

332. The following particulars of the passages in 1867-68 and in 1888-89 will be interesting for comparison :—
 WINTER SEASON.

Comparison of passages, 1867 and 1889.

YEAR.	Average Passage to Liverpool.			Number of Passengers.	Barrel Bulk.	Average Passage to Portland.			Number of Passengers.	Tons of Freight.
	d.	h.	m.			d.	h.	m.		
1867-68	10	12	44	1,026	169,375	12	12	0	4,399	16,095
1888-89	8	23	30	1,517	*	9	16	30	6,433	43,883

SUMMER SEASON.

1868	9	20	34	5,044	241,877	To Quebec. 10 15 57	14,073	28,398
1889	8	20	14	5,569	693,880	9 3 24	13,119	53,457

*The bulk of cargo was loaded at Portland and Baltimore.

333. The fastest passage from Quebec to Liverpool in 1868 was made in 8 days 14 hours 15 minutes, and in 1889 in 7 days 18 hours 50 minutes. In the latter year the passage from Liverpool to Quebec was made in 7 days 18 hours 25 minutes, but the average of the eastward voyages was the highest during the season.

Fastest passages.

334. The following table gives the numbers and number per head of letters and post cards sent in the principal countries of the world. The figures have been taken from the best available sources and the calculations have been made in this office. Attention is again called to the extraordinary quantity of mail matter sent in the Australasian Colonies. The Australasian trade is undoubtedly very large in proportion to population, and the correspondence may be expected to be equally great, but it does not seem likely that it should to such an extent exceed and be out of all proportion to that of any other civilized country, and the high figures are probably caused by some defect in the system of enumeration, by which duplication occurs, or it may be by a more perfect system than in use

Number of letters sent in various countries.