

SHIPPING.

Growth of
Australasian
shipping.

THE earliest date for which there is reliable information in regard to Australasian shipping is 1822. The growth of the trade of Australasia since then has been marvellous, and although the rate at which population has advanced, has been greater than could reasonably be expected, the growth of shipping has been even more rapid. Taking the whole period covered by the following table the increase of population has averaged about five per cent. yearly, while that of shipping has slightly exceeded seven per cent. The summary herewith gives the tonnage per inhabitant, and annual increase per cent. per annum during each period :

Vessels Entered and Cleared at Australasian Ports.

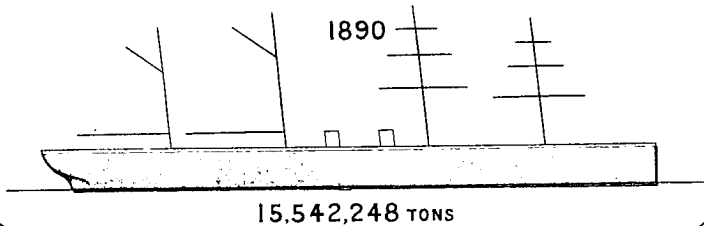
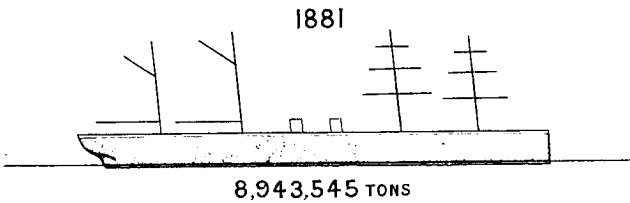
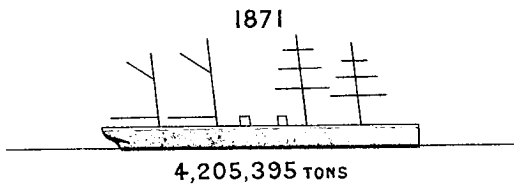
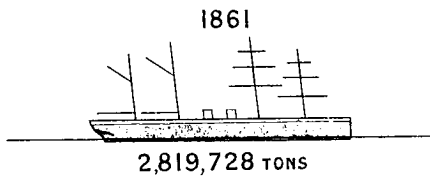
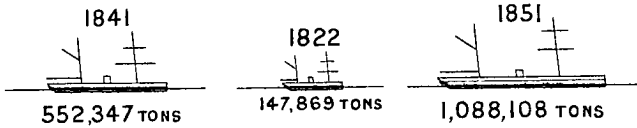
Year.	No. of Vessels.	Tonnage.	Tonnage per inhabitant.	Annual increase of tonnage per cent. for each period.
1822	268	147,869	3·9	.....
1841	2,576	552,347	2·2	7·2
1851	5,340	1,088,108	2·4	7·0
1861	10,496	2,819,728	2·3	10·3
1871	13,194	4,205,395	2·2	4·3
1881	15,935	8,943,545	3·2	7·3
1890	17,629	15,542,248	4·2	6·3

Tonnage entered
and cleared.

In the year 1822 all the Colonies on the mainland were comprised in the designation of New South Wales, and as late as 1859 Queensland formed part of the mother Colony. Thus an exact distribution of tonnage can only be made subsequent to the year last named, and this is given in the following table. The tonnage for 1890 is somewhat lower than might have been expected, as the latter part of the year was disastrously affected by a great maritime strike.

SHIPPING

INWARDS AND OUTWARDS



Total Tonnage Entered and Cleared.

B	1822.		1841.		1851.		1861.		1871.		1881.		1890.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
New South Wales . . . . .	..	.....	..	....	1,056	292,022	2,718	745,696	4,014	1,500,479	4,357	2,786,500	5,666	4,761,872
Victoria . . . . .	..	....	1,404	355,896	1,370	240,431	3,598	1,090,002	4,394	1,355,025	4,248	2,412,534	4,933	4,363,341
Queensland	131	113,717	..	....	included in N.S.W.		*215	*35,889	*427	*92,898	1,803	882,491	1,222	910,779
South Australia . . . . .	..	....	197	37,036	538	155,002	738	199,331	1,238	373,624	2,249	1,359,591	2,262	2,337,674
Western Australia . . . . .	..	....	No information.		247	49,352	455	115,256	400	126,948	368	285,046	548	904,861
Tasmania	137	34,152	975	159,415	1,569	239,152	1,580	230,218	1,233	216,160	1,383	383,762	1,509	951,247
New Zealand . . . . .	..	....	..	....	560	112,140	1,142	403,336	1,438	540,261	1,527	833,621	1,489	1,312,474
Australasia	288	147,869	2,576	552,347	5,340	1,088,108	10,496	2,819,728	13,194	4,205,395	15,935	8,943,545	17,629	15,542,248

* Corrected to allow for tonnage entered and cleared at more than one port.

TOTAL TONNAGE ENTERED AND CLEARED.

Increased
capacity of
vessels.

Owing in a great measure to the utilisation of steam as a motive power, the average carrying capacity of vessels has greatly increased, especially during recent years. In considering the average tonnage, the year 1822 is omitted from the comparison, as a large proportion of that year's tonnage was made up of vessels of the British Navy conveying men and stores to penal establishments, and therefore not fairly included under the term "trade" :—

Average Australasian Tonnage.

Year.	Average Tonnage.
1841	214
1851	204
1861	269
1871	320
1881	561
1890	882

The increase in the carrying capacity of vessels trading with Australasia is truly remarkable, especially since 1871. The change, however, is due, not so much to Australasian enterprise, as to the general tendency everywhere exhibited to substitute large and speedy steamships for the sailing vessels of former days.

Average daily
movements of
tonnage.

The following figures represent the average daily movements of tonnage (entered and cleared) in Australasian ports at various periods :—

Australasian Shipping Movements.

In 1822.....	58 tons per diem.
1841.....	1,486 "
1851.....	2,981 "
1861.....	7,928 "
1871.....	12,041 "
1881.....	24,503 "
1890.....	42,582 "

that is to say, five vessels of 406 tons in the aggregate, entered or cleared every week during the year 1822, whilst in 1890 the average weekly shipping movement was 339 vessels, aggregating 298,889 tons. The daily movement of tonnage in Australasia is larger than that of any European country, except Great Britain, Spain, France, and Germany, and probably of any other country of the world, the United States alone excepted.

The position which each colony occupied in 1881 is much the same as that held by it to-day, but as might naturally be expected the ratio of increase has been very different for the various colonies. Those least developed in 1881 show the greatest proportionate increase during the period, as the figures herewith demonstrate :—

Relative position of the Colonies.

External and Intercolonial Tonnage—Inwards.

Colony.	1881.		1890.		Increase per cent., 1881-90.
	No.	Tonnage.	No.	Tonnage.	
New South Wales	2,254	1,456,239	2,889	2,413,247	65·7
Victoria	2,125	1,219,231	2,474	2,178,551	78·7
Queensland	936	455,985	616	468,607	2·8
South Australia	1,120	684,203	1,105	1,141,693	66·9
Western Australia	185	145,048	281	484,534	234·1
Tasmania	694	192,024	746	475,618	147·7
New Zealand.....	765	420,134	744	662,769	57·8
Australasia	8,079	4,572,864	8,855	7,825,019	71·1

The meaning of the increase shown above, so far at least as some of the colonies are concerned, is apt to be misunderstood ; thus, the abnormal development of Western Australia should not be set down as due to the increased trade of that colony, but to the circumstance that one of its ports lies in the track of the large steam vessels trading between Europe and the Eastern Colonies ; and this remark, to a minor extent, is applicable also to some of the other less populous colonies.

Increase of tonnage.

Total tonnage of each colony.

In the next table the total tonnage and the proportion claimed by each colony are given. It will be seen that New South Wales at both periods held the largest share of tonnage, but the proportion in 1890 was less than in 1881 :—

External and Intercolonial Tonnage—Inwards and Outwards.

Colony.	1881.		1890.		Percentage of tonnage to each Colony.	
	No.	Tonnage.	No.	Tonnage.	1881.	1890.
New South Wales...	4,357	2,786,500	5,666	4,761,872	31·1	30·6
Victoria	4,248	2,412,534	4,933	4,363,341	27·0	28·1
Queensland.....	1,803	882,491	1,222	910,779	9·9	5·9
South Australia	2,249	1,359,591	2,262	2,337,674	15·2	15·0
Western Australia...	368	285,046	548	904,861	3·2	5·8
Tasmania.....	1,383	383,762	1,509	951,247	4·3	6·1
New Zealand	1,527	833,621	1,489	1,312,474	9·3	8·5
Australasia.....	15,935	8,943,545	17,629	15,542,248	100·0	100·0

In the foregoing tables the trade carried on between the different colonies has been included.

Difficulty in distinguishing external trade.

Some little difficulty is met with in distinguishing correctly the external trade for each colony, owing to the circumstance that steam vessels from Europe call at various colonial ports, and are credited to the first port of call, quite irrespective of the fact that little or none of the cargo may be destined for the colony to which the port belongs. Thus the returns of Western Australia for 1890 show external shipping entering inwards 235,815 tons, and 219,692 tons outwards, in all, 455,507 tons, a larger total than either Queensland or Tasmania, though the present importance of these colonies is very much greater than that of Western Australia. The following table gives the total of the other than Australasian tonnage entering and clearing at the ports of each colony; the figures, however, should be taken in conjunction with the import and export statistics given in the next chapter :—

TONNAGE IN BALLAST.

External tonnage—Inwards and Outwards.

Colony.	1881.		1890.		Percentage of tonnage to each Colony.	
	No.	Tonnage.	No.	Tonnage.	1881.	1890.
New South Wales...	1,120	1,080,446	1,209	1,757,683	34·3	31·6
Victoria	626	737,272	756	1,253,206	23·4	22·5
Queensland	461	282,439	324	261,642	8·9	4·7
South Australia.....	541	479,231	724	1,091,706	15·2	19·6
Western Australia...	171	139,200	249	455,507	4·4	8·2
Tasmania	68	27,679	78	113,290	0·9	2·0
New Zealand	648	406,820	606	636,290	12·9	11·4
Australasia	3,635	3,153,087	3,946	5,569,324	100·0	100·0

A peculiar feature of Australasian trade is the small and decreasing proportion of tonnage arriving or departing in ballast for places outside Australasia. Thus, in 1881 this description of tonnage amounted to 4·3 per cent. of the whole; in 1890 the proportion was only 3·5 per cent., while in European and American countries of which there are available returns, the proportion varies from 11 to 36 per cent. The details of arrivals and departures in ballast for the years 1881 and 1890 are :—

External Tonnage Inwards and Outwards with Ballast only.

Colony.	1881.	1890.	Percentage of Tonnage in Ballast to Total External Tonnage of each Colony.	
	Tonnage.	Tonnage.	1881.	1890.
New South Wales.....	22,376	52,911	2·1	3·0
Victoria	12,841	46,051	1·7	3·7
Queensland.....	25,378	10,290	9·0	3·9
South Australia.....	28,590	25,276	6·0	2·3
Western Australia	10,399	9,480	7·5	2·1
Tasmania	4,553	10,145	16·4	8·9
New Zealand	30,622	40,972	7·5	6·4
Australasia	134,759	195,125	4·3	3·5

Varied resources
of Australasia.

The reason why so small a proportion of Australasian shipping leaves in ballast is no doubt to be found in the large and varied resources of the country, for when the staple produce—wool—is not available, cargoes of wheat and coal may be obtained. The percentage of tonnage in ballast during 1889 for some of the principal countries of the world is given herewith :—

European and American Tonnage in Ballast.

Country.	Percentage of Tonnage in Ballast to total Tonnage.
United Kingdom	14·4
France	18·8
Germany	20·1
Spain	22·6
Italy	24·9
Russia	34·9
Belgium	24·3
Netherlands	22·9
Norway and Sweden	36·1
United States	11·2
Australasia (1890)	3·5

Intercolonial
shipping.

The development of the intercolonial shipping has advanced step by step with the external trade of the colonies. New Zealand forms an exception to the rule, a circumstance due to the development of its resources having now reached such a point that the colony is in a position to trade directly with Great Britain, instead of, as formerly, indirectly by way of the ports of New South Wales and Victoria.

The following is a statement of the inward trade of each Colony Inward inter-colonial trade from other members of the group :—

Intercolonial Tonnage Inwards (Cargo and Ballast).

Colony.	1881.		1890.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,730	939,158	2,374	1,631,726
Victoria	1,733	780,633	1,965	1,365,207
Queensland.....	663	268,593	446	330,094
South Australia.....	837	412,493	745	577,923
Western Australia	95	74,020	149	248,719
Tasmania	654	175,439	682	368,483
New Zealand	457	227,284	481	398,661
Australasia.....	6,169	2,877,620	6,842	4,920,513

New South Wales, it will be seen, heads the list with about Position of New South Wales. one-third of the total intercolonial inward shipping—a position, doubtless in a large measure, due to the fact that many vessels which have discharged cargo in other Colonies come to New South Wales for cargoes for foreign ports. Victoria stands second to New South Wales for vessels inwards from other Colonies, but in regard to outward trade she stands first, as will be seen by the figures annexed :—

Intercolonial Tonnage Outwards (Cargo and Ballast).

Colony.	1881.		1890.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,507	766,896	2,083	1,372,463
Victoria	1,889	894,629	2,212	1,744,928
Queensland.....	679	331,459	452	319,043
South Australia.....	871	467,867	793	668,045
Western Australia	102	71,826	150	200,635
Tasmania	661	180,644	749	469,474
New Zealand	422	199,517	402	277,523
Australasia.....	6,131	2,912,838	6,841	5,052,111

Position of
Victoria.

The position occupied by Victoria as compared with New South Wales in the table just given is peculiar, and arises from the necessity of many vessels arriving with cargoes being compelled to leave in ballast and seek outward freights in New South Wales, particularly at the port of Newcastle. A large proportion of the tonnage from Victoria to New South Wales is of ships in ballast requiring coal, not for Victoria only, but for places outside Australasia; these ships leaving Victorian ports are reckoned as inter-colonial, but when entering outward at Newcastle they are of course cleared as engaged in foreign trade. The combined tonnage inward and outward will be found in the following table, with the percentage due to each Colony :—

Intercolonial Tonnage, Inwards and Outwards (Cargo and Ballast.)

Colony.	1881.	1890.	Percentage of Tonnage to each Colony.	
	Tonnage.	Tonnage.	1881.	1890.
New South Wales	1,706,054	3,004,189	29·5	30·1
Victoria	1,675,262	3,110,135	28·9	31·2
Queensland	600,052	649,137	10·4	6·5
South Australia	880,360	1,245,968	15·2	12·5
Western Australia	145,846	449,354	2·5	4·5
Tasmania	356,083	837,957	6·2	8·4
New Zealand	426,801	676,184	7·4	6·8
Australasia	5,790,458	9,972,924	100·0	100·0

Steam and
sailing tonnage.

The general tendency to substitute steamers for sailing vessels is very marked in the Australasian trade. Unfortunately the records of Queensland do not admit of a distinction being made between the two classes of vessels, nor do those of South Australia and New Zealand, except of later years. The following table gives such particulars as are available :—

External and Intercolonial Steam Tonnage.

Colony.	1881.	1890.	Percentage of Steam Tonnage to Steam and Sailing.	
			1881.	1890.
New South Wales.....	1,758,304	3,654,814	63·1	76·7
Victoria	1,787,861	3,575,053	74·1	81·9
South Australia.....	.....	1,684,480	.....	76·9
Western Australia	210,664	840,829	73·9	92·9
Tasmania	265,833	852,219	69·3	89·6
New Zealand .....	.....	800,533	.....	61·0

The following figures give like information for about the same period for some of the principal countries of the world :—

Countries.	Percentage of Steam Tonnage to Steam and Sailing.	
	1881.	1889.
United Kingdom	67·7	81·7
France	69·5	86·1
Germany	70·8	85·1
Italy	72·8	88·0
Belgium	81·3	92·5
Netherlands... ..	74·4	90·2
Norway and Sweden	41·0	64·5
United States	55·5	65·3

The relative importance of the various ports of Australasia may be ascertained from an inspection of the following table. Melbourne takes first place, then Sydney, Port Adelaide, and Newcastle, each having over a million tons. The tonnage for all the principal ports is given below :—

Relative importance of ports.

TOTAL AUSTRALASIAN TRADE.

Total Tonnage of Vessels inwards and outwards at the principal
Ports of Australasia, 1881, 1890.

Colony.	Port.	1881.	1890.
New South Wales	Sydney	1,610,692	3,001,221
	Newcastle	1,127,238	1,467,578
	Eden	27,277	81,356
Victoria	Melbourne	2,144,949	4,096,982
	Geelong	93,347	131,803
	Brisbane	406,032	831,164
Queensland	Townsville	205,886	538,217
	Rockhampton	207,706	455,463
	Cooktown	217,144	411,133
South Australia	Port Adelaide	1,078,920	1,717,429
	Port Pirie	33,325	202,101
	Port Darwin	90,100	147,232
Western Australia	Albany	219,902	820,542
	Freemantle	42,618	59,966
Tasmania	Hobart	204,007	546,357
	Launceston	138,657	298,401
New Zealand	Auckland	238,886	362,104
	Wellington	119,243	284,867
	Bluff Harbour	91,592	167,601
	Lyttleton	167,151	220,014
	Dunedin	114,637	99,971

Total trade of
principal ports.

The above figures, as already explained, only partially represent the relative position of the various ports. A better idea of their actual positions will be gained from the following table, which shows the value of the total trade, and the value to every ton of shipping, for the principal ports of each Colony, except Western Australia :—

Total Trade to the principal Ports of Australasia 1890.

Colony.	Chief Port.	Total Trade.	Trade to each ton of Shipping.
New South Wales	Sydney	£ 29,971,039	£ 10·0
Victoria	Melbourne	30,058,617	7·3
Queensland	Brisbane	4,307,987	5·2
South Australia	Port Adelaide	8,511,682	5·0
Tasmania	Launceston	1,614,824	5·4
New Zealand	Wellington	2,907,819	10·2

The comparative importance of the shipping movements of Australasia may be seen from viewing them in connection with the tonnage annually visiting the chief ports of the United Kingdom. In absolute tonnage, it will be observed, Melbourne is exceeded only by London, Liverpool, Cardiff, and Newcastle. Hull comes next on the list, having a slight lead over Sydney, which in its turn exceeds Glasgow, Newport, Southampton, and all the other British ports. In the following table the figures for the British Ports as well as Australasian are for 1890 :—

Tonnage of
the United
Kingdom.

Tonnage of principal Ports of United Kingdom and Australasia.

Port.	Inwards.	Outwards.	Total.
	Tons.	Tons.	Tons.
England—			
London.....	7,708,705	5,772,062	13,480,767
Liverpool.....	5,782,351	5,159,450	10,941,801
Cardiff.....	3,173,699	5,641,511	8,815,210
Newcastle.....	2,040,219	3,441,239	5,481,458
Hull.....	1,997,138	1,665,996	3,653,134
Newport.....	920,560	1,316,430	2,236,990
Southampton.....	888,352	813,133	1,701,485
Scotland—			
Glasgow.....	1,121,700	1,697,662	2,819,362
Leith.....	706,491	626,573	1,333,064
Kirkcaldy.....	387,107	716,541	1,103,648
Grangemouth.....	415,749	616,173	1,031,922
Ireland—			
Belfast.....	243,255	86,924	330,179
Dublin.....	248,732	79,033	327,765
Australasia—			
Melbourne.....	2,051,826	2,045,156	4,096,982
Sydney.....	1,644,589	1,356,632	3,001,221
Adelaide.....	883,458	833,971	1,717,429
Brisbane.....	415,814	415,350	831,164
Albany.....	431,817	388,725	820,542
Hobart.....	273,494	272,863	546,357
Auckland.....	185,444	176,660	362,104

The yearly movement of tonnage in the ports of Melbourne and Sydney far exceeds that of any other British possessions, except Hong Kong. Two other exceptions might be mentioned

Tonnage of
Melbourne and
Sydney.

NATIONALITY OF TONNAGE.

those of Gibraltar and Malta, but as these are important naval stations, and the trade is very limited compared with the tonnage, they can hardly be placed in the same category.

Nationality of Tonnage.

The shipping trade of Australasia is almost entirely in British hands, as will be seen from the subjoined table. Although in recent years direct communication with continental Europe has been established, and two splendid lines of steamers have entered on the direct trade, the proportion of the total shipping belonging to Great Britain and her dependencies has fallen only from 92·9 to 87·6 per cent. during the period covered :—

Nationality of Tonnage.—External and Intercolonial Tonnage; Inwards and Outwards.

Nationality.	1881.		1890.		Percentage of Tonnage of each Nation to Total Tonnage.	
	No.	Tonnage.	No.	Tonnage.	1881.	1890.
British	15,127	8,313,535	16,227	13,608,674	92·9	87·6
French	91	47,713	228	479,318	0·5	3·1
German	199	130,070	534	842,618	1·5	5·4
Scandinavian	133	66,566	172	121,214	0·7	0·8
United States	308	328,540	372	381,864	3·7	2·5
Other nationalities...	77	57,121	96	108,560	0·6	·7
Total.....	15,935	8,943,545	17,629	15,542,248	100·0	100·0

Under the term "British," used in the foregoing table, are included vessels owned in Australasia. The returns published by the various colonies are not in a form such as to admit of the purely local tonnage being distinguished from the other shipping of the empire. In the following table the number and tonnage

of vessels registered in each colony are given ; the statement, ^{Vessels registered in Australasia.} however, does not show the whole volume of shipping. Few of the large class of vessels employed in the intercolonial trade have been built in Australasia, and are consequently not registered in local ports, so that the registrations are confined for the most part to vessels locally built :—

Vessels registered in Ports of different Colonies at the close of 1890.

Colony.	Vessels Registered.	
	Number.	Gross Tonnage.
New South Wales	1,095	123,432
Victoria	396	86,170
Queensland	124	24,215
South Australia	304	35,314
Western Australia	118	5,470
Tasmania	224	19,803
New Zealand	521	98,907
Australasia	2,782	393,311