Country.	Year.	Revenue.		Expenditure.	
		Amount.	Per Head.	Amount.	Per Head.
		\$	\$ cts.	s	\$ cts.
West Indies—					
Jamaica	1892	3,471,549			5 44
Windward Islands	1892	1,476,371			
Leeward Islands	1892	639,831	4 97		
Trinidad	1892	2,531,791	$12 \ 02$	2,420,661	11 50
Australasia—		and the state of the			
New South Wales	1892	51,105,373	42 67	51,279,191	42 82
Victoria	1892	37, 617, 250	32 22		$35 \ 36$
South Australia	1892	12,356,442	37 25		40 46
Western Australia	1892	2,646,921	45 11		
Queensland	1892	16,770,255	39 81		
Tasmania	1892	3,833,785	$25 \ 03$		
New Zealand	1892	21,361,022	32 84	19,684,158	30 26
South Seas—					
Fiji	1892	348,224			
Fålkland Islands	1892	55,894	31 24	53,275	29 78
Total		1,117,946,115	4 01	1,117,518,158	4 01
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REVENUES AND EXPENDITURES IN BRITISH POSSESSIONS-Con.

1220. The revenue exceeded the expenditure in 19 out of the 36 countries and colonies named in the list, the total revenue having been but little more than the expenditure. In proportion to population, both revenues and expenditures of the Australasian colonies are very high, the chief explanation of which is that "a considerable revenue is derived from the usufruct of the un-"sold lands, which is not generally the case elsewhere; the re-"venues also are swelled by the large sums which are received "annually from the alienation of Crown lands, and from the "working of the State railways."\* "The practice of treating "money derived from the sale of Crown lands as revenue obtains "in all the Australian colonies, and the money so raised forms "one of the largest items of their annual income."\*\* In a few years Canada should be deriving a large income from the sale of Dominion lands if the practice of treating such moneys as revenue be in force, but all her principal railways are in the hands of private companies. Both in India and Cape Colony, as well as in Australasia, the railways are principally owned by the Government, producing a corresponding difference in the amount of revenue.

<sup>\*</sup> Victorian Year Book, 1884-5, p. 131. \*\* Wealth and progress of New South Wales, 1887, p. 383,