

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 as large as 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 total tonnage which entered and cleared the various ports of the Colonies, including both foreign and intercolonial trade. Should any comparison be made between Australasia and other countries, the figures would have little significance, as the traffic between the various ports of the Colonies, which is included in the statement, becomes merely coastal trade when the whole of the Colonies are taken as one country. This distinction is kept in view throughout this chapter as well as in the succeeding one dealing with exports and imports :—

Year.	No. of Vessels.	Tonnage.	Year.	No. of Vessels.	Tonnage.
1822	268	147,869	1871	13,274	4,229,904
1841	2,576	552,347	1881	15,935	8,943,545
1851	5,340	1,088,108	1891	18,468	17,479,535
1861	10,316	2,828,484			

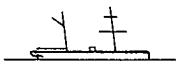
Tonnage entered
and cleared.

In the year 1822 all the settlements 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

SHIPPING

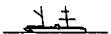
INWARDS AND OUTWARDS

1841



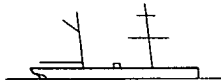
552,347 TONS

1822



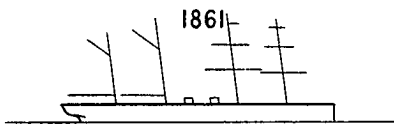
147,869 TONS

1851



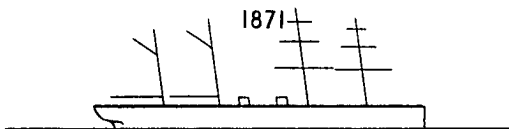
1,088,108 TONS

1861



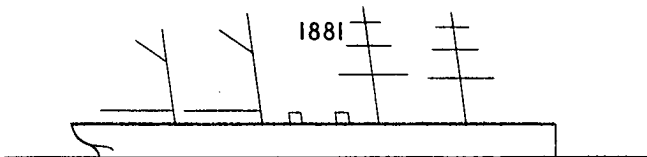
2,819,728 TONS

1871



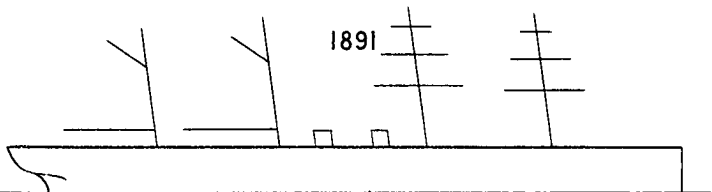
4,205,395 TONS

1881



8,943,545 TONS

1891



17,479,535 TONS

TONNAGE OF EACH COLONY.

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 foreign-going tonnage (entered and cleared) in Australasian ports at various periods :—

1861	2,950
1871	3,505
1881	8,639
1891	17,691

that is to say, thirty-eight vessels of 20,650 tons in the aggregate, entered or cleared every week during the year 1861, whilst in 1891 the average weekly shipping movement was 84 vessels, aggregating 123,837 tons.

Relative position of the Colonies.

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. The total external and intercolonial tonnage, inwards, for 1881 and 1891 was as follows:—

Colony.	1881.		1891.		Increase per cent., 1881-91.
	No.	Tonnage.	No.	Tonnage.	
New South Wales	2,254	1,456,239	3,021	2,821,898	94
Victoria	2,125	1,219,231	2,531	2,338,864	92
Queensland	936	455,985	607	502,794	10
South Australia	1,120	684,203	1,220	1,368,720	100
Western Australia	185	145,048	310	533,433	268
Tasmania	694	192,024	785	514,706	168
New Zealand	765	420,134	737	618,515	47
Australasia	8,079	4,572,864	9,211	8,698,930	90
Australasia (External)	1,910	1,695,244	2,232	3,339,205	97

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 more populous colonies.

Increase of tonnage.

In the next table the combined external and intercolonial tonnage inwards and outwards, 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 :—

Colony.	Entered and Cleared.				Percentage of tonnage to each Colony.	
	1881.		1891.		1881.	1891.
	No.	Tonnage.	No.	Tonnage.		
New South Wales...	4,357	2,786,500	6,121	5,694,236	31·1	32·6
Victoria	4,248	2,412,534	5,091	4,715,109	27·0	27·0
Queensland.....	1,803	882,491	1,170	997,118	9·9	5·7
South Australia.....	2,249	1,359,591	2,429	2,738,589	15·2	15·6
Western Australia...	368	285,046	598	1,045,555	3·2	6·0
Tasmania.....	1,383	383,762	1,578	1,044,606	4·3	6·0
New Zealand	1,527	833,621	1,481	1,244,322	9·3	7·1
Australasia.....	15,935	8,943,545	18,468	17,479,535	100·0	100·0
Australasia (External)	3,635	3,153,087	4,390	6,457,050

In the foregoing tables the shipping passing from one colony to the other has been included with the tonnage to places outside

AUSTRALASIAN EXTERNAL TRADE.

Australasia. In the following statement, however, reference is made only to the trade with the British Empire and foreign countries. These are, therefore, the figures which should be used if comparisons are instituted between Australasia and other countries :—

Trade with—	1861.		1871.		1881.		1891.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
The United Kingdom—								
Inwards	387	308,711	305	294,321	708	999,403	967	1,863,004
Outwards	140	116,397	288	266,432	491	651,825	753	1,484,745
Total	527	425,108	593	560,753	1,259	1,651,228	1,720	3,348,409
British Possessions Outside Australasia—								
Inwards	232	101,442	320	133,127	623	393,234	511	536,879
Outwards	280	166,860	337	163,350	596	374,753	463	469,453
Total	512	268,302	657	296,477	1,219	767,987	974	1,006,332
Foreign Countries—								
Inwards	385	149,311	449	192,377	519	302,607	754	933,662
Outwards	537	234,135	645	229,809	638	431,265	942	1,163,047
Total	922	383,446	1,094	422,186	1,157	733,872	1,696	2,102,309
External Trade—								
Inwards	1,004	559,464	1,074	619,825	1,910	1,695,244	2,232	3,339,205
Outwards	957	517,392	1,270	659,591	1,725	1,457,843	2,158	3,117,845
Total External Trade	1,961	1,076,856	2,344	1,279,416	3,635	3,153,087	4,390	6,457,050

The tonnage to and from each of the divisions of the British Empire, as well as the leading foreign countries trading with

Australasia, is set forth in the following statement—no country whose trade is of any magnitude has been omitted :—

Countries.	1881.		1891.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British Empire—				
United Kingdom	1,259	1,651,228	1,720	3,348,409
India and Ceylon	167	272,199	142	286,319
Hong Kong	244	257,011	227	324,820
Cape Colony	133	54,949	72	66,211
Fiji	153	43,255	153	127,189
Other British Possessions ...	522	140,573	380	201,793
Total	2,478	2,419,215	2,694	4,354,741
Foreign Countries—				
France and New Caledonia...	224	113,215	275	417,064
Germany	27	15,786	208	393,001
Netherlands and Java	67	35,719	51	74,843
Belgium	2	1,552	27	41,907
United States	294	301,246	484	597,210
China	81	53,996	34	33,135
Other Foreign Countries	462	212,358	617	545,149
Total	1,157	733,872	1,696	2,102,309
Total External	3,635	3,153,087	4,390	6,457,050

Some little difficulty is met with in distinguishing correctly the external tonnage 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 1891 show external shipping entering inwards 284,276 tons, and 235,653 tons outwards, in all, 519,929 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

Difficulty in distinguishing external trade.

figures, however, should be taken in conjunction with the import and export statistics given in the next chapter :—

Colony.	Entered and Cleared.				Percentage of tonnage to each Colony.	
	1881.		1891.		1881.	1891.
	No.	Tonnage.	No.	Tonnage.		
New South Wales...	1,120	1,080,446	1,600	2,271,960	34·3	35·2
Victoria	626	737,272	759	1,330,557	23·4	20·6
Queensland	461	282,439	342	393,255	8·9	6·1
South Australia.....	541	479,231	760	1,175,447	15·2	18·2
Western Australia...	171	139,200	284	533,959	4·4	8·2
Tasmania	68	27,679	86	146,109	0·9	2·3
New Zealand	648	406,820	559	605,763	12·9	9·4
Australasia	3,635	3,153,087	4,390	6,457,050	100·0	100·0

Tonnage in ballast.

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 1891 the proportion was only 3·5 per cent., while in European and American countries of which there are available returns, the proportion varies from 13 to 36 per cent. The total tonnage inward and outward in ballast only for each period was :—

Colony.	Entered and Cleared.		Percentage of Tonnage in Ballast to Total External Tonnage of each Colony.	
	1881.	1891.	1881.	1891.
	Tonnage.	Tonnage.		
New South Wales.....	22,376	74,976	2·1	3·3
Victoria	12,841	27,417	1·7	2·1
Queensland.....	25,378	25,868	9·0	6·6
South Australia.....	28,590	40,907	6·0	3·5
Western Australia	10,399	14,030	7·5	2·6
Tasmania	4,553	11,816	16·4	8·1
New Zealand	30,622	30,650	7·5	5·1
Australasia	134,759	225,664	4·3	3·5

Varied resource 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, coal, and other commodities may be obtained. The percentage of tonnage in ballast to total inward and outward tonnage during 1890 for some of the principal countries of the world is given herewith :—

Country.	Proportion of Tonnage in Ballast to total Tonnage.	Country.	Proportion of Tonnage in Ballast to total Tonnage.
United Kingdom.....	16·7	Belgium	25·9
France	19·7	Netherlands	23·7
Germany	19·7	Norway and Sweden	35·7
Spain	22·1	United States	12·9
Italy	22·8		
Russia	34·1	Australasia (1891) ...	3·5

The expansion of the intercolonial shipping has occurred 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. Intercolonial shipping.

The following is a statement of the inward intercolonial tonnage :—

Colony.	Entered.			
	1881.		1891.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,730	939,158	2,375	1,847,435
Victoria	1,733	780,633	2,067	1,542,369
Queensland.....	663	268,593	405	277,055
South Australia.....	837	412,493	778	690,488
Western Australia	95	74,020	155	242,004
Tasmania	654	175,439	724	409,147
New Zealand	457	227,284	475	351,227
Australasia.....	6,169	2,877,620	6,979	5,359,725

Position of New South Wales.

New South Wales, it will be seen, heads the list with more than 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 the outward intercolonial trade she stands first, as will be seen by the figures annexed:—

Colony.	Cleared.			
	1881.		1891.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,507	766,896	2,146	1,574,841
Victoria	1,889	894,629	2,265	1,842,183
Queensland.....	679	331,459	423	326,808
South Australia.....	871	467,867	891	872,654
Western Australia	102	71,826	159	269,592
Tasmania	661	180,644	768	489,350
New Zealand	422	199,517	447	287,332
Australasia.....	6,131	2,912,838	7,099	5,662,760

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 intercolonial, 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. The figures are the totals of the two preceding tables:—

Colony.	Entered and Cleared.		Percentage of Tonnage to each Colony.	
	1881.	1891.	1881.	1891.
	Tonnage.	Tonnage.		
New South Wales	1,706,054	3,422,276	29·5	31·0
Victoria	1,675,262	3,384,552	28·9	30·7
Queensland	600,052	603,863	10·4	5·5
South Australia	880,360	1,563,142	15·2	14·2
Western Australia	145,846	511,596	2·5	4·6
Tasmania	356,083	898,497	6·2	8·2
New Zealand	426,801	638,559	7·3	5·8
Australasia	5,790,458	11,022,485	100·0	100·0

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 shows the external steam tonnage of those colonies of which the returns are available. The figures include the vessels bound for intercolonial ports, as well as those for ports outside Australasia:—

Steam and sailing tonnage.

Colony.	Entered and Cleared.		Percentage of Steam to Total Tonnage.	
	1881.	1891.	1881.	1891.
New South Wales.....	1,758,304	4,299,791	63·1	75·5
Victoria	1,787,861	4,091,057	74·1	86·8
South Australia	*	2,007,775	*	73·3
Western Australia	210,664	978,568	73·9	93·6
Tasmania	265,833	960,224	69·3	91·9
New Zealand	*	822,086	*	66·1

* Not obtainable.

VARIOUS PORTS COMPARED.

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

Country.	Percentage of Steam Tonnage to Total Steam and Sailing.		Country.	Percentage of Steam Tonnage to Total Steam and Sailing.	
	1881.	1890.		1881.	1890.
United Kingdom	67·7	84·2	Netherlands	74·4	91·5
France	69·5	87·4	Norway and Sweden.	41·0	66·0
Germany	70·8	86·7	United States	55·5	61·1
Italy	72·8	87·4			
Belgium	81·3	94·2	Australasia.....	68·6	79·8

Relative importance of ports.

The relative importance of the various ports of Australasia may be ascertained from an inspection of the table hereunder. Melbourne takes first place, but the figures quoted comprise the great ocean steamers, whose terminal port is Sydney, and which are counted in the homeward and outward voyages as twice entering and twice clearing at Port Phillip. Next comes Sydney, Port Adelaide, and Newcastle. The total tonnage inwards and outwards for all the principal ports of Australasia for 1881 and 1891 is given :—

Colony.	Port.	1881.	1891.
		Tons.	Tons.
New South Wales ...	Sydney.....	1,610,692	3,291,188
	Newcastle	1,127,238	1,844,842
	Melbourne	2,144,949	4,362,138
Victoria	Geelong	93,347	190,932
	Brisbane ..	406,032	855,993
Queensland (including coastal tonnage).	Townsville	205,886	544,470
	Rockhampton	207,706	471,837
	Cooktown.....	217,144	469,577
	Port Adelaide	1,078,920	1,990,938
South Australia ..	Port Pirie.....	33,325	321,781
	Port Darwin	90,100	170,642
Western Australia	Albany	219,902	931,502
	Freemantle	42,618	63,068
Tasmania	Hobart	204,007	646,683
	Launceston	138,657	293,537
New Zealand	Auckland.....	238,886	345,183
	Wellington	119,243	293,451
	Bluff Harbour.....	91,592	196,540
	Lyttleton	167,151	161,387
	Dunedin	114,637	97,409

The above figures, as already explained, only partially represent the relative importance 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 in 1891, for the principal ports of each Colony :—

Colony.	Ports.	Total Trade.	Trade to each ton of Shipping.
		£	£
New South Wales	Sydney	35,377,745	10·2
	Newcastle	2,909,585	1·6
Victoria	Melbourne	31,508,051	7·2
Queensland	Brisbane	4,745,418	5·5
South Australia	Port Adelaide	9,599,312	4·8
Western Australia	Freemantle	1,321,559	20·9
	Albany	245,767	0·2
Tasmania	Hobart	1,683,270	2·6
	Launceston	1,809,512	6·2
New Zealand	Wellington	2,603,821	8·9
	Auckland	2,813,357	8·1

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. If the value of the trade only be considered, that of Sydney is exceeded only by the trade of London, Liverpool,

NATIONALITY OF TONNAGE.

and Hull. In the following table the tonnage and trade for the British Ports as well as Australasian are for 1891 :—

Port.	Total.	
	Tons.	Trade.
England—		£
London	13,425,517	236,594,234
Liverpool	11,087,908	223,261,483
Cardiff	9,386,335	10,818,630
Newcastle	5,283,622	11,570,947
Hull	3,813,676	47,331,467
Newport	1,837,463	2,250,947
Southampton	1,751,576	17,001,119
Scotland—		
Glasgow	2,657,057	27,015,524
Leith	1,445,580	14,096,317
Kirkcaldy	1,175,004	879,034
Grangemouth	1,188,882	3,093,468
Ireland—		
Belfast	329,227	3,261,979
Dublin	307,948	2,929,472
Australasia—		
Melbourne	4,362,138	31,508,051
Sydney	3,291,188	35,377,745
Adelaide	1,990,938	7,145,274
Brisbane	855,993	4,745,418
Albany	931,502	245,767
Hobart	646,683	1,683,270
Auckland	345,183	2,813,357

Tonnage of
Melbourne and
Sydney.

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 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 several splendid lines of steamers have entered on this trade, the proportion of the total shipping belonging to Great Britain and her dependencies has fallen only from

92·9 to 87·0 per cent. during the period covered. The nationality of the tonnage engaged in the total trade was as shown below. Later figures with regard to shipping will be found on page 64 :—

Nationality.	1881.		1891.		Percentage of Tonnage of each Nation to Total Tonnage.	
	No.	Tonnage.	No.	Tonnage.	1881.	1891.
British	15,127	8,313,535	16,834	15,208,612	92·9	87·0
French	91	47,713	251	593,386	0·5	3·4
German	199	130,070	542	856,528	1·5	4·9
Scandinavian	133	66,566	336	304,977	0·7	1·7
United States	308	328,540	382	383,933	3·7	2·2
Other nationalities...	77	57,121	123	132,099	0·7	0·8
Total.....	15,935	8,943,545	18,468	17,479,535	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, however, does not include the whole of the shipping. Few of the large class of vessels employed in the intercolonial trade have been built in Australasia, and consequently the registrations may not include the whole volume of the trade engaged in local waters. The number and tonnage of vessels registered in each Colony during 1891, is given in the table herewith. The Queensland return is for steamers only :—

Vessels
registered in
Australasia.

Colony.	Vessels Registered.	
	Number.	Gross Tonnage.
New South Wales	968	113,616
Victoria	412	87,125
Queensland	113	13,163
South Australia	310	39,739
Western Australia	134	5,740
Tasmania	232	19,536
New Zealand	521	102,068
Australasia	2,690	380,987