

which take goods for transhipment to the Continent in London. I presume, if there had been any difference, figures for both would have been given. There are no quotations for frozen meat, butter, or cheese.

The Collector informed me that brokers chartered sailing-ships as opportunity offered, and took cargo at low rates, sufficient to leave a fair profit on the amount of the charter.

W. T. GLASGOW,  
Secretary and Inspector.

12th March, 1897.

FREIGHTS FROM SYDNEY TO LONDON PER SAILING AND STEAM VESSELS, 1889-95.

Year.	Vessel.	Per Pound.	Per Ton Weight.				Per Ton Measurement (40 cubic feet).	
		Wool (Greasy).	Tallow.	Copra.	Leather.	Hides.	Preserved Meats.	Measurement Goods.
1889	Sailing ..	$\frac{5}{16}$ d. to $\frac{7}{16}$ d.	25/ to 45/	32/6 to 50/	27/6 to 45/	15/ to 20/	22/6	20/ to 25/
	Steam ..	$\frac{3}{4}$ d. to $\frac{3}{4}$ d.	25/ to 50/	50/	40/ to 60/	..	..	..
1890	Sailing ..	$\frac{3}{4}$ d. to $\frac{3}{4}$ d.	32/6 to 47/6	32/6 to 47/6	35/ to 45/	15/ to 25/	25/ to 30/	25/ to 35/
	Steam ..	$\frac{3}{4}$ d. to $\frac{3}{4}$ d.	35/ to 50/	45/ to 50/	45/ to 60/	..	30/	60/
1891	Sailing ..	$\frac{1}{4}$ d. to $\frac{7}{16}$ d.	26/ to 45/	35/ to 47/6	27/6 to 40/	20/ to 30/	17/6 to 25/	22/6 to 45/
	Steam ..	$\frac{5}{16}$ d. to $\frac{3}{4}$ d.	32/6 to 45/	35/ to 45/	32/6 to 50/	30/ to 35/	..	32/6 to 60/
1892	Sailing ..	$\frac{3}{4}$ d. to $\frac{5}{16}$ d.	27/6 to 37/6	37/6 to 42/6	27/6 to 40/	15/ to 22/6	20/ to 27/6	27/6 to 40/
	Steam ..	$\frac{3}{4}$ d. to $\frac{3}{4}$ d.	45/ to 50/	40/ to 45/	40/ to 60/	35/	32/6 to 40/	40/ to 60/
1893	Sailing ..	$\frac{5}{16}$ d. to $\frac{1}{2}$ d.	25/ to 40/	27/6 to 30/	25/ to 40/	15/ to 22/6	15/ to 17/6	25/ to 40/
	Steam ..	$\frac{3}{4}$ d. to $\frac{3}{4}$ d.	35/ to 50/	35/ to 40/	35/ to 60/	30/ to 40/	30/	40/ to 60/
1894	Sailing ..	$\frac{3}{4}$ d. to $\frac{7}{16}$ d.	32/6 to 37/6	36/3 to 37/6	32/6 to 40/	17/6 to 20/	17/6	25/ to 30/
	Steam ..	$\frac{3}{4}$ d. to $\frac{1}{2}$ d.	40/ to 50/	..	35/ to 50/	30/	25/ to 30/	35/ to 50/
1895	Sailing ..	$\frac{5}{16}$ d. to $\frac{3}{4}$ d.	17/6 to 35/	20/ to 40/	30/ to 40/	15/ to 22/6	15/ to 17/6	20/ to 35/
	Steam ..	$\frac{5}{16}$ d. to $\frac{1}{2}$ d.	22/6 to 40/	..	35/ to 65/	25/ to 40/	20/ to 30/	30/ to 45/

WOOL (GREASY) FREIGHTS TO EUROPE AND UNITED STATES OF AMERICA, 1895.

Vessel.	Europe.			United States of America.	
	France.	Germany.	Belgium.	Via London.	Via Vancouver.
Sailing ..	Per Pound. $\frac{5}{16}$ d. to $\frac{3}{4}$ d.	Per Pound. $\frac{5}{16}$ d. to $\frac{3}{4}$ d.	Per Pound. $\frac{5}{16}$ d. to $\frac{3}{4}$ d.	3s. per bale in addition to freight to London	\$1 60c. (6s. 7d.) to \$1 80c. (7s. 5d.) per 100 lb.
Steam ..	$\frac{5}{16}$ d. to $\frac{1}{2}$ d.	$\frac{5}{16}$ d. to $\frac{1}{2}$ d.	$\frac{5}{16}$ d. to $\frac{1}{2}$ d.		

ESTIMATED AMOUNT PAID by New Zealand Producers on Produce shipped to United Kingdom at Rates current in New Zealand, and Amount which would be paid if the Rates of Freight were the same as those existing in Victoria.

Article.	Total shipped during 1896.	Freight at New Zealand Rates.	Freight at Victorian Rates.
Wool—		£	£
Greasy .. .. .	100,595,333 lb. ...	261,967	99,548
Scoured (including washed and slipped)	28,556,291 " ...	89,238	42,388
Frozen meat—			
Sheep .. .. .	810,016 cwt. ...	415,808	236,255
Lamb .. .. .	255,276 " ...	147,422	74,456
Butter .. .. .	71,353 " ...	27,471	24,974
Cheese .. .. .	71,372 " ...	20,608	24,980
		£962,514	£502,601

The above calculation has been made at the rate for steamers. Three-fourths of the wool goes by steamers. The rates for sailing-vessels are somewhat less than for steamers. Roughly, I think, it may be assumed that New Zealand producers pay about £400,000 a year more for freight than would be the case if the rates current in Victoria were in existence in this colony.

Department of Trade and Customs,  
Wellington, 26th March, 1897.

W. T. GLASGOW,  
Secretary and Inspector of Customs.

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