SHIPPING.

THE earliest date for which there is reliable information in regard to the shipping of Australasia is the year 1822. Since that time the expansion of the trade of these colonies has been marvellous, and although population has increased at a high rate, yet the growth of shipping has been even more rapid. In the table given below the increase in the number and tonnage of vessels may be traced. It is necessary to point out that the figures include the intercolonial traffic, and are, therefore, of little value in a comparison between the shipping trade of Australasia and that of other countries, as the vessels plying between the various colonies represent merely coasting trade when Australasia is considered as a whole. This distinction is kept in view throughout this chapter, as well as in the succeeding one dealing with commerce :—

| Year. | Entered and Cleared. | | Year. | Entered and Cleared. | |
	Vessels.	Tonnage.		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	1896	18,195	19,613,999

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 exact distribution of shipping amongst the seven colonies as they are now known can only be made for the period subsequent to the year last named. Such a division of the total tonnage entered and cleared is made in the following

table for the four census years commencing with 1861, as well as for the year 1896 :—

Colony.	Total Tonnage Entered and Cleared.				
	1861.	1871.	1881.	1891.	1896.
New South Wales	745,696	1,500,479	2,786,500	5,694,236	6,189,760
Victoria	1,090,002	1,355,025	2,412,534	4,715,109	4,566,230
Queensland	44,645	93,236	882,491	997,118	1,094,048
South Australia	199,331	387,026	1,359,591	2,738,589	3,494,966
Western Australia	115,256	137,717	285,046	1,045,555	2,136,378
Tasmania	230,218	216,160	383,762	1,044,606	890,861
New Zealand	403,336	540,261	833,621	1,244,322	1,241,756
Australasia	2,828,484	4,229,904	8,943,545	17,479,535	19,613,999

The tonnage of 1891 exceeded that of any preceding year. This result was not altogether due to the actual requirements of the trade of that year, as, in consequence of the maritime strike, a large quantity of goods remained unshipped at the close of 1890, and helped to swell the returns for the succeeding twelve months. It was not until 1895 that the tonnage of 1891 was again reached; but in 1896 a still greater improvement was visible, the total shipping amounting to 19,613,999 tons, or nearly 8 per cent. more than the tonnage of the previous year. Of the individual colonies, New South Wales, Queensland, South Australia, and Western Australia had their largest amount of shipping in 1896 ; Tasmania and New Zealand, in 1892 ; and Victoria, in 1891.

Below will be found the proportion of the tonnage of each colony to the total shipping of Australasia in the five years quoted above :—

Colony.	Percentage of total of Australasia.				
	1861.	1871.	1881.	1891.	1896.
New South Wales	26·4	35·5	31·1	32·6	31·6
Victoria	38·5	32·0	27·0	27·0	23·3
Queensland	1·8	2·2	9·9	5·7	5·6
South Australia	7·0	9·1	15·2	15·6	17·8
Western Australia	4·0	3·3	3·2	6·0	10·9
Tasmania	8·1	5·1	4·3	6·0	4·5
New Zealand	14·2	12·8	9·3	7·1	6·3
Australasia	100·0	100·0	100·0	100·0	100·0

It will be seen that in 1861 the shipping of New South Wales was largely exceeded by that of Victoria, but that by 1871 the mother colony had assumed the leading position. Dealing with the period

covered by the last fifteen years, the figures show that the positions held by most of the colonies in 1881 are much the same relatively as those occupied by them to-day, the position of New South Wales having been rather strengthened than otherwise. The notable exceptions are Western Australia and Queensland, the former colony having apparently so far advanced from a commercial point of view that it now transacts the fourth largest proportion of the shipping trade of Australasia instead of the smallest, while the latter has receded from fourth to sixth position. These changes, however, have not been altogether due to an expansion of trade in different degrees, but to causes which do not quite lie upon the surface. A clearer view of the progress made by each colony, according to the official returns, during the period from 1881 to 1896, may be obtained from the following figures :—

Colony.	Increase of Shipping per cent.
New South Wales	122
Victoria	89
Queensland	24
South Australia	157
Western Australia	649
Tasmania	132
New Zealand	49
Australasia	119

It is possible that the increase in the tonnage of Queensland was greater than the 24 per cent. shown above. Prior to the year 1883 the shipping returns of that colony recorded the arrival and departure of vessels at every port of call instead of at the terminal port only—a practice which still prevails in the publication of the statistics of individual ports. The figures showing the shipping entered and cleared in 1871 and 1881 have, therefore, been reduced in order to place them on the same basis as those of the other colonies, and the estimate in the latter year may be somewhat high. At the same time, the great advance made by the eastern colonies during the past fifteen years has been largely due to the mail steamers, which do not go round to Brisbane. In the case of Western Australia the figures err on the side of being too high; for the

abnormal development shown is not altogether due to growth of trade, but in a large measure to the fact that Albany has been made a port of call by most of the mail-steamers on their voyage between Europe and the eastern colonies. During the last few years, however, the development of the gold-fields in Western Australia has had the effect of greatly increasing the legitimate tonnage of that colony, the total shipping in 1896 being fully 106 per cent. higher than in 1891.

INTERCOLONIAL SHIPPING.

Of the total shipping of Australasia, which has been dealt with in the preceding section, a proportion of nearly 64 per cent. is represented by trade between the various colonies. In the following table will be found the number and tonnage of vessels entered at the ports of each colony from the other provinces. As a rule, the expansion of the trade of a colony with its neighbours has kept pace with the growth of its commerce with outside countries. To this general statement New Zealand forms an exception, on account of the development of its resources to such a point that it has been enabled to enter into direct commercial relations with the United Kingdom, instead of trading, as formerly, by way of the ports of New South Wales or Victoria:—

Colony.	Entered from other Colonies.					
	1881.		1891.		1896.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	1,730	939,158	2,375	1,847,435	2,468	1,852,535
Victoria	1,733	780,633	2,067	1,542,369	1,545	1,580,377
Queensland	663	268,593	405	277,055	454	350,448
South Australia	837	412,493	778	690,488	1,004	1,084,646
Western Australia......	95	74,020	155	242,004	525	685,154
Tasmania..................	654	175,439	724	409,147	617	337,767
New Zealand	457	227,284	475	351,227	363	307,452
Australasia	6,169	2,877,620	6,979	5,359,725	6,976	6,198,379

I

It will be seen that New South Wales heads the list with nearly one-third of the shipping entered from other colonies, a position which in a large measure is doubtless due to the fact that many vessels which discharge in other colonies proceed to New South Wales to load for foreign ports. Victoria stands second to New South Wales in regard to the quantity of tonnage entered, but it ranks first in the amount of tonnage cleared, as may be seen from the following figures :—

Colony.	Cleared for other Colonies.					
	1881.		1891.		1896.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	1,507	766,896	2,146	1,574,841	2,286	1,636,496
Victoria	1,889	894,629	2,265	1,842,183	1,614	1,679,029
Queensland	679	331,459	423	326,808	465	364,377
South Australia	871	467,867	891	872,654	1,093	1,236,985
Western Australia	102	71,826	159	269,592	500	689,906
Tasmania	661	180,644	768	489,350	652	406,472
New Zealand	422	199,517	447	287,332	349	287,917
Australasia	6,131	2,912,838	7,099	5,662,760	6,959	6,301,182

As compared with New South Wales, the position occupied by Victoria in the above table is peculiar, and partly arises from the necessity for many vessels which enter its ports with cargo to clear in ballast and seek outward freights in New South Wales, chiefly at the port of Newcastle. Many of these vessels load coal for foreign ports ; and while they are cleared at Melbourne as engaged in the intercolonial trade, on their outward voyage from Newcastle they are, of course, reckoned amongst the external shipping. Another point which should be remembered when considering the shipping of Victoria, and, indeed, of South Australia and Western Australia also, is the fact that at the ports of that colony the great ocean-liners are reckoned twice over in every trip from Europe, namely, as entering and clearing on their way to Sydney, and again on their return from the terminal port ; and this causes an undue inflation of the intercolonial returns.

The combined tonnage entered and cleared during 1881, 1891, and 1896, with the percentage for each colony, will be found below :—

Colony.	Entered and Cleared.					
	Total Tonnage.			Percentage of Total.		
	1881.	1891.	1896.	1881.	1891.	1896.
New South Wales	1,706,054	3,422,276	3,489,031	29·5	31·0	27·9
Victoria	1,675,262	3,384,552	3,259,406	28·9	30·7	26·1
Queensland	600,052	603,863	714,825	10·4	5·5	5·7
South Australia	880,360	1,563,142	2,321,631	15·2	14·2	18·6
Western Australia	145,846	511,596	1,375,060	2·5	4·6	11·0
Tasmania	356,083	898,497	744,239	6·2	8·2	5·9
New Zealand	426,801	638,559	595,369	7·3	5·8	4·8
Australasia	5,790,458	11,022,485	12,499,561	100·0	100·0	100·0

EXTERNAL SHIPPING.

It has been explained that in any comparison between the shipping of Australasia and that of other countries the intercolonial trade would have to be excluded ; but even then the tonnage would be too high, because of the inclusion of mail-steamers and other vessels on the same voyage in the returns of several of the colonies.   However, it is scarcely possible to amend the returns so as to secure the rejection of the tonnage which is reckoned twice over ; and in considering the following statement, showing the shipping trade of these colonies with countries beyond Australasia, this point should be borne in mind :—

Division.	1871.		1881.		1891.		1896.	
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
United Kingdom—								
Entered	305	294,321	768	999,403	967	1,863,664	782	1,791,689
Cleared	288	266,432	491	651,825	753	1,484,745	703	1,615,801
Total	593	560,753	1,259	1,651,228	1,720	3,348,409	1,485	3,407,490
British Possessions—								
Entered	320	133,127	623	393,234	511	536,879	646	734,853
Cleared	337	163,350	596	374,753	463	469,453	503	506,695
Total	657	296,477	1,219	767,987	974	1,006,332	1,149	1,241,548
Foreign Countries—								
Entered	449	192,377	519	302,607	754	938,662	734	1,114,264
Cleared	645	229,809	638	431,265	942	1,163,647	892	1,351,136
Total	1,094	422,186	1,157	733,872	1,696	2,102,309	1,626	2,465,400
All External Trade—								
Entered	1,074	619,825	1,910	1,695,244	2,232	3,339,205	2,162	3,640,806
Cleared	1,270	659,591	1,725	1,457,843	2,158	3,117,845	2,098	3,473,632
Total	2,344	1,279,416	3,635	3,153,087	4,390	6,457,050	4,260	7,114,438

The external shipping of Australasia during 1896 was the highest in the history of the country, being fully 10 per cent. more than the tonnage entered and cleared in 1891, when trade was inflated by the shipment of goods left over from the previous year on account of the maritime strike. A distribution of the traffic amongst the leading divisions of the British Empire and the principal foreign countries with whom the colonies have commercial relations will be found below :—

| Country. | Entered from and cleared for Countries beyond Australasia. | | | | | |
| | 1881. | | 1891. | | 1896. | |
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British Empire—						
United Kingdom	1,259	1,651,228	1,720	3,348,409	1,485	3,407,490
India and Ceylon.........	167	272,199	142	286,319	117	235,080
Hong Kong	244	257,011	227	324,820	255	365,939
Cape Colony	133	54,949	72	66,211	140	191,461
Fiji	153	43,255	153	127,189	126	91,447
Other British Possessions	522	140,573	380	201,793	511	357,621
Total, British	2,478	2,419,215	2,694	4,354,741	2,634	4,649,038
Foreign Countries—						
France and New Cale-donia	224	113,215	275	417,064	324	608,392
Germany	27	15,786	208	393,001	187	484,611
Netherlands and Java...	67	35,719	51	74,843	71	99,195
Belgium	2	1,552	27	41,907	31	54,191
United States	294	301,246	484	597,210	371	555,411
China	81	53,996	34	33,135	7	6,714
Other Foreign Countries	462	212,358	617	545,149	635	656,886
Total, Foreign.........	1,157	733,872	1,696	2,102,309	1,626	2,465,400
All External Tonnage	3,635	3,153,087	4,390	6,457,050	4,260	7,114,438

Of the total amount of external shipping, New South Wales takes no less a proportion than 38·0 per cent., or more than double the quantity of Victoria, which ranks next in importance to the mother colony. In the following table the division of tonnage between the seven colonies is shown ; but the figures in the chapter on commerce give a better idea of the relative importance of the provinces in external trade, as the tonnage of the mail-steamers entered and cleared at Albany and Port Adelaide is out of all proportion to the goods landed and shipped there :—

Colony.	Entered and Cleared.						Percentage of each Colony to Total.		
	1881.		1891.		1896.		1881.	1891.	1896.
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.			
New South Wales	1,120	1,080,446	1,600	2,271,960	1,678	2,700,729	34·3	35·2	38·0
Victoria	626	737,272	759	1,330,557	623	1,306,824	23·4	20·6	18·4
Queensland	461	282,439	342	393,255	375	379,223	8·9	6·1	5·3
South Australia	541	479,231	760	1,175,447	619	1,173,335	15·2	18·2	16·5
Western Australia	171	139,200	284	533,959	426	761,318	4·4	8·2	10·7
Tasmania	68	27,679	86	146,109	70	146,622	0·9	2·3	2·0
New Zealand	648	406,820	559	605,763	469	646,387	12·9	9·4	9·1
Australasia	3,635	3,153,087	4,390	6,457,050	4,260	7,114,438	100·0	100·0	100·0

A comparison between the shipping of the principal countries of the world and the external tonnage of Australasia is appended :—

Country.	Tonnage Entered and Cleared.		Country.	Tonnage Entered and Cleared.	
	Total.	Average per head.		Total.	Average per head.
United Kingdom.....	85,462,422	2·2	France	30,026,932	0·8
Russia in Europe ...	18,862,501	0·2	Spain	23,023,337	1·5
Norway	5,850,785	2·9	Italy	17,005,287	0·5
Sweden.................	14,119,804	2·9	United States	35,271,758	0·6
Denmark	9,318,858	4·4	Argentine Republic	15,208,853	3·8
Germany	24,086,632	0·5	Canada	11,458,824	2·3
Holland	15,611,910	3·5	Cape Colony	4,867,719	2·8
Belgium	14,971,182	2·5	Australasia	7,114,438	1·7

On the basis of population, therefore, the colonies of Australasia exceed the great countries of the United States, France, Germany, Italy, Russia, and Spain in the amount of shipping trade.

TONNAGE IN BALLAST.

A peculiar feature of the shipping trade of these colonies is the small though varying proportion of tonnage in ballast arriving from and departing for places beyond Australasia. Thus in the year 1881 this description of tonnage amounted to 4·3 per cent., and in 1891 to 3·5 per cent., of the total external shipping of the colonies ; while in 1896, at 7·6 per cent., the proportion was comparatively high. The small increase during recent years is chiefly due to the larger number of vessels which come to New South Wales in quest of freights, the proportion of shipping in ballast for that colony being somewhat less than that for the United Kingdom. The total external tonnage entered and cleared in ballast during the years 1881, 1891, and 1896 was as follows :—

Colony.	Tonnage Entered and Cleared in Ballast.			Percentage of Tonnage in Ballast to Total External Tonnage of each Colony.		
	1881.	1891.	1896.	1881.	1891.	1896.
New South Wales	22,376	74,976	339,531	2·1	3·3	12·6
Victoria.....................	12,841	27,417	57,647	1·7	2·1	4·4
Queensland	25,378	25,868	14,591	9·0	6·6	3·8
South Australia	28,590	40,907	64,005	6·0	3·5	5·5
Western Australia	10,399	14,030	39,294	7·5	2·6	5·2
Tasmania	4,553	11,816	5,814	16·4	8·1	4·0
New Zealand...............	30,622	30,650	21,838	7·5	5·1	3·4
Australasia	134,759	225,664	542,720	4·3	3·5	7·6

The reason why so small a proportion of Australasian shipping clears in ballast is principally to be found in the great and varied resources of the country ; for when the staple produce—wool—is not available, cargoes of wheat, coal, and other commodities may generally be obtained. Besides, owing to the great distance of the ports of these colonies from the commercial centres of the old world, vessels are not usually sent out without at least some prospect of a return cargo being secured. As a rule, it does not pay to send vessels to Australasia seeking freights, as is commonly done with regard to European and American ports. It is strong testimony, therefore, of the value of the trade of New South Wales to shipowners to find entered at the ports of that colony direct from outside countries the comparatively large quantity of 302,994 tons of shipping in ballast, 76,192 tons of which came from South American ports, and 126,879 from the Cape Colony.

The proportion of tonnage in ballast to the total shipping of some of the principal countries of the world is subjoined :—

Country.	Percentage of Shipping in ballast.	Country.	Percentage of Shipping in ballast.
United Kingdom	16·7	Belgium	27·8
Russia in Europe	35·7	France.................	18·9
Norway	27·1	Spain	26·7
Sweden	44·1	Italy	20·3
Germany..................	20·8	United States	14·9
Holland	24·5	Australasia............	7·6

NATIONALITY OF VESSELS.

The shipping trade of Australasia is almost entirely in British hands, as will be seen from the subjoined table, which deals with the total tonnage of the colonies, both intercolonial and external. Although direct communication with continental Europe has been established within recent years, and several lines of magnificent steamers have entered into the trade between Australia and foreign ports, yet the proportion of shipping belonging to Great Britain and her dependencies has only fallen from 92·9 to 87·9 per cent. during the period extending from 1881 to 1896 :—

Nationality.	Total Shipping Entered and Cleared.						Percentage of each Nationality.		
	1881.		1891.		1896.		1881.	1891.	1896.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
British............	15,127	8,313,535	16,834	15,208,612	16,696	17,233,751	92·9	87·0	87·9
French	91	47,713	251	593,386	300	663,336	0·5	3·4	3·4
German	199	130,070	542	856,528	409	931,362	1·5	4·9	4·8
Scandinavian......	133	66,566	336	304,977	424	362,055	0·7	1·7	1·8
American	308	328,540	382	383,933	227	256,979	3·7	2·2	1·3
Other nationalities.	77	57,121	123	132,099	139	166,516	0·7	0·8	0·8
Total	15,935	8,943,545	18,468	17,479,535	18,195	19,613,999	100·0	100·0	100·0

The returns published by the various colonies are not in such a form as to admit of the purely local tonnage being separated from the other shipping of the Empire, and vessels owned in Australasia are classed in the above table as "British." The number and tonnage of the steam and sailing vessels registered in each of the colonies are given on page 140. Few of the large vessels employed in the intercolonial trade have been built in Australasia, and it is possible that the registrations do not represent the whole of the tonnage engaged in local waters.

Steam and Sailing Vessels.

The tendency to substitute steamers for sailing vessels, which is general throughout the world, is very marked in the Australasian trade. Unfortunately the records of Queensland and of the Northern Territory do not admit of the separation of the two classes of vessels, and this was the case also with regard to the colonies of South Australia and New Zealand until late years. It is not possible, therefore, to show the increase of steam tonnage for the whole of Australasia, but appended will be found the figures for the various colonies so far as they can be given :—

Colony.	Total Steam Tonnage entered and cleared.			Percentage of Steam to Total Tonnage.		
	1881.	1891.	1896.	1881.	1891.	1896.
New South Wales...	1,758,304	4,299,791	4,769,750	63·1	75·5	77·1
Victoria	1,787,861	4,091,057	4,220,935	74·1	86·8	92·4
South Australia* ...	†.........	2,007,775	2,878,933	†...	73·3	86·8
Western Australia...	210,664	978,568	1,987,231	73·9	93·6	93·0
Tasmania	265,833	960,224	835,528	69·3	91·9	93·8
New Zealand.........	†.........	822,086	960,451	†...	66·1	77·3

* Excluding Northern Territory.   † Not obtainable.

The substitution of steam for sailing vessels in the shipping trade of some of the principal countries of the world may be gathered from the following table. The percentage for Australasia is calculated on the basis of the shipping of the colonies exclusive of that of Queensland and of the Northern Territory of South Australia :—

Country.	Percentage of Steam to Total Tonnage.	
	1881.	1896.
United Kingdom	67·7	89·0
Norway	31·1	60·7
Sweden......................................	46·8	78·5*
Denmark	61·9	83·9
Germany	70·8	88·8
Holland	74·4	95·5
Belgium	81·3	95·9
France	69·5	92·5
Italy	72·8	92·0
United States	55·5	79·5
Argentine Republic	70·4	90·1
Australasia	68·6	85·3

* Percentage for year 1895.

A comprehensive view of the changes which have taken place during the last thirty-five years in the class of vessel engaged in the inter-colonial and the external shipping trade of Australasia is afforded by the following figures :—

Year.	Vessels.	Tonnage.	Crews.	Average Tonnage per vessel.	Average Tonnage per hand.
		INTERCOLONIAL SHIPPING.			
1861	8,355	1,751,628	122,280	210	14
1871	10,930	2,950,488	169,020	270	17
1881	12,300	5,790,458	324,951	471	18
1891	14,078	11,022,485	443,424	783	25
1896	13,935	12,499,561	464,392	897	27
		EXTERNAL SHIPPING.			
1861	1,961	1,076,856	52,440	549	21
1871	2,344	1,279,416	52,330	546	24
1881	3,635	3,153,087	129,826	867	24
1891	4,390	6,457,050	231,878	1,471	28
1896	4,260	7,114,438	247,326	1,670	29
		ALL AUSTRALASIAN SHIPPING.			
1861	10,316	2,828,484	174,720	274	16
1871	13,274	4,229,904	221,350	319	19
1881 ·	15,935	8,943,545	454,777	561	20
1891	18,468	17,479,535	675,302	946	26
1896	18,195	19,613,999	711,718	1,078	28

In view of the many magnificent steamers now carrying the mails between Europe and Australia, it is somewhat remarkable to find that the vessels engaged in the intercolonial trade have more than kept pace in increase of tonnage with those trading between these colonies and other countries. Of course, the increase in the average tonnage of intercolonial vessels is represented as greater than it actually has been, owing to the mail steamers on their way to Sydney being cleared at Albany, Adelaide, and Melbourne for the colonies further east ; but when allowance has been made on this score, the improvement in the class of vessel trading in local waters will be found most noteworthy. It is well known, however, that the steamers running on the Australian coast favourably compare with those engaged in the coasting trade of the United Kingdom.

RELATIVE IMPORTANCE OF PORTS.

The relative importance of the various ports of Australasia may be ascertained by an inspection of the table given hereunder. Melbourne takes first place in the amount of tonnage; but the figures are inflated by the counting of the great ocean steamers as twice entering and twice clearing at Port Phillip. This remark applies equally to Port Adelaide and Albany. If allowance be made on this score, it will be found that Sydney has a larger quantity of shipping than any other Australasian port, and that it is followed by Melbourne, Newcastle, and Port Adelaide. In reference to the figures given for Queensland ports, it is necessary to point out that vessels are entered and cleared at all ports which they visit, and not at the first and last port of call only, and the quantity of tonnage shown is therefore in most cases greater than it ought to be represented :—

Port.	Tonnage entered and cleared.		
	1881.	1891.	1896.
New South Wales—			
Sydney	1,610,692	3,291,188	3,911,051
Newcastle	1,127,238	1,844,842	1,867,889
Victoria—			
Melbourne..................	2,144,949	4,362,138	4,357,400
Geelong	93,347	190,932	133,665
Queensland—			
Brisbane	406,032	855,993	894,178
Townsville	205,886	544,470	667,246
Rockhampton	207,706	471,837	440,792
Cooktown	217,144	469,577	365,914
South Australia—			
Port Adelaide	1,078,920	1,990,938	2,874,646
Port Pirie	33,325	321,781	276,748
Port Darwin...........	90,100	170,642	177,079
Western Australia—			
Albany	219,902	931,502	1,548,963
Fremantle	42,618	63,068	409,373
Tasmania—			
Hobart	204,007	646,683	603,197
Launceston	138,657	293,537	198,564
New Zealand—			
Auckland	238,886	345,183	432,285
Wellington	119,243	293,451	347,989
Bluff Harbour	91,592	196,540	151,035
Lyttelton	167,151	161,387	138,330
Dunedin	114,637	97,409	77,647

A better idea of the relative importance of the principal ports of the colonies is obtainable from the trade figures, which are given below for the year 1896 :—

Port.	Total Trade.	Average per ton of Shipping.	Port.	Total Trade.	Average per ton of Shipping.
New South Wales—	£	£	Western Australia—	£	£
Sydney................	33,460,589	8·6	Fremantle	5,554,391	13·6
Newcastle	2,108,567	1·1	Albany..............	748,021	0·4
Victoria—			Tasmania—		
Melbourne	24,497,050	5·6	Hobart...............	1,065,133	1·8
Queensland—			Launceston	1,198,376	6·0
Brisbane	5,220,926	5·8	New Zealand—		
South Australia—			Wellington	3,079,112	8·8
Port Adelaide......	9,160,432	3·2	Auckland..........	3,236,605	7·5

The comparative importance of the ports of Australasia may be seen by viewing them in connection with the shipping and trade of the chief ports of the United Kingdom, the 1896 figures for which are appended. It will be seen that in aggregate tonnage Melbourne is exceeded only by London, Liverpool, Cardiff, and Newcastle. Hull comes next on the list, having a slight lead over Sydney, which in turn exceeds Glasgow and all other British ports. In value of trade Sydney is exceeded only by London, Liverpool, and Hull. If Australasia be regarded as one country, however, the comparison is somewhat misleading, as the inter-colonial trade is included in the returns :—

Port.	Total Shipping.	Total Trade.	Port.	Total Shipping.	Total Trade.
England—	tons.	£	Ireland—	tons.	£
London..........	15,582,195	230,080,432	Belfast	526,047	4,214,292
Liverpool......	10,883,024	196,811,209	Dublin	352,167	2,367,788
Cardiff	10,905,144	9,178,328			
Newcastle.....	4,604,104	10,430,405	Australasia—		
Hull	4,011,909	46,904,090	Sydney..........	3,911,051	33,460,589
Newport	2,385,675	2,351,485	Melbourne ...	4,357,400	24,497,050
Southampton	2,998,254	22,914,493	Adelaide	2,874,646	9,160,432
Scotland—			Brisbane	894,178	5,220,926
Glasgow	3,191,707	25,803,102	Fremantle ...	409,373	5,554,391
Leith............	1,792,682	14,757,201	Hobart.........	603,179	1,065,133
Grangemouth	1,395,347	4,146,773	Auckland......	432,285	3,236,605
Kirkcaldy ...	1,302,724	831,458			

The yearly movement of tonnage at Melbourne and Sydney far exceeds that of the ports of any other British possession, Hong Kong and Singapore excepted. Two other exceptions might be mentioned—Gibraltar and Malta; but as these are chiefly ports of call, and the trade is very limited compared with the tonnage, they can scarcely be placed in the same category.

REGISTRATION OF VESSELS.

The number and tonnage of steam and sailing vessels on the registers of each of the seven colonies at the end of 1896 are given below :—

Colony.	Steam.		Sailing.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	493	61,175	472	51,493	965	112,668
Victoria	151	54,192	259	41,568	410	95,760
Queensland	88	12,141	139	10,829	227	22,970
South Australia	103	29,073	215	22,507	318	51,580
Western Australia	12	3,563	132	4,550	144	8,113
Tasmania	44	7,285	159	9,250	203	16,535
New Zealand.................	183	67,324	309	38,229	492	105,553
Australasia	1,074	234,753	1,685	178,426	2,759	413,179

SHIPPING IN 1897.

In 1897 the shipping of Australasia was the greatest in the history of the country. When this chapter was compiled detailed figures were not available for any of the colonies other than New South Wales, but the following table shows the tonnage entered and cleared at each province during the year :—

Colony.	Tonnage entered.	Tonnage cleared.	Total Tonnage.
New South Wales	3,331,877	3,412,554	6,744,431
Victoria	2,437,190	2,428,182	4,865,372
Queensland	569,610	559,290	1,128,900
South Australia	1,868,274	1,879,411	3,747,685
Western Australia............	1,196,760	1,181,072	2,377,832
Tasmania	542,049	542,119	1,084,168
New Zealand	686,899	675,333	1,362,232
Australasia	10,632,659	10,677,961	21,310,620