$  per cent. The number of passengers carried in the year was 80,865,000; and the weight of goods carried was 18,925,400 tons, in addition to about 1,000,000 head of live stock.

1366. The railways in the Dominion of Canada extend over a greater length by one-fourth than, and the railways in British India extend over one and a half times the length of, all the lines in the Australasian colonies.

1367. From the latest official statistics, the following information respecting the railways of the various Foreign countries throughout the world has been extracted. Germany and the United States are the only countries in the list which have a greater length open than the United Kingdom :—

## RAILWAYS IN FOREIGN COUNTRIES.

Country.	Year.	Miles of Railway Open.	Cost of Construction. (000's omitted.)	Annual Number of Passengers carried. (000's omitted)	Annual Receipts. (000's omitted).	Annual Expenses. (000's omitted).
<b>EUROPE.</b>						
Austria-Hungary ...	1884	13,502	£ 275,518,	58,817,	£ 20,299,	£ 12,287,
Belgium ...	1885	2,740	70,052,	65,552,	6,280,	3,641,
Denmark ...	1883-4	997	...	7,984,	725,	513,
France ...	1884	17,836	492,787,	211,893,	43,849,	24,357,
German Empire ...	1884-5	22,640	480,615,	272,570,	50,735,	29,058,
Greece ...	1885	325	...	...	...	...
Holland ...	1885	1,496	26,952,	19,500,	2,109,	1,205,
Italy ...	1884	6,158	115,002,	36,358,	8,429,	6,345,
Portugal ...	1884	947	...	2,581,	865,	354,
Russia ...	1885	15,934	...	36,962,	23,017,	14,744,
Spain ...	1884	5,380	...	...	...	...
Sweden and Norway	1884-5	5,069	32,881,	11,529,	2,554,	1,524,
Switzerland ...	1884-5	1,795	35,917,	23,488,	2,865,	1,541,
Turkey in Europe ...	1884	865	...	...	...	...
<b>ASIA.</b>						
China ...	1885	8	...	...	...	...
Japan ...	1884	249	...	...	...	...
Turkey in Asia ...	1885	347	...	...	...	...
<b>AMERICA.</b>						
Argentine Confederation	1885	3,635	...	...	...	...
Brazil ...	1884	3,800	...	...	...	...
Chili ...	1884	1,414	...	...	...	...
Mexico ...	1884	3,388	...	...	...	...
Peru ...	1884	1,151	...	...	...	...
United States ...	1885	127,729	1,633,861,	351,427,	160,952,	104,780,
Uruguay ...	1884	268	...	...	...	...
Venezuela ...	"	102	...	...	...	...

Railways in Australasia, Canada, and India compared.

Railways in Foreign countries.

1368. In proportion to population, all the Australasian colonies would appear to be better provided with railway accommodation than any of the European countries named below; but, in proportion to area, worse provided than any except Russia; Victoria, New Zealand, and Tasmania, being in this respect, however, better provided than that country:—

Australasian and European railways in proportion to population and area.

RAILWAYS IN PROPORTION TO POPULATION IN AUSTRALASIAN AND EUROPEAN COUNTRIES.\*

Countries.	Year.	Number of Inhabitants per Mile of Railway.
Queensland	1885	220
Western Australia	"	291
South Australia	"	295
New Zealand	"	348
Tasmania	"	521
New South Wales	"	539
Victoria	"	579
Switzerland	1882	1,620
United Kingdom	"	1,910
Germany	"	2,061
France	"	2,121
Belgium	"	2,378
Austria-Hungary	"	3,101
Spain	"	3,134
Portugal	"	4,427
Italy	"	5,010
Russia in Europe	"	6,077

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

Countries.	Year.	Number of Square Miles of Territory per Mile of Railway.
Belgium	1882	4·9
United Kingdom	"	8·5
Switzerland	"	9·1
Germany	"	9·5
France	"	11·5
Italy	"	19·4
Austria-Hungary	"	19·7
Portugal	"	36·5
Spain	"	36·8
Victoria	1885	52·4
New Zealand	"	63·0
Tasmania	"	102·3
Russia in Europe	1882	136·7
New South Wales	1885	174·0
Queensland	"	466·0
South Australia	"	850·0
Western Australia	"	5,303·9

\* See J. S. Jean's paper, page 116. Length of lines there given in kilometres.

† See J. S. Jean's paper, page 116. Length of lines and area there given in kilometres and square kilometres.

Receipts per  
mile open  
in various  
countries.

1369. In proportion to the mileage open, the following figures show the gross railway receipts to be higher in Victoria than in Italy, but lower than in all the other European countries named; whilst those in all the other Australasian colonies are lower than in any of those countries:—

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

					Annual Receipts per Mile open.
United Kingdom	...	...	...	...	£3,698
Belgium	...	...	...	...	2,500
France	...	...	...	...	2,459
Russia	...	...	...	...	2,327
Germany	...	...	...	...	2,056
Austria-Hungary	...	...	...	...	1,890
Victoria, 1885-6	...	...	...	...	1,377
Italy	...	...	...	...	1,320
New Zealand, 1885	...	...	...	...	1,314
New South Wales „	...	...	...	...	1,224
Australia „	...	...	...	...	942
Australasia „	...	...	...	...	857
South Australia „	...	...	...	...	606
Tasmania „	...	...	...	...	494
Queensland „	...	...	...	...	482
Western Australia „	...	...	...	...	148

Receipts per  
train mile  
in various  
countries.

1370. By the following figures it would appear that the gross daily receipts of the Victorian Railways per train mile are higher than those of the railways of any of the European countries named:—

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

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

Receipts per  
ton on Vic-  
torian and  
European  
railways.

1371. The Victorian railways received on the average about 8s. 5d. in 1885-6, and about 8s. in 1886-7, per ton of goods carried. According

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

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

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

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

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

1372. According to *l'Almanach de Gotha*, 1887, the following was the number of miles of railway open throughout the world at the end of decennial or quinquennial periods, from 1830 to 1885; also the average annual increase between each period named and the preceding one:—

**RAILWAYS OF THE WORLD, 1830 to 1885 †**

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

1373. 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

\* See J. S. Jean's paper, page 127, receipts there given in francs.  
 † Page 1060, where the length is given in *kilomètres*. A *kilomètre* has been assumed to be equal to .621 of an English mile.  
 ‡ According to Mr. L. P. McCarty (*Annual Statistician*, 1886, p. 412), the length of the railways of the world in 1883 was 297,957 miles.

option of constructing the tramways should first be given to the municipalities interested, any two of which were required to notify to the company their intention of doing so before the expiration of three months from the passing of the Act ; but in case the municipalities should not elect to construct the tramways, the sole right was then to be vested in the company. All the municipalities, however, twelve in number, decided to exercise the power conferred upon them, and, the necessary notice to the company having been given, a Tramways Trust was formed, as provided by the Act. This body consists of seven delegates from the Melbourne City Council, and one from each of the other eleven municipalities, and has full power to construct tramways, and to borrow money for that purpose, secured on the municipal revenues. The Trust is required by the Act to complete the tramways by the 12th October, 1889, and to grant a 30 years' lease of the tramways to the company, dating from the 1st July, 1884, when the liability for interest commences. The company, on their part, are required to find all the rolling-stock, to keep the tramways and adjoining road, a total width of 17 feet, in complete repair ; to hand back the lines in thorough order to the Trust at the expiration of the lease, and to pay the Trust the annual interest on the moneys borrowed, not exceeding 5 per cent. ; also to contribute a further annual amount of  $1\frac{1}{2}$  per cent. during the first ten years, 2 per cent. during the next ten years, and 3 per cent. during the remainder of the term, so as to form a sinking fund towards the ultimate reduction or extinction of the loans. The expenses of the Trust during construction of the trams are to be defrayed out of the loan ; after that period one-half will be paid by the company, not exceeding £1,000 per annum, and the other half by the municipalities ; and the liability on account of loans is to be shared rateably amongst the different municipalities, according to the cost of the tramway within their municipal limits.\* The total amount borrowed to the end of July, 1887, is £1,200,000, bearing interest at  $4\frac{1}{2}$  per cent. The first loan of the Trust—for £500,000—was successfully floated in London on the 6th November, 1884 ; a second loan for a similar amount was floated in October, 1885, realizing, so far as the Trust was concerned, a net average price, exclusive of all expenses, of £101 15s.† ; and a third loan, amounting to £200,000, was floated in London in July, 1887, the average net price realized after deducting all expenses being £105 4s. ; and the construction of the lines is now

\* Owing to the machinery provided in the original Act for floating the loan being defective, the Tramways Trust Act 1884 (48 Vict. No. 789) was subsequently passed, making the Trust's debentures a joint and several charge on the revenues of the various municipalities represented on the Trust.

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

being rapidly proceeded with. The following account of the tramways, and proposed mode of working them, has been kindly furnished and brought on to the latest date by Mr. T. Hamilton, secretary to the Tramways Trust:—

The total length of tramways to be constructed amounts to  $49\frac{1}{2}$  miles, of which  $33\frac{1}{2}$  are to be worked by cables and stationary steam engines, and the remaining 16 miles by horses.

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

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

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

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

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

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

A uniform fare of 3d. is authorized to be charged on the tramway lines, except on the section between the Spencer-street and Prince's-bridge Railway Stations, *via* Flinders-street, on which the fare is 1d.

The line from Spencer-street Railway Station to Hawthorn-bridge, *via* Flinders-street, a length of 3 miles 5 furlongs, was opened for public traffic in November, 1885; that from Spencer-street Station, *via* Collins-street to the Merri-creek, Fitzroy, *via* Brunswick-street,  $3\frac{1}{2}$  miles long, on the 2nd October, 1886; and the Simpson's-road branch, 2 miles long, on the 22nd November, 1886; and thus the total extent open at the end of 1886 was 9 miles 1 furlong.

The line from Spencer-street, *via* Bourke-street and Nicholson-street to Park-street, with a branch along Gertrude street and Smith-street to the Merri Creek bridge at Clifton Hill—a total length of  $5\frac{1}{2}$  miles—was opened for traffic in August, 1887.

It is anticipated that the Brunswick line,  $4\frac{1}{2}$  miles long, will be opened in September, 1887, and the Carlton line, 3 miles long, in October, 1887.\*

\* The former line was subsequently opened on the 1st October, and the latter on the 21st December, 1887.

These will complete the cable system as at present proposed north of the Yarra, with the exception of the North Carlton branch, 1 mile long.

The St. Kilda, Prahran, and Toorak lines are also under construction; their completion will depend upon that of the Prince's Bridge.

Negotiations have been in progress during the year between the Melbourne Tramways Trust, the Tramways and Omnibus Company, and the Municipalities regarding the conversion of the proposed Hotham, South Melbourne, and Port Melbourne horse lines into cable tramways, but the question has not yet been decided.

The total expenditure to the end of 1886 was £662,764, including expenditure on lines in progress; and the total to the 9th September, 1887, was £952,000.

**Tramway passengers and receipts.** 1374. From information furnished by the Secretary of the Melbourne Tramway and Omnibus Co., it appears that the number of passengers carried on tramways during 1886 was 6,845,141, and the total receipts amounted to £74,340.

**Tramway accidents.** 1375. During the first eighteen months the Melbourne street tramways were open, viz., from December, 1885, to June, 1887, 30 tramway accidents were recorded, resulting in the death of 7 persons, and the more or less serious injury of 23 others. The company have now, however, caused a protector, made of iron, extending round the front and sides, to be fastened to the dummy cars, and this it is expected will to a great extent obviate the danger of serious accidents in future.

**Wages.** 1376. The following table contains a statement of the average rates of wages paid in respect to engagements made in Melbourne, in 1886, and in the first year of each of the two previous quinquennia. It has been compiled from statements obtained from the best authorities, and is believed to be fairly representative of a state of affairs which must always be subject to some fluctuations. Throughout Victoria, the recognised working day for artisans and general labourers is eight hours :—

#### WAGES IN MELBOURNE, 1876, 1881, AND 1886.

Description of Labour.		1876.	1881.	1886.
1.—DOMESTIC SERVANTS.				
<i>Males.</i>				
Coachmen, footmen, grooms, gardeners	} per week, with board and lodging }	15s. to 30s.	15s. to 25s.	20s. to 30s.
Butlers ... ..				
<i>Females.</i>				
Cooks ... ..	... per annum, with board and lodging	£35 to £60	£35 to £60	£40 to £75
Laundresses ... ..	... ..	£30 to £40	£35	£35 to £52
Housemaids ... ..	... ..	£30 to £36	£30 to £35	£25 to £40
Nursemaids ... ..	... ..	£25 to £35	£25 to £30	£20 to £40
General servants ... ..	... ..	£26 to £36	£30 to £35	£25 to £40
Girls ... ..	... per week	...	...	5s. to 8s.

WAGES IN MELBOURNE, 1876, 1881, AND 1886—*continued.*

Description of Labour.	1876.	1881.	1886.
<b>2.—HOTEL SERVANTS.</b>			
<i>Males.</i>			
Barmen ... .. per week, with board and lodging	25s. to 35s.	20s. to 40s.	30s. to 45s.
Waiters ... .. " "	25s. to 35s.	25s. to 35s.	20s. to 40s.
Boots ... .. " "	15s. to 20s.	15s. to 20s.	15s. to 20s.
Ostlers ... .. " "	15s. to 20s.	17s. 6d. to 20s.	17s. 6d. to 20s.
Cooks ... .. " "	20s. to 60s.	20s. to 60s.	20s. to 65s.
<i>Females.</i>			
Barmaids ... .. per week, with board and lodging	15s. to 25s.	15s. to 25s.	15s. to 25s.
Waitresses ... .. " "	15s. to 20s.	12s 6d. to 15s.	15s. to 20s.
Housemaids ... .. per annum "	£35 to £40	£30 to £35	£30 to £40
Cooks ... .. " "	£50 to £100	£50 to £80	£50 to £100
<b>3.—FARM SERVANTS.</b>			
<i>Males.</i>			
Ploughmen ... .. per week, and found	18s. to 22s.	20s.	20s. to 25s.
Farm labourers ... .. " "	15s. to 20s.	15s. to 20s.	15s. to 20s.
Milkmen for dairies ... .. " "	15s. to 20s.	20s.	15s. to 20s.
Cheesemakers ... .. " "	...	...	25s. to 40s.
Reapers* ... .. per acre, "	12s. to 15s.	7s. 6d. to 15s.	10s. to 15s.
Mowers* ... .. " "	4s. to 7s.	4s. to 6s.	4s. to 6s.
Threshers* ... .. per bushel, "	6d. to 1s.	5d. to 7d.	5d. to 7d.
Cooks ... .. per annum, "	£40 to £52	£50	£50 to £60
<i>Females.</i>			
Dairymaids ... .. per annum, with board and lodging	£30 to £40	£30 to £35	£30 to £35
Cooks ... .. " "	£30 to £35	£30 to £35	£30 to £35
General servants ... .. " "	£30 to £35	£30 to £35	£30 to £35
Married couples (generally useful) ... .. " "	£50 to £80	£60 to £70	£60 to £90
Hop-pickers ... .. per bushel ... ..	...	...	3½d. to 4½d.
Maize-pickers ... .. per bag ... ..	...	...	6d.
<b>4.—STATION SERVANTS.</b>			
<i>Males.</i>			
Boundary riders ... .. per annum, with rations	£30 to £50	£40 to £60	£40 to £60
Shepherds ... .. " "	£35 to £52	£36 to £52	£36 to £52
Stockmen ... .. " "	£40 to £65	£60 to £75	£50 to £75
Hutkeepers ... .. " "	£25 to £40	£26 to £40	£26 to £40
Cooks ... .. " "	£40 to £52	£45 to £55	£50 to £60
Labourers ... .. per week, "	15s. to 20s.	15s. to 20s.	15s. to 20s.
Drovers ... .. " "	25s. to 40s.	25s. to 40s.	25s. to 40s.
Sheepwashers ... .. " "	15s. to 25s.	15s. to 25s.	15s. to 25s.
Shearers ... .. per 100 sheep shorn, with rations	11s. to 17s. 6d.	12s. to 15s.	12s. to 15s.
<i>Females.</i>			
Cooks ... .. per annum, with board and lodging	£45 to £55	£45 to £55	£30 to £50
General servants ... .. " "	£35 to £40	£20 to £40	£20 to £40
Married couples ... .. per annum, with rations	£50 to £80	£70 to £90	£60 to £90

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

## WAGES IN MELBOURNE, 1876, 1881, AND 1886—continued.

Description of Labour.	1876.	1881.	1886.
<b>5.—WORKERS IN BOOKS, ETC.</b>			
Printers ... per 1,000 ...	1s.	1s.	1s. 1d.
Lithographers ... per week ...	£2 10s. to £3 15s.	£2 10s. to £3 15s.	£2 10s. to £3 15s.
Binders ... " ...	£2 to £3	£2 to £3	£2 10s. to £3
Paper rulers ... " ...	£3 to £3 10s.	£3 to £3 10s.	£2 10s. to £3 10s.
Sewers and folders (females) ... " ...	15s. to 25s.	15s. to 25s.	15s. to 25s.
<b>6.—IN WATCHES, JEWELLERY, AND PRECIOUS METALS.</b>			
Watchmakers ... per week ...	£4	£3 10s. to £5	£3 to £4
Manufacturing jewellers ... " ...	£2 15s. to £3 15s.	£2 15s. to £3 15s.	£2 15s. to £4
Enamellers ... " ...	£6 to £8	£6 to £8	£3 to £4
<b>7.—IN METALS OTHER THAN GOLD AND SILVER.</b>			
Blacksmiths ... per day ...	10s. to 13s.	10s. to 13s.	10s. to 14s.
Farriers—Firemen ... per week ...	£2 15s.	£2 15s.	£2 10s.
" Floormen ... " ...	30s. to 40s.	30s. to 40s.	35s. to 40s.
Hammermen ... per day ...	7s. to 8s.	7s. to 8s.	7s. to 8s.
Fitters ... " ...	9s. to 12s.	9s. to 12s.	9s. to 13s.
Turners ... " ...	10s. to 13s.	10s.	10s. to 13s.
Boilermakers and platers ... " ...	12s. to 13s.	11s. to 13s.	10s. to 14s.
Riveters ... " ...	9s. to 11s.	9s. to 11s.	10s. to 11s.
Moulders ... " ...	10s. to 13s.	10s. to 12s.	8s. to 12s.
Brassfinishers, copersmiths ... " ...	9s. to 12s.	9s. to 12s.	8s. to 11s.
Tinsmiths ... per week ...	£2 to £3	£2 to £3	£2 to £3
Ironworkers ... " ...	£2 10s. to £3	£2 10s. to £3	£2 2s. to £3
Galvanizers ... " ...	£3	£3	£2 10s. to £3
Plumbers, gasfitters ... " ...	£3	£3	£3
<b>8.—IN CARRIAGES AND HARNESS.</b>			
Smiths ... per week ...	£2 10s. to £3 5s.	£2 10s. to £3 5s.	£2 10s. to £4
Bodymakers ... " ...	£2 10s. to £3 10s.	£2 10s. to £3	£2 10s. to £4
Wheelers ... " ...	£2 10s. to £3 10s.	£2 10s. to £3	£2 10s. to £3
Painters ... per day ...	9s. to 10s.	8s. to 10s.	8s. to 11s.
Trimmers ... per week ...	£2 10s. to £3	£2 10s. to £3 10s.	£2 to £3 10s.
Vycemen ... " ...	30s. to 40s.	25s. to 30s.	30s. to 50s.
Saddlers ... " ...	£1 15s. to £3 10s.	£2 15s.	£2 to £3
<b>9.—WORKERS IN SHIPS AND BOATS.</b>			
Sailors—			
Sailing vessels ... per month, and found...	£5	£4 10s. to £5	£3 10s. to £5
Steamships ... " ...	£6	£6	£7
Ship carpenters, shipwrights ... per day ...	13s.	13s.	13s.
Stevedores' men, lumpers ... per hour ...	1s.	1s.	1s.

WAGES IN MELBOURNE, 1876, 1881, AND 1886—*continued.*

Description of Labour.	1876.	1881.	1886.
<b>10.—IN HOUSES AND BUILDINGS.</b>			
Masons ... .. per day ... ..	11s. to 12s.	10s.	10s. to 12s.
Plasterers ... .. " ... ..	10s.	10s.	10s. to 12s.
Bricklayers ... .. " ... ..	10s.	10s.	10s. to 12s.
Slaters ... .. " ... ..	10s.	10s.	10s. to 12s.
Carpenters ... .. " ... ..	10s.	10s.	10s. to 12s.
Labourers ... .. " ... ..	7s	6s. 6d. to 7s.	6s. 6d. to 8s.
Painters and glaziers ... .. " ... ..	9s.	9s.	8s. to 10s.
<b>11.—IN FURNITURE, ETC.</b>			
Cabinetmakers ... .. per week ... ..	£2 10s. to £4	£2 10s. to £3 10s.	£2 to £3
Upholsterers ... .. " ... ..	£2 10s. to £3 10s.	£2 10s. to £4	£2 5s. to £3
Polishers ... .. " ... ..	£2 to £3	£2 to £3	£2 to £3
Coopers ... .. per day ... ..	10s.	10s.	9s. to 10s.
<b>12.—IN DRESS.</b>			
Tailors ... .. per hour ... ..	1s.	10d.	10d.
" ... .. per week ... ..	£2 10s. to £3	£2 10s. to £3	£2 10s. to £3
" in factories ... .. " ... ..	£2	£2	£2 to £2 10s.
Mantlemakers ... .. " ... ..	15s. to 20s.	15s. to 20s.	12s. to 25s.
Milliners—			
First class ... .. " ... ..	£3 to £3 10s.	£3 10s.	£3 to £4
Second class ... .. " ... ..	35s. to 50s.	35s.	20s. to 40s.
Dressmakers ... .. " ... ..	15s. to 20s.	15s. to 20s.	12s. to 25s.
Needlewomen ... .. " ... ..	15s. to 20s.	15s. to 20s.	10s. to 20s.
Bootmakers ... .. riveting children's boots, per pair	6d.	6d.	6d.
" ... .. riveting boy's boots, per pair	10d.	10d.	10d.
" ... .. riveting women's boots, per pair	10d. to 1s.	1s.	1s. to 1s. 6d.
" ... .. riveting men's boots, per pair	1s. 1d. to 1s. 7d.	1s. 3d.	1s. 3d.
" ... .. making wellingtons to order	10s.	10s.	10s.
" ... .. making elastics to order	7s. 6d.	7s. 6d.	7s. 6d.
" Machinists per week ... ..	30s.	15s. to 30s.	15s. to 30s.
Hatters—			
Bodymakers ... .. per dozen ... ..	18s. to 20s.	12s. to 20s.	12s. to 22s.
Finishers ... .. " ... ..	12s. to 24s.	12s. to 24s.	12s. to 24s.
Shapers ... .. " ... ..	6s. to 12s.	4s. to 12s.	4s. to 12s.
Crown sewers ... .. " ... ..	3s. 6d. to 5s.	3s. 6d. to 5s.	3s. 6d. to 5s.
Trimmers ... .. " ... ..	6s. to 8s.	6s.	6s. to 9s.
Clothing Factories—			
Tailoresses ... .. per week ... ..	20s. to 30s.	20s. to 35s.	20s. to 35s.
Pressers ... .. " ... ..	£2 to £2 10s.	£2 to £2 15s.	£2 to £2 15s.
Shirtmakers ... .. " ... ..	12s. to 20s.	12s. to 20s.	12s. to 25s.
Machinists ... .. " ... ..	15s. to 35s.	15s. to 30s.	20s. to 35s.
Drapers' assistants, carpet salesmen ... .. " ... ..	£3 to £4	£2 10s. to £4	£3 to £5
<b>13.—IN FOOD AND DRINK.</b>			
Bakers—			
Foremen ... .. per week ... ..	£2 10s. to £3 10s.	£3	£3
Second hands ... .. " ... ..	£2 to £2 2s.	£2 to £2 2s.	£2 10s.

## WAGES IN MELBOURNE, 1876, 1881, AND 1886—continued.

Description of Labour.	1876.	1881.	1886.
<b>13.—IN FOOD AND DRINK—continued.</b>			
Butchers—			
Shopmen ... per week ...	35s. to 40s.	35s. to 40s.	30s. to 40s.
Slaughtermen ... " ...	£2 to £2 10s.	£2 to £2 10s.	£2 to £2 10s.
Boys ... " with board ...	15s. to 20s.	15s. to 20s.	15s. to 20s.
Small-goods men ... " ...	£1 10s. to £2	£1 10s. to £2	£1 10s. to £2
Maltsters ... " ...	...	...	£2 5s.
<b>14.—IN ANIMAL SUBSTANCES.</b>			
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 ... " ...	36s. to 60s.	36s. to 60s.	36s. to 60s.
<b>15.—IN STONE, CLAY, ETC.</b>			
Brickmakers ... per 1,000 ...	18s. to 20s.	18s. to 20s.	18s. to 20s.
Navvies ... per day ...	6s. 6d.	6s. 6d.	6s. 6d. to 7s. 6d.
Quarrymen ... " ...	8s. to 12s.	8s. to 12s.	8s. to 12s.
Labourers ... " ...	6s. to 7s.	6s. to 7s.	6s. 6d. to 7s. 6d.
Stonebreakers ... per cubic yard ..	1s. 8d. to 4s.	1s. 6d. to 3s. 6d.	1s. 6d. to 3s. 6d.
<b>16.—IN MINES.</b>			
General managers... per week ...	£3 to £8	£2 10s to £12	£2 10s. to £12
Legal " ... " ...	£2 to £4	10s. to £5	10s. to £5
Mining " ... " ...	£3 to £5	£2 5s. to £8	£2 10s. to £7
Engineers ... " ...	£2 10s. to £4	£2 to £6	£2 to £5
Engine-drivers ... " ...	£2 to £3	£2 to £3 10s.	£2 to £3 10s.
Pitmen ... " ...	£2 to £3	£1 16s. to £4	£2 to £4
Blacksmiths ... " ...	£2 10s. to £3 10s.	£2 to £4	£1 15s. to £3
Carpenters ... " ...	£2 5s. to £3	£2 2s. to £4	£2 to £3 10s.
Foremen of shift ... " ...	£2 10s. to £3	£2 2s. to £3 10s.	£2 to £3
Miners ... " ...	£2 to £2 10s.	£2 to £2 5s.	£2 to £2 10s.
Surfacemen (labourers) " ...	£2 to £2 10s.	£1 to £2 10s.	£1 10s. to £2 10s.
Boys ... " ...	15s. to 30s.	10s. to £2	15s. to £1 16s.
Chinese ... " ...	25s. to 36s.	10s. to £2	12s. to 40s.

Prices.

1377. Prices in Melbourne were quoted as follows at the same three periods. In country districts, the cost of groceries, tobacco, imported wines, coal, &c., is naturally somewhat higher, and that of agricultural and grazing produce, firewood, &c., naturally somewhat lower, than in Melbourne:—

## PRICES IN MELBOURNE, 1876, 1881, AND 1886.

Articles.	1876.	1881.	1886.
<b>AGRICULTURAL PRODUCE.</b>			
Wheat ... per bushel	4s. 9d. to 6s. 9d.	4s. 1d. to 5s. 6d.	3s. 10d. to 5s. 5d.
Barley ... " ...	2s. 10d. to 5s. 6d.	2s. 2d. to 4s. 4d.	2s. 7d. to 4s.
Oats ... " ...	2s. 7d. to 3s. 6d.	2s. to 3s. 7d.	2s. 3d. to 3s. 6d.
Maize ... " ...	4s. 3d. to 5s. 4d.	3s. 9d. to 5s. 10d.	4s. 3d. to 4s. 7d.
Bran ... " ...	1s. to 1s. 6d.	8½d. to 1s 3d.	1s. 1d. to 1s. 6d.
Hay ... per ton	£4 to £8	£2 10s. to £6	£3 10s. to £6
Flour, first quality ... " ...	£11 10s. to £14	£9 to £11 15s.	£8 to £11 15s.
Bread ... per 4lb. loaf	7d.	4d. to 6d.	5d. to 6d.

## PRICES IN MELBOURNE, 1876, 1881, AND 1886—continued.

Articles.	1876.	1881.	1886.
<b>GRAZING PRODUCE.</b>			
<b>Horses—</b>			
Draught... .. each .	£14 to £48	£15 to £46	£23 to £49
Saddle and harness ..	£5 to £45	£8 to £50	£10 to £25
<b>Cattle—</b>			
Fat ... .. each	£5 10s. to £19	£3 10s. to £14	£5 to £19
Milch cows ... ..	£3 10s. to £12	£4 15s. to £10	£6 to £15
Sheep, fat ... ..	3s. 6d. to 25s.	3s. 6d. to 21s.	5s. 6d. to 22s.
Lambs, fat ... ..	2s. to 13s.	3s. to 12s.	4s. to 10s. 6d.
<b>Butchers' meat—</b>			
Beef, retail ... per lb.	4d. to 9d.	1½d. to 6d.	4d. to 10d.
Mutton, „ ... ..	1½d. to 6d.	1½d. to 4d.	1½d. to 5d.
Veal, „ ... ..	5d. to 6d.	4d. to 6d.	5d. to 8d.
Pork, „ ... ..	8d. to 10d.	6d. to 8d.	6d. to 9d.
Lamb, „ ... per quarter	2s. to 2s. 6d.	2s. to 3s. 6d.	2s. to 3s. 6d.
<b>DAIRY PRODUCE.</b>			
Butter ... .. per lb.	10d. to 2s. 3d.	6d. to 2s.	1s. to 2s. 6d.
Cheese ... ..	8d. to 1s. 2d.	5d. to 1s.	5d. to 1s.
Milk ... .. per quart	4d. to 6d.	4d. to 6d.	5d. to 6d.
<b>FARM-YARD PRODUCE.</b>			
Geese ... .. per couple	7s. to 10s.	6s. to 10s.	7s. to 12s.
Ducks ... ..	3s. 6d. to 7s. 6d.	4s. 6d. to 7s.	5s. to 8s.
Fowls ... ..	4s. 6d. to 7s.	4s. to 7s.	3s. 6d. to 7s.
Rabbits ... ..	1s. to 3s.	6d. to 1s.	6d. to 1s.
Pigeons ... ..	1s. 6d. to 3s.	2s. to 3s.	2s. to 3s. 6d.
Turkeys ... .. each	5s. to 15s.	4s. to 15s.	7s. 6d. to 17s. 6d.
Sucking pigs ... ..	10s. to 18s.	10s. to 12s.	10s. to 14s.
Bacon ... .. per lb.	10d. to 1s. 2d.	6d. to 1s.	8d. to 1s.
Ham ... ..	1s. 1d. to 1s. 4d.	8d. to 1s. 2d.	10d. to 1s. 1d.
Eggs ... .. per doz.	1s. to 2s. 8d.	10d. to 2s. 9d.	1s. to 2s. 4d.
<b>GARDEN PRODUCE.</b>			
<b>Potatoes—</b>			
Wholesale ... per ton	£3 10s. to £5	£2 10s. to £7	£2 15s. to £5 7s. 6d.
Retail ... .. per cwt.	4s. to 6s. 6d.	3s. to 8s.	2s. 6d. to 6s.
Onions, dried ... ..	3s. 9d. to 12s.	2s. 6d. to 18s.	4s. 6d. to 7s. 6d.
Carrots ... per dozen bunches	4d. to 9d.	4d. to 8d.	6d. to 1s.
Turnips ... ..	4d. to 1s.	2d. to 1s.	4d. to 1s.
Radishes ... ..	4d. to 9d.	3d. to 6d.	4d. to 6d.
Cabbages ... .. per doz.	6d. to 5s.	3d. to 5s.	6d. to 4s.
Cauliflowers ... ..	1s. to 5s.	4d. to 3s.	1s. to 6s.
Lettuces ... ..	3d. to 1s.	3d. to 1s.	4d. to 1s.
Green peas ... per lb.	1d. to 4d.	1d. to 4d.	1d. to 3d.
<b>MISCELLANEOUS ARTICLES.</b>			
Tea ... .. per lb.	1s. 6d. to 2s. 6d.	1s. 6d. to 2s. 6d.	1s. 6d. to 2s. 6d.
Coffee ... ..	1s. 3d. to 2s.	1s. 3d. to 1s. 6d.	1s. 3d. to 1s. 6d.
Sugar ... ..	3½d. to 5½d.	3d. to 5d.	2½d. to 3d.
Rice ... ..	3d. to 4d.	3d. to 4d.	3d. to 4d.
Tobacco ... ..	2s. 6d. to 5s	2s. 6d. to 5s.	3s. to 6s.
Soap—Colonial ... ..	2½d. to 3½d.	2d. to 3½d.	3d. to 4d.
<b>Candles—</b>			
Sperm ... ..	9d. to 1s.	9d. to 1s.	9d. to 1s.
Tallow ... ..	4d. to 6d.	4d. to 6d.	4d. to 6d.
Salt ... ..	1d.	1d.	1d.
Coals ... .. per ton	29s. to 35s.	22s. to 40s.	27s. to 38s.
Firewood ... ..	13s.	8s. to 12s.	10s. to 14s. 6d.

PRICES IN MELBOURNE, 1876, 1881, AND 1886—*continued.*

Articles.	1876.	1881.	1886.
WINES, SPIRITS, ETC.			
Ale ... .. per doz.	7s. to 11s.	8s. to 11s.	8s. to 12s.
Porter ... .. "	7s. 6d. to 11s.	7s. to 10s. 6d.	8s. to 12s.
Brandy ... .. per gall.	21s. to 32s. 6d.	21s. to 33s.	22s. 6d. to 35s.
Rum ... .. "	15s. to 18s.	15s. to 18s.	15s. to 18s.
Whisky ... .. "	17s. 6d. to 27s. 6d.	17s. 6d. to 27s. 6d.	18s. to 28s.
Geneva ... per case 15 bottles	58s. to 62s. 6d.	60s. to 62s. 6d.	60s. to 62s. 6d.
Port Wine... .. per doz.	35s. to 70s.	35s. to 70s.	33s. to 72s.
Sherry ... .. "	33s. to 65s.	35s. to 70s.	35s. to 75s.
Claret ... .. "	30s. to 60s.	30s. to 65s.	32s. 6d. to 70s.
Champagne ... .. "	75s. to 100s.	75s. to 100s.	70s. to 100s.
Colonial Wine ... .. "	12s. to 25s.	12s. to 28s.	12s. to 30s.

Price of gold.

1378. The price of gold in 1886 ranged from £3 5s. to £4 3s. 9d. per oz. Its purity, and consequently its value, varies in different districts. In the last quarter of 1886 the lowest price quoted (£3 5s. per oz.) was in the Maryborough district, but the great bulk of the gold in the same district was stated to have realized from £3 18s. to as much as £4 2s. 6d. per oz. The highest averages were in the Ballarat and Castlemaine districts, in which the prices ranged from £3 17s. 6d. to £4 3s. 9d. and from £3 17s. to £4 2s. 6d. respectively.

Imports of live stock overland.

1379. The returns of live stock imported overland made by the inspectors of stock always differ more or less from those of the officers of the Customs. In 1886, the former showed much larger numbers as regards horses, but smaller numbers as regards cattle and sheep, 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, 1886.

	Horses.	Cattle.	Sheep.
According to returns of the stock inspectors	5,772 ...	53,817 ...	977,937
"                    "            Customs	... 4,712 ...	... 58,209 ...	... 1,131,149

Imports of pigs.

1380. According to the returns of the stock inspectors, the pigs imported overland in 1886 numbered 502. According to the Customs returns, the total number of pigs imported in the same year numbered 804, but it is not stated how many were imported by land and how many by sea.

Value of live stock overland.

1381. According to the Customs returns, the value of live stock (exclusive of pigs) imported overland in 1885 was £814,523, and in 1886, £825,347.