

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 that date has been marvellous, greatly exceeding even that of population, which, as preceding figures show, has been abnormal. The following summary will make this abundantly clear:—

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	3·85	.....
1841	2,576	552,347	2·20	7·18
1851	5,340	1,088,108	2·35	7·01
1861	10,766	2,892,503	2·28	10·27
1871	13,733	4,395,172	2·23	4·27
1881	16,699	9,504,130	3·37	8·01
1889	19,984	16,162,820	4·27	6·86

Tonnage entered
and cleared.

An exact distribution of the tonnage amongst the various Colonies can only be made since 1861. In the year 1822 all the Colonies on the mainland were comprised in the designation of New South Wales, and in 1851 Queensland still formed part of the mother Colony. In the following table a distribution has been made as far as practicable. The Queensland figures for 1881 are, however, greatly overstated. It was the practice formerly to reckon shipping at every port of call, instead of only at the terminal port. The custom has been discontinued of late years, so that the figures for 1889 give the exact state of the shipping trade of the Colony.

Total Tonnage Entered and Cleared.

	1822.		1841.		1851.		1861.		1871.		1881.		1889.	
	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	2,736,500	6,483	5,321,170
Victoria . . . . .	...	....	1,404	355,896	1,370	240,431	3,598	1,090,002	4,394	1,355,025	4,248	2,411,902	5,741	4,599,178
Queensland	131	113,717	..	....	included in N.S.W.		485	108,664	966	282,675	2,663	1,533,808	1,533	1,001,009
South Australia . . . . .	..	....	197	37,036	533	155,002	788	199,331	1,238	373,624	2,153	1,269,491	2,239	2,123,504
Western Australia . . . . .	...	....	No information.		247	49,352	455	115,256	400	126,948	368	285,046	694	1,004,813
Tasmania	137	34,152	975	159,415	1,509	239,152	1,580	230,218	1,283	216,160	1,383	333,762	1,661	912,246
New Zealand . . . . .	..	....	..	....	560	112,149	1,142	403,336	1,438	540,261	1,527	833,621	1,543	1,195,886
Australasia	238	147,860	2,576	552,347	5,340	1,083,103	10,766	2,892,503	13,733	4,395,172	16,699	9,504,130	19,894	16,162,820

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 Royal 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	570
1889	812

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 movement of tonnage (entered and cleared) in Australasian ports at various periods :—

Australian Shipping Movements.

In 1822.....	58 tons per diem.
1841.....	1,486 "
1851.....	2,981 "
1861.....	7,928 "
1871.....	12,041 "
1881.....	26,038 "
1889.....	44,282 "

that is to say, five vessels of 406 tons in the aggregate, entered or cleared every week during the year 1822, whilst in 1889 the average weekly shipping movement was 382 vessels, aggregating 310,823 tons. The daily movement of tonnage in these Colonies is larger than that of any European country, except Great Britain, France, and Germany, and probably of any other country of the world, the United States alone excepted.

Taking the last complete period of ten years for which there are returns—1879 to 1889—it will be seen that the tonnage entering the ports of Australia has doubled. The ratio of increase has not been uniform for the various Colonies. This would naturally be expected, as the Colonies with the largest shipping business would have less room for development, compared with those whose tonnage was small at the commencement of the period. Victoria, however, has a somewhat exceptional increase, amounting during the ten years to 136 per cent., which is equal to the progress of any of the less populous Colonies, except Western Australia—

External and Intercolonial Tonnage—Inwards.

Colony.	1879.		1889.		Increase per cent., 1879-89.
	No.	Tonnage.	No.	Tonnage.	
New South Wales	2,391	1,268,377	3,254	2,632,081	107
Victoria	2,084	963,087	2,855	2,270,827	136
Queensland	1,261	637,695	760	506,780	*21
South Australia	1,092	467,729	1,116	1,063,130	127
Western Australia	160	84,500	349	497,232	488
Tasmania	705	189,087	842	458,247	142
New Zealand	894	473,940	781	602,634	27
Australasia	8,587	4,084,415	9,957	8,030,931	97

* Decrease.

For reasons already adverted to Queensland apparently did not participate in the general increase; still, no one who knows that important Colony can doubt that its trade has greatly developed. It is unfortunate, therefore, that the figures for 1879, were not taken on the same plan as those of late years.

In the foregoing tables the Intercolonial trade has been included. Considering the Colonies only in their relations with external countries, the number and tonnage of vessels for 1879 and 1889 arriving at each Colony direct from other than Australasian posts were as follows:—

AUSTRALASIAN EXTERNAL TONNAGE.

External Tonnage—Inwards.

Colony.	1879.		1889.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	437	363,193	560	815,307
Victoria	323	311,638	554	832,908
Queensland.....	228	129,521	231	180,005
South Australia.....	216	188,566	298	471,913
Western Australia	80	42,250	179	254,481
Tasmania	34	13,540	58	95,318
New Zealand	310	221,640	260	236,872
Australasia	1,628	1,270,348	2,140	2,886,804

Relative
Positions of
Victoria and
New South
Wales.

Victoria had slightly greater tonnage in 1889 than New South Wales, though the positions were the reverse ten years previously. As regards tonnage outwards, New South Wales had considerably more than twice the tonnage of Victoria, and 44·37 per cent. of the whole of Australasia. This apparent anomaly is due to the large amount shipping of leaving the various Colonies in ballast for Newcastle, New South Wales, where they load coal for foreign ports. Such vessels arriving would be classed as Intercolonial, and on departing they would be considered as engaged in external trade. The following table contains a statement of the external trade outwards :—

External Tonnage—Outwards.

Colony.	1879.		1889.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	616	494,038	979	1,267,306
Victoria	223	249,570	314	515,343
Queensland	208	119,630	177	128,871
South Australia	230	185,749	249	417,315
Western Australia.....	82	42,774	183	245,507
Tasmania.....	24	9,273	13	6,353
New Zealand	291	200,663	284	282,184
Australasia	1,674	1,301,697	2,159	2,862,879

By combining the tonnage inwards and outwards a more just idea may be obtained of the value of the shipping trade of each Colony. In the following table is given the total external tonnage, inwards and outwards, as well as the proportion claimed by each Colony for 1879 and 1889. At both periods New South Wales had the largest share of tonnage. The most noticeable feature of the table is the fall in the proportion of the Queensland and New Zealand trade. As regards the first-named Colony the fall is more apparent than real, as the figures for 1879 were exaggerated, so that the Queensland trade in that year appeared more important than was actually the case. Western Australia shows a remarkably high proportion of tonnage. In 1889 its share was 8·59 per cent. as against 5·37 per cent. of Queensland. The figures, taken by themselves, are misleading, as the present importance of Western Australia is not to be compared with that of Queensland. A correct idea of the importance of these, as well as of the other Colonies, will be obtained from the import and export statistics, and not from the returns of external tonnage :—

External tonnage—Inwards and Outwards.

Colony.	1879.		1889.		Percentage of tonnage to each Colony.	
	No.	Tonnage.	No.	Tonnage.	1879.	1889.
New South Wales...	1,053	857,231	1,539	2,082,613	33·32	36·22
Victoria	546	561,208	868	1,348,251	21·82	23·45
Queensland	436	249,151	408	308,876	9·68	5·37
South Australia.....	446	374,315	547	889,228	14·55	15·47
Western Australia...	162	85,024	362	499,988	3·31	8·70
Tasmania	58	22,813	71	101,671	0·90	1·76
New Zealand	601	422,303	544	519,056	16·42	9·03
Australasia.....	3,302	2,572,045	4,339	5,749,683	100·00	100·00

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 1879 the tonnage so arriving and departing was 7·66 per cent. of the whole ; in 1889 the

FOREIGN TONNAGE IN BALLAST.

proportion was only 4·14 per cent., while in European and American countries of which there are available returns, the proportion varies from 10 to 25 per cent. The details of arrivals and departures in ballast for the years 1879 and 1889 are:—

External Tonnage Inwards and Outwards with Ballast only.

Colony.	1879.	1889.	Percentage of Tonnage to each Colony.	
	Tonnage.	Tonnage.	1879.	1889.
New South Wales.....	21,042	48,320	2·46	2·32
Victoria	63,554	101,659	11·33	7·54
Queensland.....	19,279	13,753	7·74	4·46
South Australia.....	27,939	36,601	7·46	4·12
Western Australia .....	.....	14,947	0·00	2·99
Tasmania	4,018	1,965	17·61	1·94
New Zealand	61,187	20,615	14·49	3·97
Australasia.....	197,019	237,860	7·66	4·14

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 following table shows the percentage of tonnage in ballast during 1888 for some of the principal countries of the world:—

European and American Tonnage in Ballast.

Country.	Percentage of Tonnage in Ballast.
United Kingdom	14·27
France	19·65
Germany	18·49
Belgium.....	23·95
Italy	24·23
Spain	20·94
United States	10·47
Australasia (1889)	4·14

The intercolonial shipping trade of Australasia has increased at a slightly higher ratio than even that of the external trade, and this is noticeable in the case of all the Colonies except Queensland and New Zealand. In regard to the first mentioned Colony, the shipping figures were formerly very much over-stated, as already explained, and although it is well known that the intercolonial shipping trade of Queensland has decidedly increased, the figures, as shown in the following tables, appear to indicate a decrease. If, however, it were possible to eliminate from the 1879 returns the tonnage that merely passed through certain Queensland ports, as is done now, it would be found that the figures for 1889 show a considerable improvement. In the case of New Zealand, although there is a small increase in the actual tonnage of intercolonial trade, the relative proportion of that trade to the total trade shows a diminution of nearly 3 per cent. as compared with that of 1879. This is due in some measure to the opening up of direct relations with Great Britain, in place of indirect communication through the Colonies of New South Wales and Victoria ; also, perhaps, partly to the fact that the Colony is now more self-contained than at any former period of its history.

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

Intercolonial Tonnage Inwards (Cargo and Ballast).

Colony.	1879.		1880	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,954	905,184	2,694	1,816,774
Victoria	1,761	651,449	2,301	1,437,919
Queensland.....	1,033	508,174	529	326,775
South Australia.....	876	279,163	818	591,217
Western Australia	80	42,250	170	242,751
Tasmania	671	175,547	784	362,929
New Zealand	584	252,300	521	365,762
Australasia.....	6,959	2,814,067	7,817	5,144,127

INTERCOLONIAL TONNAGE OUTWARD.

Position of New
South Wales.

New South Wales, it will be seen, heads the list with a little over one-third of the total intercolonial inward shipping—a position, doubtless in a large measure, due to the fact that 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 the following figures show :—

Intercolonial Tonnage Outwards (Cargo and Ballast).

Colony.	1879.		1880.	
	No.	Tonnage.	No.	Tonnage.
New South Wales.....	1,780	778,309	2,250	1,421,792
Victoria	1,860	727,565	2,572	1,813,008
Queensland.....	1,043	499,069	596	365,358
South Australia	809	279,413	877	648,059
Western Australia	82	42,763	162	262,079
Tasmania	699	183,535	806	447,646
New Zealand	617	275,089	478	311,068
Australasia.....	6,890	2,785,743	7,741	5,269,010

Position of
Victoria.

It should be remembered, in explanation of the peculiar position occupied by Victoria as compared with New South Wales, in the table just given, that vessels which come to New South Wales from other Colonies in ballast generally leave with cargoes—chiefly of coal—for foreign countries. 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.

The combined tonnage inward and outward will be found in the following table, with the percentage due to each Colony. The cause of the apparent decline in the proportion of trade due to Queensland has already been explained :—

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

Colony.	1870.	1880.	Percentage of Tonnage to each Colony.	
	Tonnage.	Tonnage.	1870.	1880.
	Numerically.	Numerically.	Centesimally.	Centesimally.
New South Wales	1,683,493	3,238,566	30·06	31·10
Victoria	1,379,014	3,250,927	24·63	31·22
Queensland	1,007,243	692,133	17·99	6·65
South Australia	558,576	1,239,276	9·97	11·90
Western Australia	85,013	504,830	1·52	4·85
Tasmania	359,082	810,575	6·41	7·78
New Zealand	527,389	676,830	9·42	6·50
Australasia	5,599,810	10,413,137	100·00	100·00

The records of some of the Colonies do not admit of a distinction being made between steam and sailing vessels, so that a complete comparison can only be made for four Colonies. It will be seen from the statement appended that the displacement of sailing vessels by steamers, which is so marked a feature of modern trade, is rapidly proceeding in Australasia :—

Steam and sailing tonnage.

External and Intercolonial Steam Tonnage.

Colony.	1870.	1880.	Percentage of Steam Tonnage to Steam and Sailing.	
			1870.	1880.
New South Wales.....	1,231,423	3,718,378	48·46	69·88
Victoria	1,211,741	3,563,828	62·45	77·49
Western Australia	92,929	926,238	54·65	92·18
Tasmania	251,509	794,857	65·85	87·13
New Zealand .....	.....	727,043	.....	60·80

The relative importance of the various ports of Australasia may be ascertained from an inspection of the following table. Melbourne takes the first place; but the figures quoted comprise a considerable amount of tonnage which merely passes through the port and whose destination is Sydney. Sydney occupies the second place in the table, with Newcastle third, and Port Adelaide fourth.

Relative importance of Australasian ports.

TOTAL AUSTRALASIAN TRADE.

Total Tonnage of Vessels inwards and outwards at the principal Ports of Australasia, 1879, 1889.

Colony.	Port.	1879.	1889.
New South Wales	Sydney	1,341,674	3,191,998
	Newcastle	1,143,664	1,871,005
	Eden	19,737	73,147
	Wollongong	30,504	41,145
Victoria	Melbourne	860,429	4,251,021
	Geelong	34,002	192,567
Queensland	Brisbane	323,482	879,366
	Townsville	124,047	570,634
	Rockhampton	208,401	496,022
	Cooktown	168,787	437,797
South Australia	Port Adelaide	626,090	1,629,462
	Port Pirie	63,813	167,228
Western Australia	Albany	365,780	*910,296
	Freemantle	70,640	*54,941
Tasmania	Hobart	208,743	509,851
	Launceston	173,152	294,731
New Zealand	Auckland	247,259	318,437
	Wellington	147,940	294,482
	Bluff Harbour	80,294	166,206
	Lyttleton	193,565	149,053
	Dunedin	180,385	98,603

* For the year 1885.

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 for which there is information.

Total Trade to the principal Ports of Australasia 1889.

Colony.	Chief Port.	Total Trade.	Trade to each ton of Shipping.
		£	£
New South Wales	Sydney	33,200,696	10·40
Victoria	Melbourne	31,345,812	7·37
Queensland	Brisbane	5,191,866	5·90
South Australia	Port Adelaide	5,325,640	3·26
Tasmania	Launceston	1,005,412	3·41
New Zealand	Wellington	2,548,902	8·65

The comparative importance of the trade of Sydney and Melbourne may be seen from viewing it in connection with the trade of the chief cities of Great Britain. In absolute tonnage, it will be observed, Melbourne is exceeded only by London, Liverpool, Cardiff and Newcastle. Hull comes next on the list, having but a very small lead over Sydney, which in its turn exceeds Glasgow, Newport, Sunderland, and all the other British ports. In the following table the figures for Sydney and Melbourne are for the year 1889; those for British ports are for 1888 :—

Australasian compared with British shipping.

Tonnage of principal Ports of Great Britain and of Sydney.

Port.	Inwards.	Outwards.	Total.
	Tons.	Tons.	Tons.
London... ..	7,470,949	5,470,912	12,941,861
Liverpool.....	5,368,196	4,941,556	10,309,753
Cardiff.....	2,928,265	5,148,068	8,076,333
Newcastle (England)	1,809,991	3,320,901	5,130,892
Melbourne.....	2,082,044	2,168,977	4,251,021
Hull.....	1,897,868	1,503,824	3,401,692
Sydney... ..	1,759,658	1,432,340	3,191,998
Glasgow.....	994,311	1,554,571	2,548,882
Newport.....	962,329	1,469,403	2,431,732
Sunderland.....	743,443	930,345	1,673,788
Southampton.....	867,737	790,391	1,658,128
Dover.....	692,759	671,411	1,364,170
Middlesbrough.....	681,144	555,048	1,236,192
Swansea.....	504,813	733,952	1,238,765
Bristol.....	577,524	182,634	760,158

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 92·11 to 88·46 per cent. in ten years :—

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

Nationality.	1879.		1889.		Percentage of each Nation to External and Intercolonial Tonnage.	
	No.	Tonnage.	No.	Tonnage.	1879.	1889.
British	16,256	7,527,159	18,355	14,298,239	92·11	88·46
French	128	54,221	247	542,321	·66	3·35
German	110	49,429	461	571,589	·60	3·54
Scandinavian	80	54,550	307	226,611	·67	1·40
United States	395	361,634	402	414,305	4·43	2·57
Other nationalities...	182	124,862	125	109,755	1·53	·68
Total.....	17,151	8,171,855	19,897	16,162,820	100·00	100·00