

INTERCHANGE.

By the Commonwealth Constitution the collection of Customs and Excise duties was transferred to the Federal Government on the 1st January, 1901, and the departments of Posts and Telegraphs and Defence were transferred by proclamation on 1st March following. The Commonwealth Government collects the revenue of these departments, and after deducting the expenditure of the transferred departments incurred in the State, and the State's proportion of new expenditure on a population basis, returns the balance to the State.

Customs
and Excise
transferred
to Com-
monwealth.

A limit to the amount which the Commonwealth may expend is fixed by Section 87 of the Constitution, which provides that not more than one-fourth of the net revenue from Customs and Excise shall be applied to the expenses of the Commonwealth. Ten years after the introduction of uniform duties, the Commonwealth Parliament may repeal or alter this provision. After 8th October, 1906, the Commonwealth Parliament may alter the basis of the distribution of Customs and Excise revenue amongst the States, and may provide for distribution on a population or any other basis. A provisional tariff was introduced by resolution of the House of Representatives on the 8th October, 1901; and the tariff, in its present form, was finally passed on 16th September, 1902, with various modifications of the duties as first proposed.

Up to the end of 1902 each State published statistical information regarding its trade, showing countries from and to which articles were imported and exported. Under this arrangement there occurred material differences in the classification of the goods, making it practically impossible to institute accurate comparisons. Arrangements were accordingly made by the Federal Government for uniform tabulation of trade returns in each State, and the information so tabulated was issued for the first time in 1903. It is, however, very much to be regretted that this information as now compiled is incomplete in regard to matters of first importance to each State. The returns prepared for 1903 were ample for all purposes; but, inasmuch as they were not fully published by the Federal Government, the work was carried out by the States. The export returns for 1904 and 1905 are defective, as home produce exported to the other Australian States was not recorded, and the returns for 1906 are being compiled on the same defective lines.

Imports and
exports.

The total value of Victoria's imports and exports and their value per head of the population for each of the last six years are shown in the following table:—

VALUE OF IMPORTS AND EXPORTS, 1900 TO 1905.

Year.	Imports.		Exports.	
	Total.	Per Head of Population.	Total.	Per Head of Population.
	£	£ s. d.	£	£ s. d.
1900 ...	18,301,811	15 6 9	17,422,552	14 12 0
1901 ...	18,927,340	15 14 8	18,646,097	15 10 0
1902 ...	18,270,245	15 2 8	18,210,523	15 1 8
1903 ...	17,859,171	14 15 6	19,707,068	16 6 0
1904 ...	20,096,442	16 12 10	24,404,917	20 4 3
1905 ...	22,337,886	18 8 6.	22,758,828	18 15 5

The trade of 1905 is somewhat greater than that of 1904, and considerably greater than that of other years. The imports exceeded those of any year since 1890, and the exports those of all other years, excepting 1904. Compared with 1904, there is an increase in imports equivalent to £1 15s. 8d. per head of the population, but a decrease in exports equivalent to £1 8s. 10d. per head. Per head of population imports exceeded exports in 1900 by 14s. 9d., in 1901 by 4s. 8d., and in 1902 by 1s. only, but in 1903, 1904, and 1905 exports exceeded imports by £1 10s. 6d., £3 11s. 6d., and 6s. 11d. per head respectively.

Imports and
exports to
principal
countries.

Trade with the other Australian States, New Zealand, the United Kingdom, other British possessions, and all foreign countries in each of the last five years was as follows:—

IMPORTS FROM AND EXPORTS TO PRINCIPAL COUNTRIES,
1901 TO 1905.

Countries.	1901.	1902.	1903.	1904.	1905.
Imports.					
From—	£	£	£	£	£
Other Australian States	6,240,460	5,412,520	5,519,556	7,353,067	9,380,031
New Zealand ...	619,894	1,151,179	1,043,509	873,304	843,264
United Kingdom ...	7,221,801	6,935,040	5,977,947	7,266,239	7,472,489
India and Ceylon ...	687,383	546,839	680,894	605,565	848,727
South Africa ...	2,920	2,459	2,239	2,206	5,581
Other British Possessions	350,039	579,736	423,599	376,880	347,307
Belgium ...	197,275	162,212	150,672	214,908	205,772
France ...	141,107	114,918	108,906	113,863	118,168
Germany ...	822,685	903,189	796,897	952,322	925,040
United States of America	1,537,598	1,494,486	1,976,015	1,538,623	1,480,809
Other Foreign Countries	1,106,178	967,667	1,178,937	799,465	710,698
Total ...	18,927,340	18,270,245	17,859,171	20,096,442	22,337,886

IMPORTS FROM AND EXPORTS TO PRINCIPAL COUNTRIES—*continued.*

Countries.	1901.	1902.	1903.	1904.	1905.
Exports.					
To—	£	£	£	£	£
Other Australian States	5,570,838	7,841,188	8,522,056	8,232,223	8,730,187
New Zealand ...	465,704	638,735	524,898	508,227	552,820
United Kingdom ...	5,425,772	3,433,310	3,280,134	7,953,077	7,472,462
India and Ceylon	814,046	1,321,633	3,549,910	2,847,755	849,450
South Africa ...	3,891,057	2,823,677	1,226,981	993,883	917,238
Other British Possessions	144,364	117,200	133,770	204,289	246,839
Belgium ...	265,281	397,356	431,979	627,674	697,885
France ...	636,277	817,280	967,770	1,301,371	1,529,438
Germany ...	546,567	464,144	568,985	857,113	534,121
United States of America	249,598	128,896	312,297	454,911	423,979
Other Foreign Countries	636,593	227,104	188,288	424,394	804,409
Total ...	18,646,097	18,210,523	19,707,068	24,404,917	22,758,828

A mere comparison of the figures of the last two years is misleading. Although the total exports in 1904 were £1,646,089 greater in value than those of 1905, that was on account of the large amount of gold coin and bullion—£4,444,011—exported in the former as against £1,999,297 in the latter year. The value of the merchandise exported in 1905 exceeded that of the previous year by £798,625.

The proportion of imports coming from Australian States formed 33 per cent. of the total in 1901, 30 in 1902, 31 in 1903, 36½ in 1904, and 42 per cent. in 1905, the percentage coming from the United Kingdom being 38 in 1901 and 1902, 33 in 1903, 36 in 1904, and 33 in 1905. The average contributions for the five years to Victorian imports by other countries were—New Zealand 4½ per cent., India and Ceylon 3½, Belgium 1 per cent., Germany 4½, the United States of America 8, and all others 7½ per cent. Of the total exports the proportion sent to Australian States was 30 per cent. in 1901, 43 in 1902 and 1903, 34 in 1904, and 38 per cent. in 1905, the proportion sent to the United Kingdom being 29 per cent. in 1901, 19 in 1902, 17 in 1903, and 33 per cent. in 1904 and 1905; India and Ceylon took 4½ per cent. in 1901, 7 in 1902, 18 in 1903, 11½ in 1904, and 4 per cent. in 1905; whilst South Africa took 21 per cent. in 1901, 15½ in 1902, 6 in 1903, and 4 per cent. in 1904 and 1905. On the average for the five years New Zealand took about 2½ per cent. of Victorian exports, Belgium 2, France 5,

Germany 3, the United States of America $1\frac{1}{2}$, and all other countries 3 per cent. British countries contributed 80 per cent. of the total imports in 1901 and 1902, 76 in 1903, $81\frac{1}{2}$ in 1904, and 85 per cent. in 1905, and took $87\frac{1}{2}$ per cent. of the total exports in 1901, 89 in 1902, $87\frac{1}{2}$ in 1903, 85 in 1904, and 83 per cent. in 1905. In each of the last 5 years exports were of greater value than imports in the trade with India and Ceylon, South Africa, Belgium, and France; but with New Zealand, Germany, and the United States, the value of imports was greater than that of exports. In 1904 there was an excess of exports, but in the other four years an excess of imports in trade with the United Kingdom, and in interchange with the other Australian States there was an excess of exports in 1902, 1903, and 1904.

Trade with
United
Kingdom.

On the whole, during the five years under review, Victorian trade with the United Kingdom shows an increase from £12,647,573 to £14,944,951; but as compared with our total trade, a decline is shown from 34 to 33 per cent. The proportion of imports declined from 38 to 33 per cent., but that of exports increased from 29 to 33 per cent.

Trade with
United
States.

Leaving British countries out of consideration, our largest trade is with the United States, amounting in 1905 to nearly two millions, of which nearly one and a half millions represent imports. As compared with the year 1901, however, this trade has only increased by £117,592, but its proportion to the total trade has diminished from nearly 5 to 4 per cent.

Trade with
Germany.

Germany next claims attention, with which country the total trade in 1901 was £1,369,252, and in 1905, £1,459,161, or about $3\frac{1}{2}$ per cent. of the whole in each case. Here the imports and exports for 1904 are fairly equal, but the figures for 1905 show a considerable decline in exports.

Trade with
France.

With France, contrary to our experience with the United States and Germany, our principal trade is in exports, which in 1905 amounted to £1,529,438, as against imports £118,168; the increase in the total trade in the five years is £870,222, viz., exports £893,161, less a decline in imports of £22,939. The proportion to the total in 1901 was 2, and in 1905 nearly 4 per cent.

Articles
imported
from
different
countries.

In the table which follows, the average annual value of imports from the United Kingdom, British possessions, and foreign countries for the years 1894, 1895, and 1896 are compared with similar information for the years 1903, 1904, and 1905. The various articles are grouped under seven classes, according to the classification adopted by a conference of statisticians at Hobart in 1902:—

VALUE OF ARTICLES IMPORTED INTO VICTORIA FROM COUNTRIES
BEYOND AUSTRALIA, 1894-6 AND 1903-5.

Class of Articles.	Period.	Average Annual Imports from—					
		United Kingdom.	British Possessions.	Foreign Countries.			
				Germany.	United States.	Others.	Total Foreign Countries.
		£	£	£	£	£	£
Foods, drinks, narcotics, and stimulants	1894-6	606,767	489,500	40,861	70,748	334,427	446,036
	1903-5	554,538	678,351	71,851	450,409	519,258	1,041,518
Animals and plants ..	1894-6	12,419	11,065	6,272	365	1,216	7,853
	1903-5	24,201	33,727	9,682	2,148	6,540	18,370
Textile fabrics, dress, and manufactured fibrous materials	1894-6	2,428,097	145,522	80,918	5,017	82,987	168,922
	1903-5	3,188,940	289,393	193,845	68,371	107,156	369,372
Products of arts and manufactures, not otherwise classified	1894-6	1,414,160	21,907	154,343	163,079	156,735	474,157
	1903-5	2,013,802	51,766	414,671	581,978	342,530	1,339,179
Staple animal and vegetable substances	1894-6	301,231	137,810	31,039	156,806	42,241	230,086
	1903-5	422,095	358,585	107,718	461,604	148,366	717,688
Staple minerals and metals	1894-6	360,064	210,699	47,891	2,604	29,091	79,586
	1903-5	613,708	602,977	89,646	95,750	74,098	259,494
Miscellaneous articles imperfectly defined	1894-6	48,568	6,227	4,618	4,872	3,032	12,522
	1903-5	88,274	2,893	4,006	4,889	2,515	11,410
Total of all articles	1894-6	5,171,306	1,022,730	365,942	403,491	649,729	1,419,162
	1903-5	6,905,558	2,017,692	891,419	1,665,149	1,200,463	3,757,031

This return shows that the average annual value of imports from countries beyond Australia had increased by 67 per cent. between the two periods, and that the increased value in articles from the United Kingdom was 33 per cent., from British Possessions 97 per cent., and from foreign countries 165 per cent.; also, that of the total imports during each period, the proportion supplied by the United Kingdom and British Possessions decreased from 81 to 70 per cent., while that supplied by foreign countries increased from 19 to 30 per cent. The increased trade with foreign countries is most prominent under products of arts and manufactures, the principal articles of which, especially in the imports from Germany and the United States, are machines, tools, and implements. Staple vegetable substances from the United States also show a marked increase, chiefly through the larger trade in printing paper and timber. The advance shown in the value of food, &c., imported from the United States is not of a permanent character, as the average figures for 1903-5 are about doubled in consequence of the large and exceptional importations of wheat from there during 1903. Under imports from British Possessions the most noticeable increase is in staple minerals and metals, and this is wholly due to larger importations of gold bullion from New Zealand.

Trade with
Australian
States.

Trade with each of the other States of the Commonwealth in each of the last five years was as follows:—

IMPORTS FROM AND EXPORTS TO OTHER STATES, 1901 TO 1905.

State.	1901.	1902.	1903.	1904.	1905.
Imports.					
From—	£	£	£	£	£
New South Wales...	4,597,861	3,669,446	3,297,545	4,352,895	5,477,163
Queensland ...	517,696	499,595	400,766	875,415	1,172,771
South Australia ...	492,654	524,952	904,962	693,600	770,778
Western Australia	276,832	291,004	221,989	166,759	207,623
Tasmania ..	355,417	427,523	694,294	1,264,398	1,751,696
Total Inter-State	6,240,460	5,412,520	5,519,556	7,353,067	9,380,031
Exports.					
To—	£	£	£	£	£
New South Wales...	2,992,342	3,747,504	4,430,742	3,973,818	3,932,531
Queensland ...	366,783	1,024,894	738,498	592,529	717,399
South Australia ...	523,978	702,157	857,498	1,111,964	1,392,222
Western Australia	988,481	1,122,500	1,243,833	1,250,355	1,331,877
Tasmania ...	699,254	1,244,133	1,251,485	1,303,557	1,356,158
Total Inter-State	5,570,838	7,841,188	8,522,056	8,232,223	8,730,187

This statement, which includes for 1905 under the head of exports, £2,828,840 worth of goods other than those of Victorian origin, serves to illustrate the growing importance of Melbourne as a distributing and manufacturing centre for the neighbouring States. This is more apparent in the classes of articles imported and exported. The imports chiefly comprise raw materials for manufacture, or for transfer to oversea markets, and in 1905 the nine articles of highest value accounted for 78 per cent. of the total as follow:—Wool, £2,906,822; live stock (horses, cattle, sheep, and pigs), £1,801,850; sugar, £644,016; gold and silver (bullion and specie), £621,390; coal, £387,060; tin ingots, £315,302; hides and skins, £289,845; fruit, £166,810; and wheat, £165,155. On the other hand, the exports are mainly in a manufactured form, and are for consumption in the States. They are also more varied than in the case of imports; the nine leading items account for 49 per cent. of the total, and are as follow:—Live stock, £862,043; bullion and specie, £794,234; apparel and attire, £570,631; machines, tools, and implements, £449,268; butter, £339,049; boots and

shoes, £330,700; piece goods, £404,613; tobacco, £257,059; and metal manufactures, £240,144. Further, the table shows that after the abolition of Inter-State duties towards the end of 1901, exports to the other States increased considerably notwithstanding that in 1904, as compared with 1903, they declined by £289,833. In 1901 the imports exceeded the exports, but in the next three years the reverse was the case, and in 1905 the imports, which show an increase of £2,026,964 over the previous year, were again in excess, though the exports had increased by £497,964. The average yearly figures for the five years show an excess of about £998,000 in exports, made up of an excess in exports to South Australia, Western Australia, and Tasmania, amounting to £1,467,000, less an excess of imports from New South Wales and Queensland together amounting to about £469,000. In 1905, as compared with 1901, imports from New South Wales increased by £879,302, from Queensland by £655,075, from South Australia by £278,124, and from Tasmania by £1,396,279—the latter being an increase of no less than 393 per cent.; but imports from Western Australia decreased by £69,209. Comparing the same years, viz.:—1905 with 1901, exports to New South Wales increased by £940,189, or 31 per cent.; to Queensland by £350,616, or 96 per cent.; to South Australia by £868,244, or 166 per cent.; to Western Australia by £343,396, or 35 per cent.; and to Tasmania by £656,904, or 94 per cent.

In 1901 the total trade of Victoria with the other States was valued at £11,811,298, of which the imports formed 53 per cent., and the exports 47 per cent. In 1905 this trade had increased to £18,110,218, or by 53 per cent., the imports representing 52 per cent., and the exports 48 per cent. of the total.

No record of Victorian produce exported to other States since 1903 has been kept by the Customs Department; but information has been supplied by which a reliable estimate can be made. The years 1903 and 1904 show a considerable increase in the value of Victorian produce exported, the increase per head of population over 1902 being 18s. 8d. in 1903 and £2 19s. 2d. in 1904; but in 1905, consequent on the small exports of gold, the total per head was very little more than in 1902. The exports of merchandise in the last year show a decline of 5 per cent. as against 1904; but a considerable increase over all other years. The proportion to the total exports was 76 per cent. in each of the first three years, 71 per cent. in 1904, and only 63 per cent. in 1905. The principal articles of domestic produce exported are wool, wheat, and butter and cheese, all of which in 1904 show a substantial increase in value over the three preceding years, but which in 1905 was not maintained.

Victorian
produce
exported.

The values of the *principal* articles of export the produce or manufactures of Victoria during each of the last five years were as follow:—

PRINCIPAL ARTICLES OF VICTORIAN PRODUCE EXPORTED, 1901 TO 1905.

Principal Articles.	1901.	1902.	1903.	1904.	1905.
	£	£	£	£	£
Animals—Cattle ...	131,535	66,733	315,399	167,141	293,241
Horses ...	253,310	214,354	182,996	228,209	278,033
Sheep ...	125,025	163,206	704,622	340,199	326,526
Butter and Cheese	1,246,739	796,789	1,303,422	1,593,377	1,576,189
Fruit—Dried ...	20,058	44,249	56,768	70,492	56,808
Fresh ...	65,162	50,621	81,692	31,137	68,522
Jams and					
Jellies ...	46,178	111,178	82,755	71,941	73,233
Grain—Oats ...	250,308	149,535	45,818	163,121	165,585
Wheat ...	1,064,649	500,436	33,052	2,581,276	1,835,204
Other ...	23,571	102,768	53,961	50,075	68,553
Grain prepared—					
Flour ...	199,506	179,293	74,479	364,705	590,297
Hay and Chaff ...	407,433	1,242,186	339,660	65,420	97,471
Fodder ...	85,540	90,142	69,306	121,375	63,260
Meat—Bacon and					
Ham ...	91,870	129,817	137,971	108,750	89,943
Frozen Beef	6,680	10,135	24,724	25,555	22,697
„ Mutton	124,849	185,539	191,647	233,154	275,195
„ Rabbits					
& Hares	104,959	160,445	167,914	126,432	220,940
Skins and Hides ...	252,682	365,659	323,245	414,677	535,086
Wool ...	2,762,801	1,602,177	1,848,925	3,443,153	2,501,990
Other Articles ...	2,567,555	3,352,980	4,548,497	3,701,037	4,059,628
Total Merchandise	9,835,410	9,518,242	10,586,853	13,901,226	13,198,401
Gold (Bullion and Specie) ...	4,298,618	4,305,697	4,353,171	3,468,383	1,078,560
Total ...	14,134,028	13,823,939	14,940,024	17,369,609	14,276,961
Per head of Population ...	£ s. d. 11 15 0	£ s. d. 11 8 6	£ s. d. 12 7 2	£ s. d. 14 7 8	£ s. d. 11 15 6
Percentage of Total Exports ...	75·801	75·912	75·810	71·173	62·731

Distribution
of Victorian
produce.

The following table shows the destination of this produce under four principal heads for the past five years:—

EXPORTS OF VICTORIAN PRODUCE, 1901 TO 1905.

—	1901.	1902.	1903.	1904.	1905.
	£	£	£	£	£
Australian States ...	3,649,138	6,120,850	6,093,933	5,478,995	5,901,347
United Kingdom ...	4,124,991	2,137,768	2,298,484	6,178,666	4,454,510
Other British Possessions	4,953,443	4,512,570	5,154,382	3,530,530	1,551,420
Foreign Countries ...	1,406,456	1,052,751	1,393,225	2,181,418	2,369,684
Total ...	14,134,028	13,823,939	14,940,024	17,369,609	14,276,961

Of the Victorian produce exported, 26 per cent. was sent to the sister States in 1901, 44½ in 1902, 41 in 1903, 31½ in 1904, and 41 per cent. in 1905. Twenty-nine per cent. was sent to the United Kingdom in 1901, 15½ in 1902 and 1903, 35½ in 1904, and 31 per cent. in 1905. Thirty-five per cent. was sent to other British Possessions in 1901, 32½ in 1902, 34½ in 1903, 20½ in 1904, and 11 per cent. in 1905. Ten per cent. was sent to foreign countries in 1901, 7½ in 1902, 9 in 1903, 12½ in 1904, and 17 per cent. in 1905. Compared with 1904, the total value of domestic produce exported in 1905 shows a decrease of £3,092,648, or 18 per cent.

Decreases occur in exports to the United Kingdom and British Possessions, and in the case of the former, chiefly in wheat, oats, and gold coin. To the British Possessions, there were large decreases in the exports to Cape Colony, Ceylon, and India, principally in gold coin to the two latter and in wheat to Cape Colony.

Victoria imports a considerable quantity of timber, including large quantities of American oregon and Baltic deal. The following is a statement of the imports and exports during the five years 1901 to 1905:—

Imports and
exports of
timber.

VALUE OF TIMBER IMPORTED AND EXPORTED, 1901 TO 1905.

—	1901.	1902.	1903.	1904.	1905.
	£	£	£	£	£
Total Imports	600,304	640,392	380,158	597,210	598,486
Imports from Australian States and New Zealand...	150,539	144,699	114,943	152,203	195,217
Imports of Australasian Timber	147,700	141,214	111,675	151,114	193,116
Total Exports	35,785	42,800	57,441	46,884	42,724
Exports to Australian States and New Zealand ...	35,269	41,712	55,908	45,975	41,611
Exports of Victorian Timber	9,724	14,597	11,682	15,342	11,788
Victorian Timber exported to Australian States and New Zealand	9,583	14,398	11,058	15,105	11,456

By deducting from the total imports the value of timber which had been imported and then exported, the value of foreign timber (*i.e.*, timber produced outside Victoria) required for use within the State is obtained. Such net imports were valued at £574,243 in 1901, £612,189 in 1902, and £334,399 in 1903, £565,668 in 1904, and £567,550 in 1905.

Of the Australasian timber (*i.e.*, timber produced or treated in Australasia) imported into Victoria in 1905, New Zealand contributed £127,870 worth. The Australasian timber imported in that year was valued at £193,116, whilst the Victorian timber exported to Australasia was only worth £11,456. The export trade in Victorian timber has been done almost wholly with the adjoining States, very little going to foreign markets.

Net revenue
of Customs
Depart-
ment.

The following are the net amounts of Customs and Excise duty collected in each of the last four years, the principal items being separately distinguished:—

REVENUE OF CUSTOMS DEPARTMENT: 1901-2 TO 1904-5.

Heads of Revenue.	1901-2.	1902-3.	1903-4.	1904-5.
Import Duty—	£	£	£	£
Alcoholic Liquors ...	469,438	489,195	515,584	525,932
Narcotics ...	205,553	204,457	234,026	241,047
Sugar ...	231,129	283,991	269,890	112,217
All Other Articles ...	1,059,604	1,103,822	1,008,312	1,016,490
Total ...	1,965,724	2,081,465	2,027,812	1,895,686
Excise Duty—				
Spirits ...	79,835	75,578	86,019	88,926
Beer ...	183,738	174,618	168,155	169,115
Tobacco ...	92,004	131,003	140,979	149,187
Sugar ...	40,189	10,715	Dr. 2,307	163,247
Starch ...	741	8,036	7,935	8,662
Total ...	396,507	399,950	400,781	579,137
Miscellaneous ...	14,294	17,599	14,912	14,019
Grand Total ...	2,376,525	2,499,014	2,443,505	2,488,842

The net revenue collected by the Department of Trade and Customs in Victoria from all sources, after deduction of drawbacks and repayments, and making Inter-State adjustments, amounted to £2,488,842 in 1904-5, being £45,337 in excess of that of the previous year, but £10,172 below that of 1902-3. The revenue from Customs duties in 1904-5 was £132,126 less than that of 1903-4, but Excise duties returned £178,356 more.

Drawbacks.

Imported goods, other than stimulants and narcotics, on which duty has been paid are allowed drawback, or refund of the duty paid, if subsequently exported. Drawback is allowed not only on goods exported in the same condition as when imported, but also upon imported goods which have been subjected to some process of manufacture in Victoria. Drawbacks are included in the general exports. The following are the figures for the last five years:—

EXPORTS FOR DRAWBACK 1901 TO 1905.

Year.	Value of Goods Exported for Drawback.	Amount Paid as Drawback.
	£	£
1901	577,928	115,283
1902 ... ..	...	45,022
1903 ... ..	...	34,096
1904 ... ..	...	18,840
1905 ... ..	...	20,275

From 1872, when the system of allowing drawback was first introduced, to the end of 1905, the total amount of duty repaid as drawback was £2,923,909. The withdrawals were heavy in 1901, but very light in 1905, the difference between the amounts paid as drawback being £95,008.

Victorian shipping has grown considerably in volume during the last five years; the number of vessels (excluding those engaged in the Victorian coastal trade) entered and cleared, their gross tonnage, and the number of men forming their crews, were as follow:—

Vessels entered and cleared.

SHIPPING INWARD AND OUTWARD, 1901 TO 1905.

	1901.	1902.	1903.	1904.	1905.
Vessels Entered—					
Number	2,418	2,278	2,204	2,495	2,376
Tons	3,392,226	3,366,485	3,409,288	3,928,849	3,989,903
Men	107,120	110,134	112,064	120,710	121,415
Vessels Cleared—					
Number	2,347	2,286	2,263	2,503	2,274
Tons	3,323,265	3,372,555	3,448,566	3,906,692	3,859,098
Men	105,798	110,293	113,376	120,331	118,458

Although the numbers of vessels entering and leaving Victorian ports during 1905 were much below the numbers of 1904, the gross tonnage of vessels arriving advanced considerably, and the average tonnage of departing vessels was much above the average of 1904. Compared with all other years shown in the table, the total tonnage of 1905 shows great increase also, that of vessels arriving exceeding 1901 by 597,677 tons, and that of vessels departing exceeding that of the same year by 535,833 tons.

The nationality of vessels entered and cleared at Victorian ports in each of the years 1901 to 1905 was as shown hereunder:—

Nationality of vessels.

NATIONALITY OF VESSELS ENTERED AND CLEARED, 1901 TO 1905.

Year.	Total	British.	Australasian.	Foreign.
	Entered.			
1901	2,418	580	1,640	198
1902	2,278	497	1,613	168
1903	2,204	466	1,379	159
1904	2,495	657	1,636*	202
1905	2,376	658	1,518*	200
	Cleared.			
1901	2,347	561	1,598	188
1902	2,286	517	1,602	167
1903	2,263	460	1,644	159
1904	2,503	663	1,641*	199
1905	2,274	619	1,469*	186

* Australian only.

Australasian vessels formed 68 per cent. of the total shipping inward and outward in 1901, 71 in 1902, 72 in 1903, 66 in 1904, and 64 per cent. in 1905. British vessels constituted 24 per cent. in 1901, 22 in 1902, 21 in 1903, 26 in 1904, and 28 per cent. in 1905. Foreign vessels made up 8 per cent. of the total in 1901, 7 in 1902 and 1903, and 8 per cent. in 1904 and 1905.

Vessels on
Victorian
register.

The vessels on the Victorian register were as follow on the 31st December, 1905, the ports of registration and net tonnage being distinguished:—

VESSELS ON THE VICTORIAN REGISTER, 1905.

Port of Registration.	Steamers.		Sailing Vessels.		Total.	
	Number.	Net Tonnage.	Number.	Net Tonnage.	Number.	Net Tonnage.
Melbourne	160	78,602	203	32,090	363	110,692
Geelong ... ..	...	...	2	337	3	337
Total	160	78,602	206	32,427	366	111,029

Vessels on
Austral-
asian
registers.

The following is a statement, compiled from figures supplied by the Marine Underwriters' Association of Victoria, of the number and net tonnage of vessels on the registers of all the Australian States and New Zealand on the 30th June, 1905. It will be seen that the tonnage on the Victorian, New South Wales, and New Zealand registers exceeded 100,000 tons:—

VESSELS OWNED IN AUSTRALIAN STATES AND NEW ZEALAND, 1905.

State.	Steamers.		Sailing Vessels.		Total.	
	Number	Tons.	Number.	Tons.	Number.	Tons.
Victoria	147	69,600	209	32,433	356	102,033
New South Wales	519	65,398	583	53,851	1,102	119,249
Queensland	93	14,502	220	9,211	313	23,713
South Australia	109	37,791	255	17,834	364	55,625
Western Australia	37	11,689	332	8,430	369	20,119
Tasmania	60	9,569	158	10,056	218	19,625
Total Australia	965	208,549	1,757	131,815	2,722	340,364
New Guinea	2	25	...	...	2	25
New Zealand	231	66,693	358	42,587	589	109,280
Total	1,198	275,267	2,115	174,402	3,313	449,669

LIGHTHOUSES AND LIGHTS, 1905.

Where situated.			Description.	Nature.	Power in Lighthouse. (Units of 1,000 Candles.)			Colour.	Distance Visible.	No. of Hands.	Ordinary Expenditure during the Financial Year 1904-5.	Capital Cost.	
					White.	Red.	Green.		Miles.		£	£	
Cape Nelson	Auxiliary	..	Dioptric	Fixed	4½	3½	..	White*	19	3	480	16,178	
Portland	..	..	Dioptric	"	..	..	Red	3	2		319	2,573
Port Fairy	..	..	"	Fixed and Flashing	..	..	Green	12	2		312	3,857
						{ 1½ f. 1½ d. }		Red	9	2			
Warrnambool (upper light)		..	"	Fixed	½	..	..	White	14	2	306	7,917
(lower light)		..	"	"	Red	5				
Cape Otway	Auxiliary	..	"	Triple Flashing	24	..	..	White	24	3	492	10,367
	"	Fixed	Red	4 to 8				
Split Point	Auxiliary	..	Dioptric	"	7½	5½	..	Red†	18	3	480	11,838	
	"	"	White	3				
Port Phillip—		..			..	..	..
Point Lonsdale		..	Dioptric	Occulting	22	13	..	White and Red	17	3	512	4,113	
Queenscliff (high)		..	Catadioptric	Fixed	2½	White	17				
(low)		..	Dioptric	"	2	½	..	Red and White	10 & 14	8	1,257	19,071	
West Channel Pile Light		..	"	"	2	1	..	"	11				
South Channel (Eastern Light)		..	"	"	2½	2½	..	"	13				
(pile)		..	"	"	½	1½	..	"	10		4	604	9,456
Schnapper Point		..	"	"	..	..	..	White	10	..	40	..
Gellibrand's Point (lightship)		..	"	"	..	½	..	Red	10	2	395	5,005	
Geelong (Hopetoun Channel N.S.)		..	"	"	..	..	..	White	6	..	..	..
(Hopetoun Channel S.S.)		..	"	"	..	..	..	Red	4	..	..	..
Cape Schanck		..	Catadioptric	Fixed and Flashing	{ 4½ f. 48½ f. }	..	..	White	23	3	525	19,278
	Auxiliary	..	"	Fixed	Red	3				
Wilson's Promontory		..	Catoptric	"	2½	..	..	White	24	3	778	24,433
Cliffy Island		..	Dioptric	Flashing	4½	..	..	White	15	3	484	13,225
Cape Everard		..	Holophotal	Double Flashing	30	12	..	White*	21	3	557	21,785	
	Auxiliary	..	"	Fixed	Red	2				
Gabo Island		..	Catadioptric	"	4½	..	..	White	20	3	907	22,631
"	Auxiliary	..	"	"	Red	3				
Total										..	8,448	191,727	

* Red sectors between the limits of white light and shore at either side.

† White sectors between the limits of red light and shore at either side.

The following return contains particulars of the lighthouses and Light-houses on the Victorian coast:—

Interchange.

Dredges.

At the close of 1905, the Melbourne Harbor Trust possessed four dredges, having an aggregate maximum lifting capacity of 3,034 tons per hour, but varying according to the character of the material dredged, whether silt, sand, clay, rotten rock, &c. Of the above dredges, two are central-ladder end-cutting, one is central-ladder, and one side-ladder.

Silt raised.

The total quantity of dredgings by the Harbor Trust actually raised in 1905 amounted to 1,243,375 cubic yards, viz., 430,125 cubic yards from Hobson's Bay, and 813,250 cubic yards from the River Yarra and Victoria Dock. Since the establishment of the Trust, the river dredgings have amounted to 21,652,371 cubic yards, and the bay dredgings to 12,763,810 cubic yards, making a total of 34,416,181 cubic yards. Of the dredgings, 24,688,113 cubic yards were deposited at sea, and 9,728,068 cubic yards were landed for roads and reclamation work. The average cost of dredging in 1905 was 1.86d. per cubic yard.

Postal
returns.

The following table shows the number of post-offices and the letters, &c., handled each year since 1900:—

POSTAL RETURNS, 1901 TO 1905.

—	1901.	1902.	1903.	1904.	1905.
Number of Post Offices Despatched and Received—	1,637	1,645	1,646	1,652	1,655
Letters and Post Cards ...	88,973,499	98,342,507	105,922,527	110,445,804	119,689,073
Newspapers ...	27,125,251	33,638,532	41,101,050	58,995,233	58,555,037
Packets ...	13,172,858	16,966,644	13,653,569		
Parcels ...	309,118	365,898	429,084	424,507	469,106
Total ...	124,580,726	149,313,581	161,106,230	169,865,544	178,713,216

The business done by the Post Office has grown considerably in the five years under review, that for 1905 being 43 per cent. more than that for 1901. The number of letters and post-cards have increased by 35,715,574 since 1901, newspapers and packets by 18,256,928, and parcels by 159,988.

Money
orders and
postal
notes.

Money order offices are established at 479 places in connexion with the Post Office, and orders are issued for payment throughout the Commonwealth and all the principal British and foreign countries. Orders are limited to a maximum amount of £20, and the

charges range from 1 1-5d. in the £1 on orders issued for payment within Victoria to 6d. in the £1 for orders payable beyond Australia, New Zealand, and Fiji. Postal notes, ranging from 1s. to £1 in value, are issued and paid throughout the Commonwealth, the commission ranging from ½d. to 3d. The following is a comparative statement of the business done since 1900:—

MONEY ORDERS AND POSTAL NOTES: 1901 TO 1905.

—	1901.	1902.	1903.	1904.	1905.
Money Orders Issued—					
Number	228,931	217,634	215,694	221,578	221,732
Amount	£700,618	£706,791	£721,017	£747,875	£759,763
Money Orders Paid—					
Number	298,860	306,510	318,766	319,886	312,244
Amount	£1,004,725	£1,053,313	£1,121,807	£1,125,557	£1,102,652
Postal Notes—					
Victorian—Paid in					
Victoria	£504,039	£498,174	£514,464	£559,325	£585,548
Victorian—Paid in					
Other States ...	£19,171	£30,207	£44,512	£58,061	£67,156
Of Other States—					
Paid in Victoria ...	£28,205	£46,805	£77,341	£96,532	£110,027

The value of money orders issued has increased year by year, the issues of 1905 exceeding those of 1901 by £59,145, and those of 1904 by £11,888. Of orders paid those of 1905 exceeded 1901 by £97,927, but were less than those of 1904 by £22,905.

The business in postal notes has increased considerably, the amount of Victorian notes paid within the State being £81,509 more in 1905 than in 1901. The business with the other States shows great improvement during the period embraced in the table, attributable to the removal of Inter-State charges existing prior to the federation of the States; Victorian notes paid in other States during 1905 showing an increase of £47,985 over 1901, and notes of other States paid in Victoria compared for the same years an increase of £81,822.

Telegraphic communication exists between 969 stations within the State. Victorian lines are connected with those of New South Wales, and by means of them with Queensland and the submarine cable to New Zealand, also with the lines in South Australia, and through them with those of Western Australia, the Eastern Archipelago, Asia, Europe, Africa, and America; also with the submarine cable to Tasmania; the length of lines and wire open, and the

Telegraphs
and tele-
grams.

number of telegrams sent from Victorian stations in the last five years were as follow:—

TELEGRAPHS AND TELEGRAMS, 1901 TO 1905.

	1901.	1902.	1903.	1904.	1905.
Number of Stations ...	843	875	878	881	969
Miles open—					
Line (poles) ...	6,468	6,589	6,596	6,494	6,338
Wire ...	15,356	15,611	15,883	16,240	16,082
Number of Telegrams sent—					
Paid—Inland ...	1,513,217	1,524,236	1,706,497	1,644,522	1,689,145
Inter-State ...	410,970	434,807	476,881	501,038	508,058
International ...	22,725	41,822	50,320	55,750	59,279
Unpaid—O.H.M.S. ...	110,768	93,892	...	...	...
Total ...	2,057,680	2,094,757	2,233,698	2,201,310	2,256,482

In 1905 there were 126 telegraph stations, and 726 miles of telegraph wire more than in 1901, but the mileage of telegraph lines and wire has been reduced since 1904, and this is due to telegraph lines having been converted into telephone. Compared with 1904 the total telegrams despatched in 1905 show an increase of 55,172, inland telegrams having increased to the extent of 44,623, whilst inter-state and international increased by 7,020 and 3,529 respectively. Compared with 1901 the telegrams of 1905 show an increase of 198,802. Unpaid telegrams O.H.M.S. were discontinued in 1902. New Zealand telegrams for 1901 are included with inter-state, but for the four latter years with international.

Telephones.

The telephone exchanges were worked by a private company until September, 1887, in which month the business, buildings, and plant were purchased by the Government. The annual rental for business telephones in Melbourne and suburbs is £9, in country towns, £7. For private residence telephones in Melbourne, suburbs, and country the rental is £5. The following statement shows for the past five years the length of lines and wire open, the number of exchanges, subscribers, bureaux, and private lines:—

TELEPHONES: 1901 TO 1905.

	1901.	1902.	1903.	1904.	1905.
Miles Open—					
Lines (Poles and under-ground					
Cables) ...	1,224	1,275	1,310	1,368	1,659
Wire ...	17,763	21,308	22,995	25,501	29,312
Exchanges—					
Number ...	20	20	20	22	24
Subscribers ...	6,049	6,847	7,610	8,429	9,259
Bureaux ...	70	74	90	126	135
Private Lines ...	383	388	392	395	416

The length of wire has increased 65 per cent., and the number of subscribers 53 per cent., since 1901.

All railways in Victoria are the property of the State. The gauge is 5 ft. 3 in. for all double lines, and for 3,048.12 miles of the single lines, the balance—81.60 miles of single lines—being 2 ft. 6 in. gauge. The following table shows the length of double and single lines, the cost of construction, and average cost per mile for the last five years:—

RAILWAYS, LENGTH AND COST OF CONSTRUCTION, 1900-1 TO 1904-5.

—	1901.	1902.	1903.	1904.	1905.
Length of Lines on 30th June—					
Double Lines (miles)	294	297	297	315.46	312.01
Single Lines (miles)	2,944	3,006	3,104	3,113.09	3,129.72
Total ...	3,238	3,303	3,401	3,428.55	3,441.73
Cost of Construction	£ 31,232,023	£ 31,716,408	£ 32,052,954	£ 32,156,868	£ 32,231,083
Average Cost per mile	9,645	9,602	9,425	9,379	9,365

During the years 1903-4 and 1904-5 all railways and tracks were re-measured by the Railway Department, and the mileage is now correctly given. Since the 30th June, 1901, 190.52 miles of railway (including 32.89 narrow gauge) have been constructed and opened for traffic, and the average cost per mile of all lines constructed has been reduced from £9,645 to £9,365, or by £280 per mile.

During the year 1904-5 13.21 miles were opened for traffic, and on the 30th June, 1905, one line was in progress of construction, viz., that from Moe to Walhalla.

The mileage and the traffic of the railways from 1901 to 1905 are given in the following table:—

RAILWAYS—MILEAGE AND TRAFFIC, 1900-1 TO 1904-5.

—	Year ended 30th June.				
	1901.	1902.	1903.	1904.	1905.
Miles Constructed ...	3,238	3,303	3,401	3,428.55	3,441.73
„ Dismantled ...	16	16	16	16.07	16.07
„ Closed to Traffic	9	9	9	31.77	31.81
„ Open for Traffic	3,213	3,278	3,376	3,380.70	3,393.85
Train Mileage ...	11,066,016	11,284,944	10,286,272	9,172,644	9,023,365
Passengers carried ...	54,704,062	57,465,077	54,798,073	54,282,003	59,702,060
Goods and Live Stock Carried (Tons) ...	3,381,860	3,433,627	3,093,997	3,439,203	3,628,237

The traffic of 1904-5 is the heaviest experienced by the railways, the passengers exceeding those of the next heaviest year—1889-1890—by 750,254, and the tonnage of goods and live stock exceeding that of 1903-4, the next in volume, by 189,034. Comparing 1904-5 with 1900-1, the passenger traffic has increased by 4,997,988 passengers, or 9 per cent., and the goods and live stock carried by 246,377 tons, or 7 per cent.; but the number of train miles run has been reduced by 2,042,651 miles, or 18 per cent. Passengers carried during 1904-5 exceeded those carried during 1903-4 by 5,420,047, or 10 per cent., the increase in goods and live stock—189,034 tons—being equivalent to 5½ per cent.

The receipts and working expenses of the railways during the last five financial years were as follow:—

RAILWAY RECEIPTS AND EXPENDITURE, 1900-1 TO 1904-5.

	Year ended 30th June.				
	1901.	1902.	1903.	1904.	1905.
Receipts -	£	£	£	£	£
Passenger Fares ...	1,368,311	1,378,746	1,325,565	1,360,484	1,382,308
Freight on Goods and Live Stock	1,711,894	1,719,462	1,454,770	1,792,978	1,918,793
Sundries ...	257,592	269,635	266,523	284,679	281,165
Total ...	3,337,797	3,367,843	3,046,858	3,438,141	3,582,266
Working Expenses -					
Maintenance ...	518,488	501,938	528,253	545,013	571,149
Rolling-stock ...	793,345	855,464	774,933	743,032	942,529
Traffic Charges ...	609,000	640,442	582,167	577,799	} 562,370
Compensation ...	7,945	31,145	10,729	8,216	
General Charges...	146,461	137,129	136,005	148,343	146,231
Total ...	2,075,239	2,166,118	2,032,087	2,022,403	2,222,279
Net Receipts ...	1,262,558	1,201,725	1,014,771	1,415,738	1,359,987
Percentage of Expenses to Receipts	62·17	64·32	66·69	58·82	62·04

The receipts for 1904-5 are the largest yet earned, being £144,125, or 4 per cent., in excess of the receipts for 1903-4, the next best year, and £244,469, or 7 per cent., in excess of those for 1900-1. Working expenses, which include pensions and gratuities under the head of general charges, have increased to the extent of £199,876, or 10 per cent., over 1903-4, and £147,040, or 7 per

cent., over 1900-1. The net receipts of 1904-5 are £55,751 less than those of the previous year, but £345,216 in excess of 1902-3, and £97,429 in excess of 1900-1. The proportion of expenses to receipts for 1904-5 is 5 per cent. higher than for 1903-4, but lower than the proportions for the other years. It must be remembered that working expenses include expenditure on belated repairs, and on account of previous years, together amounting to £21,500 in 1900-1 and 1901-2, £102,630 in 1902-3, £119,556 in 1903-4, and £248,485 in 1904-5.

The earnings, expenses, and net profits per mile of railway open for the years ended 30th June, 1901 to 1905, were as follow:—

Railway
earnings
and ex-
penses per
mile.

RAILWAY RECEIPTS AND EXPENDITURE PER TRAIN MILE, 1900-1 TO 1904-5.

—	1901.	1902.	1903.	1904.	1905.
Average Number of Miles Open ...	3,229 $\frac{3}{4}$	3,266 $\frac{1}{2}$	3,328	3,371	3,384
Gross Earnings per Mile ...	£ 1,033	£ 1,031	£ 916	£ 1,020	£ 1,059
Expenses per Mile ..	642	663	611	600	657
Net Profits per Mile	391	368	305	420	402

The receipts per mile of open railway for 1904-5 are £39 better than for the preceding year, and £143 better than 1902-3, whilst the expenses per mile show increases of £57 and £46 over the same respective years. Net profits per mile are £18 below 1903-4, but £97 above 1902-3.

This table excludes all consideration of interest payable on railway loans and expenses of paying the same, which amounted to £1,461,994 in 1904-5—equal to a charge of £432 per mile of railway open for traffic.

Victorian coal has been largely used by the Railway Department for steaming purposes. In 1901, 95,273 tons were consumed; in 1902, 120,854 tons; in 1903, 23,694 tons; in 1904, 51,572 tons; and in 1905, 76,289 tons. The quantity carried for use by the general public was 109,801 tons in 1901, 98,781 tons in 1902, 46,599 tons in 1903, 70,341 tons in 1904, and 67,239 tons in 1905; the rate of carriage from the mines to Melbourne being $\frac{3}{4}$ d. per ton per mile, of which $\frac{1}{4}$ d. per ton per mile was paid by the Government; beyond Melbourne the charge is 1d. per ton per mile.

Victorian
coal used,
&c.

MELBOURNE TRAMWAYS TRUST.

By the "Melbourne Tramway and Omnibus Company's Act 1883" (47 Vict. No. 765), passed on the 12th October, 1883, the company was authorized to construct tramways in the streets of Melbourne and suburbs, unless the municipalities interested, who had the prior right, elected to do so. All the municipalities, however, decided

Tramways.

to exercise the powers conferred upon them, and the necessary notice to the company having been given, a Tramways Trust was formed, as provided by the Act. This body, which consists of delegates from municipalities concerned, received full power to construct tramways, and to borrow money for that purpose, secured on the municipal properties and revenues and on the tramways themselves. The Trust was required by the above-mentioned Act, as modified by the amending Acts (51 Vict. No. 952 and 56 Vict. No. 1278), to complete the tramways by the 31st December, 1893, and to grant a 32 years' lease of the tramways to the company, dating from the 1st July, 1884 (when the liability for interest commenced), and expiring on the 1st July, 1916. The company, on its part, is 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 good working condition to the Trust at the expiration of the lease, and to pay to the Trust the annual interest on the moneys borrowed; also to contribute annually a certain varying percentage on the sums borrowed, so as to form a sinking fund towards the ultimate extinction of the loans. The expenses of the Trust to the 31st December, 1893, were defrayed out of the loan; after that period by the company to an amount not exceeding £1,000 per annum, and the remainder by the municipalities; and the liability on account of loans is by Act 48 Vict. No. 788 made a joint and several charge on the properties and revenues of the several municipalities. The total amount the Trust is empowered to borrow is £1,650,000, which has been raised in London by means of debentures bearing interest at $4\frac{1}{2}$ per cent. The premiums received amounted to £55,794, making a total of £1,705,794. The whole of this was expended by the 31st December, 1893, when all outlay from loan moneys ceased in accordance with Act No. 1278. The sinking fund on the 3rd January, 1906, amounted to £843,060. The following particulars have been furnished by the secretary to the Tramways Trust:—

“The total length of tramways authorized and constructed amounts to 47 miles 4 furlongs, of which 43 miles 6 furlongs are worked by cables and stationary steam-engines, and the remaining 3 miles 6 furlongs by horses.

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

“A uniform fare of 3d. is authorized to be charged on the tramway lines, except on the section between the Spencer-street and Prince's-bridge Railway Stations, *via* Flinders-street, on which the fare is 1d. But the company is required to run, upon all lines open for traffic, every morning between the hours of 6 and 7, and every evening between the hours of 5.30 and 6.30 (Sundays and public holidays excepted), two or more carriages for workmen at a fare of $1\frac{1}{2}$ d. per journey. All fares will be, by Act No. 765, section 26, subject to revision by Parliament after the lapse of ten years from the date of

the first 20 miles of tramway being opened for traffic, viz., on the 31st December, 1897."

The lengths of the several lines and the dates on which they were opened for traffic were given in previous issues of this work.

The succeeding table has been compiled from information furnished by the secretary of the Melbourne Tramway and Omnibus Company:—

Melbourne tramways.

MELBOURNE TRAMWAYS, 1900-1 TO 1904-5.

Year ended 30th June.	Length of Lines Open.	Tram Mileage.	Passengers Carried.	Traffic Receipts.
				£
1901	48	8,964,734	47,195,647	465,427
1902	48	9,226,883	47,261,572	454,683
1903	48	9,044,282	46,832,910	432,505
1904	48	8,968,928	49,183,742	444,495
1905	48	8,932,073	50,297,357	448,740

The traffic of the Melbourne tramways for 1904-5 is the heaviest recorded, exceeding that of 1903-4 (the next in volume) by 1,113,615 passengers, although the number of tram miles run was 36,855 less than in the earlier year. Compared with 1900-1, the 1904-5 traffic shows an increase of 3,101,710 passengers, but a diminution of 32,661 in the mileage.

Besides the lines of the Melbourne Tramway and Omnibus Company, there is a cable tramway, $2\frac{1}{4}$ miles in length, between Clifton Hill and Preston; a horse tramway, 7 miles in length, between Sandringham and Cheltenham (Beaumaris); and a horse tramway, $1\frac{1}{2}$ miles in length, between Brunswick and Coburg. There are also electric tramways at Ballarat and Bendigo. The cost of the Beaumaris tramway to 30th June, 1905, was £21,821. The following were the traffic receipts, &c., on this line during the last five years:—

Other suburban and country tramways.

BEAUMARIS TRAMWAY, 1900-1 TO 1904-5.

Year.	Miles run.	Receipts.	Working Expenses.
		£	£
1900-1	38,723	1,323	1,281
1901-2	39,500	1,528	1,622
1902-3	39,150	1,410	1,644
1903-4	39,700	1,489	1,312
1904-5	42,300	1,669	1,560

The number of vehicles licensed for the conveyance of passengers in Melbourne, and for a distance of 8 miles beyond the corporate limits, in 1905 was 1,557, of which 806 were cabs. The number

Licensed vehicles in Melbourne.

of drivers licensed for the conveyance of goods was 1,638. The following are the particulars for the last five years:—

LICENSED VEHICLES IN MELBOURNE, 1901 TO 1905.

	1901.	1902.	1903.	1904.	1905.
<i>For Passenger Traffic.</i>					
Cabs (4 Wheels)	657	637	613	607	591
" (Hansoms)	199	210	200	210	215
Omnibuses	22	57	37	29	33
Tram Cars	372	372	11	10	382
" Dummies	359	344	5	5	336
Total	1,609	1,620	866	861	1,557
<i>For Conveyance of Goods.</i>					
Drivers licensed	1,265	1,339	1,290	1,138	1,638

The reason for the small number of tram cars and dummies licensed in 1903 and 1904 is that their liability to be licensed was under dispute. The matter has now been settled, the decision being, as the figures show, in favour of licensing.