

DUBLIN STATISTICAL SOCIETY,

STATISTICS OF AUSTRALIA:

A PAPER READ BEFORE

THE DUBLIN STATISTICAL SOCIETY,

ON MONDAY, 28TH NOVEMBER, 1853,

BY JAMES HAUGHTON, ESQ.

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THIS society was established in November, 1847, for the purpose of promoting the study of Statistical and Economical Science. The meetings are held on the third Monday in each month, from November till June, inclusive, at 8, p. m. The business is transacted by members reading written communications on subjects of Statistical and Economical Science. No communication is read unless two members of the council certify that they consider it in accordance with the rules and objects of the society. The reading of each paper, unless by express permission of the council previously obtained, is limited to *half an hour*.

Applications for leave to read papers should be made to the secretaries at least a *week* previously to the meeting.

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The subscription to the society is one pound entrance, and *ten shillings* per annum.

Statistics of Australia.—By James Haughton, Esq

GENTLEMEN—The material improvement in our Australian colonies, since the discovery of gold in that region of the earth, being, I believe, unexampled in the history of our race, I have thought that a few statistics, drawn from reliable sources, marking the wondrous progress in wealth in these dependencies of the British crown, might not prove uninteresting to this society. The interest in these lands, created in the mother country because of this prosperity, and of the demand for high-priced labour which is the result of it, is so great, that it would not be an easy matter to express it in words. Thousands of our countrymen are flocking to that land, wherein they hope to realize, in a brief period of time, fortunes sufficiently large to place them in comfortable circumstances during the remainder of their lives. In this expectation a few are so fortunate as to have their hopes realized, but very many are doomed to disappointment. On the whole, however, the general result produced is an extraordinary progress in wealth; and so enormous is the amount of commercial activity, that the trade of Melbourne has reached such a degree of importance, that its port is now said to rank fourth in the British dominions.

The first paper to which I shall direct your attention, is the second anniversary address of the Chairman of the Chamber of Commerce of Melbourne, (William Westgarth), read on the 1st of April last. It is a voluminous and highly interesting document, and it indicates an increasing amount of trade in the colony, which is almost beyond the bounds of credibility. I extract from it the following statistics:—

“The population of the colony has been more than doubled within the interval of one year; namely, from 95,000, the estimated number at the end of 1851, to 200,000 at the end of the following year. The shipping inwards has risen during the same space, from 669 vessels in 1851, with a tonnage of 126,000; to 1,657 vessels in 1852, with a tonnage of 408,000.

“The increase of the public revenue is still more striking. In 1851, the amount was £380,000; in 1852, it had increased to no less than £1,577,000.

“I believe I shall not exaggerate the commercial position of this colony, when I state that its present customs value, under tariffs

averaging no very material inequality of conditions, exceeds that of all the other Australian colonies put together.

"The returns of imports for 1851 amounted to £1,056,000; for the following year the amount had increased to £4,044,000. The increase in the amount of export produce for same period is still more striking, namely, from £1,424,000 to £7,452,000."

This is the amount set forth in the official reports, which Mr. Westgarth considers greatly below the truth; he estimates the value at double that sum. He states, that no material quantity of gold was procured until towards the end of September, 1851, and that within fifteen months from that period nearly five millions of ounces were raised. Some of the effects of gold on the colony are illustrated by the extraordinary progress of Melbourne, its capital. "The harbour of Williamstown, its chief port, now exhibits the lively spectacle of one hundred three-masted vessels riding at anchor, besides steam vessels, and a large assemblage, both there and at the wharves of the city, of smaller shipping. All the principal streets are thronged with passengers, and with vehicles of every kind. By the census of March, 1851, Melbourne then contained 23,000 inhabitants; they may now be estimated at nearly 80,000 persons.

"The progress of Geelong has been scarcely less marked than that of Melbourne itself. The population is estimated at 20,000; two years ago it was 8,000. The great importance recently acquired by the Balarat gold fields will still accelerate the progress of our sister town.

"A brief interval will suffice to exhibit two populous and wealthy cities upon the shores of our inland harbour, where but eighteen years before were only an uncultivated waste, and a few scattered tribes of the lowest grades of our race.

"Three railways have been sanctioned by the legislature. One from Melbourne to the harbour, about two miles in length; a second to the gold fields of Mount Alexander and Bendigo; and the third, the Melbourne and Geelong Railway. The increasing facilities of steam navigation give further evidence of progress in these colonies.

"Steam communication by several different companies, and by different routes, has been established with Britain. The various ports of the adjacent colonies; including, at length, Hobart Town and Adelaide, are now also connected by steam.

"There has been a great extension of banking facilities. The amount of £720,000 has been voted by the local legislature for the public works of the present year, besides adequate amounts for the establishment of an university and public schools, and of a public library. There is also the prospect of the speedy establishment of a Museum of Economic Geology, to furnish to our innumerable *prospecting* colonists some practical guidance for the discovery of our mineral wealth."

The fluctuations in the prices of merchandize of all kinds have been very great. Tables are given on this interesting point, to guide shippers and speculators in their transactions. As may be well supposed, large gains and very heavy losses have been the consequence of reckless trading.

The following rates of wages are given:—

Carpenters,	--	--	20/0	per day.
Blacksmiths,	--	--	18/0	"
Labourers on roads	--	--	10/0	"
Married couples,	--	--	£80	per year, with rations.
Shepherds,	--	--	£35	"
Gardeners,	--	--	£70	"
Cooks,	--	--	£40	"
Housemaids,	--	--	£25	"
Laundresses,	--	--	£35	"
Nursemaids,	--	--	£22	"
Bullock drivers,	--	--	£3	per week, and rations.
Farm labourers,	--	--	30/0	"
Ploughmen,	--	--	35/0	"

Current retail prices of various necessaries of life at Melbourne.

Carrots and Parsnips	--	--	6/0	per dozen.
Cabbages	--	--	18/0	"
Onions	--	--	0/5	per lb.
Potatoes	--	--	24/0	per cwt.
Butter	--	--	2/0	to 3/0 per lb.
Eggs	--	--	5/0	per dozen.
Fowls	--	--	10/0	per pair.
Ducks	--	--	12/0	"
Geese and Turkeys	--	--	14/0	each.
Bread, 4 lb. loaf	--	--	1/0	to 2/0
Beef and Mutton	--	--	0/3	per lb.
Bacon	--	--	0/8	to 1/6 per lb.
Sugar	--	--	£21	to £26 per ton.
Tea	--	--	£5	per Chest or 1/6 per lb.
Coffee	--	--	0/3	to 0/8 per lb.
Potatoes	--	--	£7	to £20 per ton.
Flour	--	--	50/0	per 200 lbs.
Cheese	--	--	2/0	per lb.
Tobacco	--	--	6/0	"
Oats	--	--	5/0	to 15/0 per bushel.
Bran	--	--	1/0	to 2/6 "

From the rates quoted for labour, high as are the prices of most of the necessaries of life, it may be seen that tradesmen and labourers may live comfortably and save a good share of their wages.

Rum is quoted from	--	--	3/3	to 4/6 per gallon.
Brandy	--	--	6/0	to 17/6 "
Geneva	--	--	12/6	to 27/0 "
Beer, London Stout	--	--	£5	to £11 per hogshead.
Bottled Beer	--	--	9/0	to 17/0 per dozen.

The foregoing are the quotations of prices at Melbourne. At the diggings they were much higher; for instance, at Bendigo:—

Oats were	--	--	23/0	per bushel.
Flour	--	--	£16	per 200 lbs.
Sugar	--	--	1/4	per lb.
Tea	--	--	4/6	"
Butter	--	--	5/0	"
Cheese	--	--	4/6	"
Tobacco	--	--	12/0	"

Carriage of goods to the diggings, £1 per ton per mile; at this rate the amount paid during six months, winter season, would pay the entire cost of railway to Bendigo and Mount Alexander.

After a long enumeration of the advantages resulting from the discovery of gold, and the immense wealth with which it has, as it were, flooded the colony; Mr. Westgarth turns to the other side of the picture, and describes in strong language the sufferings which it has brought upon many; the social evils which it has engendered, in the shape of "atrocious crimes," "deeds of frightful daring and merciless atrocity." These he attributes to the convict population; but, as he looks on the discontinuance of transportation from Great Britain as a settled question, so far, at least, as they are concerned, he speaks with hopefulness of the future. He says, "in the midst of mines of wealth, and a race of progress, our society is for the present beset with difficulties and discomforts. Time will, however, rub off many of the asperities which the sudden changes in our condition have induced."

In *The Argus*, a Melbourne paper, which appears to be conducted with much ability, under date of 18th August last, are to be found some highly interesting statistics of the colony of Victoria; they strongly corroborate the statements made by Mr. Westgarth, in his comprehensive address.

Speaking of gold, the editor says, "Symptoms of marked improvement in the yield of our gold-fields, have again begun to make their appearance. Fresh spots have been discovered, which give indications of extraordinary productiveness, and even the old ground has been so much more prolific as to yield, the last week, as well as the one preceding, more than has hitherto made its appearance in any one week the last six months. There is no doubt that for the last seven months the yield has not been all that could be wished; in fact, the yield has declined until last month, when it seems to have reached its lowest point."

The quantities received, per escort, within the following periods, was:—

	1852.		1853.		852.		1853.
	oz.		oz		oz		oz.
January, ..	53,594	..	186,615	May.....	77,247	..	116,812
February ..	56,142	..	172,329	June	116,009	..	123,695
March	62,026	..	169,654	July	320,118	..	198,007
April.....	68,041	..	170,427				

The month of August is expected to shew a still further increase.

These figures do not give a full account of the yield, as considerable quantities are taken by those who do not send their produce to Melbourne by the escort.

Flattering accounts had poured in within a week or two of a new field discovered on the banks of the Goulburn, about eighty miles from Melbourne.

The statements in *The Argus*, coming down to a period of about four months later in this year, than that contained in Mr. West-

garth's address, give a yet more wonderful account of the commercial activity of this colony. Writing of "Our Shipping and Commerce," the editor says:—

"The position of our shipping formed a prominent point in our last summary, exhibiting as it does in a very marked manner the real progress and importance of the port. The most casual observer cannot overlook our extraordinary position in this respect. He cannot fail to observe the magnitude of our daily arrivals, or if he does, he has only to cast his eye towards Hobson's Bay, when the magnificent fleet there riding at anchor, must at once convince him of the value and vast extent of that trade which can attract and employ such a noble commercial marine. The numbers here assembled from every country and climate are so great as almost to challenge belief. For the last six months no less than 968 vessels, representing 265,000 tons, were entered inwards; and 830 vessels, representing 254,000 tons and upwards, were cleared through the Custom House outwards. Presuming this to continue, we shall have an aggregate tonnage trading with this port during the year, of 1,038,682 tons,—an amount, as we pointed out the other day, which is actually almost equal to the tonnage of London in 1817. Even in the year 1850, London only exceeded us threefold, Liverpool being ahead nearly in the same amount; while Newcastle is the only other port in the British dominions which has a greater tonnage than we employ, and that only to a very inconsiderable extent. Melbourne is thus, so far as the amount of tonnage forms any criterion, the fourth port in Her Majesty's dominions; and it is another remarkable circumstance, that her present tonnage is more than double what the Clyde shipping represented in 1850. Such are curious facts, pregnant with great results, and well calculated to strike the thoughtful inquirer with astonishment; when he keeps in view that we are comparatively an infant colony of only eighteen years standing, composed of a mere handful of inhabitants, not exceeding 250,000, who have hitherto been compelled to struggle against an obstructive executive in the absence of a regular constitutional government, and under the necessarily loose administration of somewhat unsettled laws, in a still more unsettled and distracted state of society.

"The results, in a commercial point of view, which have flowed from such an extent of shipping, have been almost as various as the vessels themselves. This port, above all others, requires for a ship a prudent and enterprising captain; for there are many unforeseen and harassing difficulties to be here encountered, and besides, the long voyage from the home ports to Melbourne demands more than the usual allowance of temper, tact, and discretion. Yet, the British shipowners seem never to have dreamt of this. They have too frequently sent out masters in charge of their vessels every way incapable,—in many instances, rude, ignorant, imbecile, and intemperate men, who would not for a moment have been trusted with any office of responsibility on shore, but yet who are

rashly and criminally entrusted with the important charge of magnificent ships, with valuable cargoes and crowds of emigrants. And what has been the consequence? Discontent, dissatisfaction, and sometimes almost mutiny on the passage out, followed, in many instances, by disastrous wrecks on reaching this coast; which, with scarcely an exception, have most undoubtedly been the result either of the most glaring carelessness or the grossest intemperance. And even after the vessels reach their destination, and are fortunate enough to escape previous destruction, their troubles and misfortunes seem only then to commence. In the first place, the complaints of the passengers for bad treatment, &c. on the voyage, have to be disposed of; and these instances are sometimes so gross, that in a case occurring only last week, the captain of a vessel was fined in penalties amounting *in cumulo* to no less a sum than £1,800. Such, one would imagine, would be a pretty strong lesson for the future selection of captains. And the consequences of a bad choice are by no means confined to the passengers' complaints; for after these have been arranged, then follow the desertion of the seamen—the landing of the goods—the difficulties of lighterage—the disputes as to freight, and other concurrent evils,—all occasioned by an incapable captain, who finds himself in a sea of litigation before he has well landed, in the midst of which the freight is swallowed up, and the ship is then detained in harbour till a course of correspondence takes place between the captain or agents and the unfortunate owner, who is thus severely punished for his injudicious selection. This is no ideal picture, though it is a strong illustration of the evils resulting from the careless, and we may add criminally culpable appointments, of captains who have been sent in charge of vessels from England to this port. But these remarks would be altogether misunderstood, if it were supposed that we thereby intended to convey any sweeping censure upon the class of captains in general. On the contrary, it is only the chaff which we desire to winnow from the wheat. We desire to condemn the drunken, the careless, and incapable; but we do not wish to overlook the claims of those, and they are not a few, who have shown by their activity, intelligence, and gentlemanly behaviour, that they are worthy of the name of British seamen. These have reaped their reward, in the respect of all who witnessed their conduct; and they have shown the value of their services, by transacting their business expeditiously, and carrying their vessels home without detention.

“We are the more encouraged to enter at this length into the subject, from seeing how easily remediable many of our greatest evils are. This time last year we were writing of the frightful mortality on board our large emigrant ships. Many instances have lately occurred, of vessels conveying hundreds of passengers without a single death from disease.

“We have referred elsewhere to the particulars of our commercial position, which is one of peculiar interest at the present moment, and, therefore, requires great caution and discrimination in judging

of its real state; and still more in advising commercial men at a distance, as to how the market is likely to rule when the spring trade opens. The elasticity which the market has already exhibited, in receiving and disposing of such a vast quantity of goods as have been thrown upon it, is really wonderful; but it appears to us, that great as it really is, very little is actually known of the quantity and value of the imports which have poured in upon us. For the purpose of exhibiting this at a glance, we have prepared a short statement of the various articles of imports which have been entered through the Custom House during the quarter ending 5th July last; and we submit the following list of a few of the chief items, the extent of the imports of which will, we doubt not, startle even those who are accustomed to watch narrowly the operations of the trade of this extraordinary port:—

	Quantity.	Value.
Apparel and Slops ..	5,088 pkges,	£116,236
Arms	360 do.	12,747
Barley and Maize ..	84,831 bushels,	51,036
Bags and Sacks ..	1,415 packages,	5,308
Beer and Cider ..	32,840 casks,	159,115
Blankets and Woollens ..	2,892 packages,	119,958
Butter and Cheese ..	904 tons,	87,479
Bricks	1,285,806 No.,	15,306
Candles	363 tons,	28,066
Carts and Carriages ..	734 No,	21,110
Coal and Fuel	9,899 tons,	38,988
Coffee	600,660 lbs,	19,908
Cottons	6,030 packages,	163,823
Cutlery and Hardware ..	10,761 do.	130,856
Earthenware	840 do.	11,987
Fish, preserved	11,928 do.	25,430
Flour and Bread	11,710 tons,	271,431
Furniture	8,440 packages,	70,076
Glassware	4,021 do.	14,978
Haberdashery and Hosiery ..	3,480 do.	119,241
Iron and Steel	614 tons,	10,876
Oats	177,577 bushels,	117,252
Oilmen's Stores	20,895 packages,	61,201
Salted Provisions	1,005 tons,	66,703
Ship Chandlery	253 packages,	3,037
Specie	171 boxes,	797,490
Spirits	335,928 gallons,	233,587
Sugar	1,876 tons,	54,270
Tea	201,152 lbs.	14,062
Tobacco	1,122,062 do.	72,803
Wine	214,800 gallons,	96,819

“As a sequel to the above list of imports, we also publish the following statement, showing the value of the whole imports during the quarter above referred to, as well as the different ports and vessels from and in which, these imports have been brought. The list is interesting as a reference, but it is besides instructive, as indicating to the British merchant, that the colony though gradually becoming peopled from every nation in the world, is yet, to all intents and purposes, a British colony, drawing its chief supplies

from British industry and capital; and employing, in the transmission of these supplies, a large majority of British vessels:—

“The value of imports at the port of Melbourne, from various parts of the world, for the quarter ended 5th July, 1853, was as follows:—

From	Imported in		Total.
	British ships	Foreign ships.	
Great Britam ..	1,909,162	270,832	2,179,994
Gotttemberg ..	--	9,720	9,720
Boideaux ..	--	21,848	21,848
Lisbon ..	--	36	36
Oporto ..	16,010	9,681	25,691
Cape of Good Hope..	46,821	--	46,821
Mauritius ..	35,586	6,366	41,952
Van Diemen's Land..	328,315	--	328,315
New South Wales ..	397,989	--	397,989
Adelaide ..	150,123	3,500	153,623
Western Australia..	2,259	--	2,259
New Zealand ..	38,496	--	38,496
Bombay ..	13,657	--	13,657
Calcutta ..	126,335	--	126,335
Cochin ..	840	--	840
Colombo ..	660	--	660
Hong Kong ..	11,270	--	11,270
Singapore ..	65,534	--	65,534
Batavia ..	--	16,579	16,579
Manilla ..	1,980	7,300	9,280
Shanghai ..	6,491	--	6,491
Whampoa ..	1,404	--	1,404
Ranatea ..	1,150	--	1,150
Tahiti ..	2,199	--	2,199
Quebec ..	8,060	--	8,060
Baltimore ..	--	9,075	9,075
Boston ..	19,758	277,683	297,441
Salem ..	--	6,751	6,751
San Francisco ..	5,125	4,395	9,520
New York ..	--	233,854	233,854
Rio de Janeiro ..	--	1,000	1,000
Valparaiso ..	17,173	26,500	43,673
Geelong ..	820	--	820
Port Fairy ..	60	--	60
Portland ..	6	--	6
Totals ..	£3,207,319	£907,914	£4,115,233

The editor gives a long and interesting statement on the subject of steam communication, which is rapidly increasing, and bringing us nearer and nearer to our colonies in all parts of the world. In connexion with this subject, he alludes to an Ocean Penny Postage, which he justly remarks is nearly allied to it. All our energies should be bent to hasten the day, wherein our government shall grant this great boon to all the subjects of our widely extended empire.

Respecting the social condition of the colony, while the writer admits, with Mr. Westgarth, that crimes of an atrocious character disgrace it, and traces them to a similar source, yet he also looks

encouragingly to the future. He says, "It is with considerable pleasure that we announce, that there is a decided current of improvement in the social condition of the colony." And further, "We have always repeated our warnings to intending emigrants, of the difficulties which would meet them on their entrance into the colony; but it is creditable to the colonists to state, that their benevolent efforts to meet these evils are very successful, and prove that the too general thirst for gold has not entirely shut up the fountains of human sympathy. The prospect before eligible women, in a department which (we state it with all reverence) we believe sometimes to occupy their thoughts, may be inferred from the simple fact that in this, the richest colony in the world, the males outnumber the females to the enormous extent of about 57,000."

In a previous number of *The Argus*, under date of 30th March last, the editor points out in forcible language, what appears to him a serious evil in all the Australian colonies, which is the disposition manifested by emigrants to remain in their towns, instead of settling as agriculturists in the country. From some private letters which I have seen, I should say that large numbers of persons, altogether unsuited to the new life they have to encounter, have emigrated in the hope of speedily becoming rich; in which hope many have been miserably disappointed; many men of education and refinement (one nobleman was named) being now found working on the roads, as common labourers."

Drunkenness is doing its fearful work in these distant lands. From all that I can learn on the subject, it is the monster evil which their inhabitants have to contend against. The following appalling account of its extent at Sydney, demands the serious attention of all their best minds; and we, also, should take a deep interest in this matter. The *Times* correspondent, dating Sydney, 26th July, 1853, thus writes:—

"The largest contribution to the Customs' revenue has been from the importation of spirits; the duties produced £43,177, or £11,858 more than in the second quarter of 1852. At the same time, the excise returns shew that the quantity of ardent spirits distilled in the colony has been more than doubled; 16,732 gallons paid duty in June quarter of 1852; in the present quarter, duty has been paid on 34,443 gallons.

"The continued increase in the revenue is, no doubt, an advantage; but that so large a proportion of it should arise from the import and production of ardent spirits is, in many respects, an enormous evil. The consequences of it are but too evident—'they reel the streets at noon.' It may be doubted if there is a city in the world more infected with the curse of intemperance, than Sydney at the present moment. In the working classes, the old taint or original sin of the colony, inherited from the convict days, when rum was the currency, has never been quite cast out; but the evil has considerably increased since the discovery of gold and the high wages produced by it. There are nearly 400 public houses in the city; and

in a population of 65,000 the arrests for drunkenness average twenty a-day throughout the year, being about one in nine of the inhabitants. But this inadequately represents the amount of intemperance; only the most flagrant cases come under the cognizance of the police. The 'drunkard's list' of the police reports might be indefinitely lengthened, for the vice is not confined to the working-classes, nor is it wholly checked by education, nor limited to the male sex; it appears at times in the municipal council, and, more rarely, in the legislature. In those places, however, it must be confessed, it does draw down reproach and exposure; and a recent decision of the Supreme Court makes it no libel to publish the name of the offender against decency. But, among the lower class, intoxication is so much a habit that it entails neither reproach nor loss of character. The drunken workman finds employment, and the drunken servant gets a place as easily as the sober one. Many of the new arrivals are soon demoralized; they cannot resist the temptations high wages create. Three days' work earns the money for three days' debauchery; and even the skill and strength actually in the colony produce little more than half their proper result. It is even more lamentable to see a class actually degraded by prosperity. Miserable homes, rags and filth, wives savagely beaten, children deserted and starved, all the evils to be found in the overcrowded cities of Europe, may be seen in as great proportion here, where high wages are the rule, and competition can hardly be said to exist. The benevolence of the middle classes has been just called on, to provide a refuge for the homeless children who are running about the streets of Sydney like savages, deserted by parents who might be earning enough—in some instances, are actually doing so—to support them in comfort. An asylum for pauper children will be one of the first-fruits of the golden age in the colony."

To one paragraph in the foregoing letter, I would wish to draw your special attention; it is where the writer says:—

"Three days' work earns the money for three days' debauchery, and even the skill and strength actually in the colony produce little more than half their proper result."

This is a serious condition of affairs, in an economic point of view. Only a few years ago, we suffered much loss at home from a similar cause. Tradesmen seldom went to work on Mondays, so that one-sixth of our effective skill was lost to the country. This evil still exists to some extent, but it has been much lessened by the temperance reformation.

The *Times* correspondent also writes, that "the continued increase in the revenue is no doubt an advantage."

To me it appears to be a certain loss, even in a pecuniary sense, in so far as it is derived from the vices of the people.

I have it on the authority of a gentleman who held an official situation in Western Australia, and who was so struck with the fearful results of the use of intoxicating drinks there, that he collected

statistics on the subject, with a view to publishing them; but he was restrained from doing so, on the grounds that so large a portion of its revenue was derived from that source, it would be unadvisable to draw public attention to the evil.

The official returns of the revenue in that colony give the following results:—

				£	s.	d.
Revenue for 1835	--	--	--	4,354	11	9
Amount received for duty on spirits	--			2,272	8	1
Licenses to sell do.	--	--	--	561	13	4
				<hr/>		
				£2,834	1	5
				<hr/>		
Revenue for 1843	--	--	--	10,366	0	0
Amount received for duty on Spirits	--			5,081	0	0
Do do. Wines	--			241	0	0
Licenses to sell do.	--	--	--	1,046	0	0
Rent on Spirits in bond	--	--	--	312	0	0
				<hr/>		
				£6,680	0	0
				<hr/>		
Revenue for 1846	--	--	--	8,453	5	4
Amount received from duty on Spirits	--			3,689	6	0
Do do. Wines	--			403	14	0
Licenses to sell	--	--	--	482	10	0
				<hr/>		
				£4,575	10	0
				<hr/>		

From the above, it will be seen that more than one-half the revenue of the colony was derived from intoxicating drinks, up to the year 1846. I have not been able to get returns to a later period, but I have been given to understand that, of late years, the proportion of revenue from intoxicating drinks has been about one-third. It is gratifying to hear of this relative reduction; but the amount derived from a paralyzing source is still enormous. Until the policy of a total suppression of the traffic in intoxicating drinks shall be adopted at home and abroad, the economic resources of the people cannot be fully developed.

I am indebted to my friend Dr. Madden for the foregoing statements relative to Western Australia, and he has authorized me to give him as my authority for same.

Gentlemen, I have more than once before expressed to you my solemn impression that our interesting discussions here can have no permanent good results, unless we individually carry out such convictions as they may impress on our minds. Drunkenness is a terrible evil in those distant colonies which I have now brought afresh under your notice; it is no less a terrible destroyer of happiness and prosperity at home. If you agree with me in this propo-

sition, are you not, as intelligent and honest men, and accountable beings, bound to use every suitable means within your power for its overthrow? The following extract strikingly exhibits the value of entire abstinence from the use of alcoholic liquors:—

“Nov. 1853.

“The *Argo* has brought the news of the safe arrival at Melbourne of the *John Barrow*, the first of Griffiths, Newcombe and Co.’s temperance line of packets, with about 150 passengers. The commander, Captain Carey, states that during the voyage no intoxicating drinks were taken by the passengers or crew, or even administered as medicine. He adds, that not only were there no deaths on board, but not a single case of sickness. The passengers expressed themselves much pleased with the provisions, and the conduct of the officers; and twenty of them, including the surgeon, signed the temperance pledge.”

Another pamphlet just published in London by Mr. Westgarth only came into my hands yesterday. It contains his Address to the Chamber of Commerce, Melbourne, for the year ending April, 1852, as well as for the year 1853, from which I have so largely extracted; and the comparison between the two years exhibits yet more strikingly the astonishing progress of the colony of Victoria, than the statistics I have just laid before you.

The imports for the year amounted in value to £4,069,742, or nearly four times the value of the previous year. In these were comprised:—

822,829	Gallons of Beer and Ale.
811,424	„ Spirits.
408,376	„ Wine.

A quantity of foreign intoxicating stimulants, sufficient to account (without any home-manufacture of them) for all the atrocious crime in the colony, without any reference to the convict population. Mr. Westgarth makes no allusion to this fruitful source of misery and demoralization, in either of his addresses. Speaking of the gold raised, he says, “We have a quantity of gold, amounting to nearly five millions of ounces, the whole of which, excepting some fractional proportion, has been raised from the soil of this colony within the period of sixteen months.”

The wonderful condition of affairs, developed by the extraordinary progress in wealth exhibited in the statement I have now laid before you, must give rise to many serious reflections. May wisdom and virtue, more largely than have yet characterized the majority of mankind under somewhat similar circumstances, enable all parties, at home and abroad, correctly to estimate the advantages and disadvantages of this unexpected discovery of mineral wealth.