

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 the high rate of 7 per cent. per annum, the growth of shipping has been equally 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 inter-colonial 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	1894	17,691	17,356,418

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 census years 1871, 1881, and 1891, as well as for the year 1894 :—

Colony.	Entered and Cleared.							
	1871.		1881.		1891.		1894.	
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
New South Wales	4,014	1,500,479	4,357	2,786,500	6,121	5,694,236	6,563	5,738,554
Victoria	4,394	1,355,025	4,248	2,412,534	5,091	4,715,109	4,128	4,291,469
Queensland	415	93,236	1,803	882,491	1,170	997,118	1,278	928,025
South Australia	1,486	387,026	2,249	1,350,591	2,429	2,738,589	2,355	2,908,585
Western Australia	294	137,717	368	285,046	598	1,045,555	721	1,320,078
Tasmania	1,283	216,160	1,883	383,762	1,578	1,044,606	1,423	898,367
New Zealand	1,438	540,261	1,527	833,621	1,481	1,244,322	1,223	1,262,350
Australasia	13,274	4,229,904	15,935	8,943,545	18,468	17,479,535	17,601	17,356,418

For the year 1891 the tonnage of Australasia was the highest on record, being over 12 per cent. more than that of the previous year. This result was partly due to the fact that, 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 1891. The tonnage of 1894, although slightly less than that of 1891, was greater than the quantity of 1890 by nearly 12 per cent., of 1892 by 0·8 per cent., and of 1893 by nearly 9 per cent. Of the individual colonies, New South Wales, South Australia, and Western Australia had their largest amount of shipping in 1894; Tasmania and New Zealand, in 1892; Queensland, in 1884; and Victoria, in 1891.

Below will be found the proportion which the tonnage of each colony bore to the total shipping of Australasia at each of the three periods, 1881, 1891, and 1894 :—

Colony	Percentage of total of Australasia		
	1881.	1891.	1894.
New South Wales.....	31·1	32·6	33·0
Victoria	27·0	27·0	24·7
Queensland	9·9	5·7	5·3
South Australia	15·2	15·6	16·8
Western Australia	3·2	6·0	7·7
Tasmania.....	4·3	6·0	5·2
New Zealand	9·3	7·1	7·3
Australasia	100·0	100·0	100·0

It will be seen from the above figures that the positions held by most of the colonies in 1881 are much the same relatively as those occupied by them to-day, New South Wales more than maintaining its leading position amongst the group during the thirteen years. 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 1894, may be obtained from the following figures:—

Colony.	Increase of Shipping per cent.
New South Wales	106
Victoria.....	78
Queensland	5
South Australia	114
Western Australia	366
Tasmania	134
New Zealand	51
Australasia	94

It is possible that the increase in the tonnage of Queensland was greater than the 5 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 thirteen 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 some 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 1894 being fully 27 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 over 62 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 by way of the ports of New South Wales and Victoria:—

Colony.	Entered from other Colonies.					
	1881.		1891.		1894.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	1,730	939,158	2,375	1,847,435	2,537	1,640,675
Victoria	1,733	780,633	2,067	1,542,369	1,727	1,479,070
Queensland	663	268,593	405	277,055	421	309,659
South Australia	837	412,493	778	690,488	800	813,127
Western Australia.....	95	74,020	155	242,004	225	396,862
Tasmania.....	654	175,439	724	409,147	642	345,608
New Zealand	457	227,284	475	351,227	380	329,588
Australasia	6,169	2,877,620	6,979	5,359,725	6,732	5,314,589

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.		1894.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	1,507	766,896	2,146	1,574,841	2,424	1,552,569
Victoria	1,889	894,629	2,265	1,842,183	1,763	1,573,310
Queensland	679	331,459	423	326,808	448	326,388
South Australia	871	467,867	891	872,654	888	955,480
Western Australia	102	71,826	159	269,592	202	371,613
Tasmania	661	180,644	768	489,350	722	426,409
New Zealand	422	199,517	447	287,332	373	296,372
Australasia	6,131	2,912,838	7,099	5,662,760	6,820	5,502,141

As compared with New South Wales, the position occupied by Victoria in the above table is peculiar, and partly arises from the necessity of many vessels which enter its ports with cargo being compelled 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—once on their way to Sydney, and once 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 1894, with the percentage for each colony, will be found below :—

Colony.	Entered and Cleared.					
	Total Tonnage.			Percentage of Total.		
	1881.	1891.	1894.	1881.	1891.	1894.
New South Wales	1,706,054	3,422,276	3,193,244	29·5	31·0	29·6
Victoria	1,675,262	3,334,552	3,052,380	28·9	30·7	28·2
Queensland	600,052	603,863	636,047	10·4	5·5	5·9
South Australia	880,360	1,563,142	1,768,607	15·2	14·2	16·3
Western Australia	145,846	511,596	768,475	2·5	4·6	7·1
Tasmania	356,083	898,497	772,017	6·2	8·2	7·1
New Zealand	426,801	638,559	625,960	7·3	5·8	5·8
Australasia	5,790,458	11,022,485	10,816,730	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 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.		1894.	
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
United Kingdom—								
Entered	305	264,321	768	999,403	967	1,863,664	770	1,709,387
Cleared	288	266,432	491	651,825	753	1,434,745	756	1,623,422
Total	593	560,753	1,259	1,651,228	1,720	3,348,409	1,526	3,332,809
British Possessions—								
Entered	320	133,127	623	393,234	511	536,879	602	640,805
Cleared	337	163,350	596	374,753	463	469,453	443	375,529
Total	657	296,477	1,219	767,987	974	1,006,332	1,045	1,016,334
Foreign Countries—								
Entered	449	192,377	519	302,607	754	938,662	715	1,013,811
Cleared	645	229,309	638	431,265	942	1,163,647	853	1,176,734
Total	1,094	422,186	1,157	733,872	1,696	2,102,309	1,568	2,190,545
All External Trade—								
Entered	1,074	619,325	1,910	1,695,244	2,232	3,389,205	2,087	3,364,003
Cleared	1,270	659,591	1,725	1,457,843	2,158	3,117,845	2,052	3,175,685
Total	2,344	1,279,416	3,635	3,153,087	4,390	6,457,050	4,139	6,539,688

DIVISION OF EXTERNAL TONNAGE.

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The external shipping of Australasia during 1894 was the highest in the history of the country, being fully 2 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.		1894.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British Empire—						
United Kingdom	1,259	1,651,228	1,720	3,348,409	1,526	3,332,809
India and Ceylon	167	272,199	142	286,319	103	205,682
Hong Kong	244	257,011	227	324,820	207	285,893
Cape Colony	133	54,949	72	66,211	152	183,596
Fiji	153	43,255	153	127,189	160	111,024
Other British Possessions	522	140,573	380	201,793	423	230,139
Total, British	2,478	2,419,215	2,694	4,354,741	2,571	4,349,143
Foreign Countries—						
France and New Caledonia	224	113,215	275	417,064	256	513,642
Germany	27	15,786	208	393,001	170	363,574
Netherlands and Java...	67	35,719	51	74,843	63	93,386
Belgium	2	1,552	27	41,907	28	56,192
United States	294	301,246	484	597,210	264	399,742
China	81	53,996	34	33,135	11	14,948
Other Foreign Countries	462	212,358	617	545,149	776	749,061
Total, Foreign.....	1,157	733,872	1,696	2,102,309	1,568	2,190,545
All External Tonnage	3,635	3,153,087	4,390	6,457,050	4,139	6,539,688

Of the total amount of external shipping New South Wales takes no less a proportion than 38·9 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.		1894.				
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	1881.	1891.	1894.
New South Wales	1,120	1,080,446	1,600	2,271,960	1,602	2,545,310	34·3	35·2	38·9
Victoria	626	737,272	759	1,330,557	638	1,239,079	23·4	20·6	19·0
Queensland	461	232,439	342	393,255	409	291,978	8·9	6·1	4·5
South Australia	541	479,231	760	1,175,447	667	1,139,978	15·2	18·2	17·4
Western Australia	171	139,200	284	533,959	294	560,603	4·4	8·2	8·6
Tasmania	63	27,679	86	146,109	59	126,350	0·9	2·3	1·9
New Zealand	648	406,820	559	605,763	470	636,390	12·9	9·4	9·7
Australasia	3,635	3,153,087	4,390	6,457,050	4,139	6,539,688	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	80,536,359	2·1	France	28,022,326	0·7
Russia in Europe ...	12,752,466	1·6	Spain	24,022,726	1·4
Norway	5,796,170	2·9	Italy	14,736,859	0·5
Sweden	11,705,414	2·4	United States	33,504,271	0·5
Denmark	7,952,114	3·7	Argentine Republic	12,838,340	2·8
Germany	22,999,554	0·5	Canada	11,280,536	2·3
Holland	12,399,485	2·7	Cape Colony	3,439,334	2·9
Belgium	11,941,470	2·0	Australasia	6,539,688	1·6

On the basis of population, therefore, the colonies of Australasia exceed the great countries of the United States, France, Germany, Italy, 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 1894, at 9·8 per cent., the proportion was unusually high. This increase was chiefly due to the larger number of vessels which came to New South Wales in quest of freights, the proportion of shipping in ballast for that colony approximating closely to that for the United Kingdom. The total external tonnage entered and cleared in ballast during the years 1881, 1891, and 1894 was as follows:—

Colony.	Tonnage Entered and Cleared in Ballast.			Percentage of Tonnage in Ballast to Total External Tonnage of each Colony.		
	1881.	1891.	1894.	1881.	1891.	1894.
New South Wales	22,376	74,976	444,080	2·1	3·3	17·4
Victoria	12,841	27,417	53,928	1·7	2·1	4·4
Queensland	25,378	25,868	18,020	9·0	6·6	6·2
South Australia	28,590	40,907	64,393	6·0	3·5	5·6
Western Australia	10,399	14,030	25,533	7·5	2·6	4·6
Tasmania	4,553	11,816	3,091	16·4	8·1	2·4
New Zealand	30,622	30,650	29,334	7·5	5·1	4·6
Australasia	134,759	225,664	638,379	4·3	3·5	9·8

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 419,631 tons of shipping in ballast, 180,000 tons of which came from South American ports, and 92,000 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	16·9	Belgium	25·1
Russia in Europe	35·9	France.....	21·2
Norway	28·2	Spain	25·7
Sweden	38·8	Italy	29·4
Germany.....	20·4	United States	13·1
Holland	22·0	Australasia.....	9·8

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, the proportion of shipping belonging to Great Britain and her dependencies has only fallen from 92·9 to 90·1 per cent. during the period extending from 1881 to 1894 :—

Nationality.	Total Shipping Entered and Cleared.						Percentage of each Nationality.		
	1881.		1891.		1894.		1881.	1891.	1894.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
British.....	15,127	8,313,535	16,834	15,208,612	16,607	15,636,661	92·0	87·0	90·1
French	91	47,713	251	593,386	247	598,330	0·5	3·4	3·4
German	199	130,070	542	856,523	353	660,645	1·5	4·9	3·8
Scandinavian.....	133	68,566	336	304,977	157	117,162	0·7	1·7	0·6
American	308	323,540	382	383,933	235	261,839	3·7	2·2	1·6
Other nationalities.	77	57,121	123	132,099	87	81,781	0·7	0·8	0·5
Total	15,935	8,943,545	18,468	17,479,535	17,691	17,356,418	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 129. 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.	1894.	1881.	1891.	1894.
New South Wales...	1,758,304	4,299,791	4,407,522	63·1	75·5	76·8
Victoria	1,787,861	4,091,057	3,892,422	74·1	86·8	90·7
South Australia*...	†.....	2,007,775	2,297,373	†...	73·3	83·0
Western Australia...	210,664	978,568	1,247,486	73·9	93·6	93·9
Tasmania	265,833	960,224	856,560	69·3	91·9	95·3
New Zealand.....	†.....	822,086	992,051	†...	66·1	78·6

* Excluding Northern Territory. † Not obtainable.

The improvement in this respect in the vessels engaged in the shipping trade of some of the principal countries of the world may be seen in 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.	1893.
United Kingdom	67·7	85·9*
Russia in Europe	74·3	91·6
Norway	31·1	60·3
Sweden	46·8	75·6
Denmark	61·9	82·6
Germany	70·8	88·7
Holland	74·4	93·5
Belgium	81·3	94·7
France	69·5	89·6
Italy	72·8	90·1
United States	55·5	74·7
Argentine Republic	70·4	88·7
Australasia	68·6	84·0*

* Percentage for year 1894.

A comprehensive view of the changes which have taken place during the last thirty-three years in the class of vessel engaged in the inter-colonial and the external shipping trade of Australasia may be obtained from the following figures :—

Year.	Vessels.	Tonnage.	Crews.	Average Tonnage per vessel.	Average Tonnage per hand.
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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
1894	13,552	10,816,730	446,260	798	25

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
1894	4,139	6,539,688	232,564	1,580	28

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
1894	17,691	17,356,418	678,824	971	26

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 the order named. 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.	1894.
New South Wales—			
Sydney	1,610,692	3,291,188	3,571,614
Newcastle	1,127,238	1,844,842	1,757,861
Victoria—			
Melbourne.....	2,144,949	4,362,138	4,025,502
Geelong	93,347	190,932	176,670
Queensland—			
Brisbane	406,032	855,993	764,685
Townsville	205,886	544,470	596,068
Rockhampton	207,706	471,837	427,753
Cooktown	217,144	469,577	352,827
South Australia—			
Port Adelaide	1,078,920	1,990,938	2,235,766
Port Pirie	33,325	321,781	244,215
Port Darwin	90,100	170,642	149,372
Western Australia—			
Albany	219,902	931,502	1,138,407
Fremantle	42,618	63,068	129,289
Tasmania—			
Hobart	204,007	646,683	584,152
Launceston	138,657	293,537	314,215
New Zealand—			
Auckland	238,886	345,183	473,422
Wellington	119,243	293,451	328,457
Bluff Harbour	91,592	196,540	151,614
Lyttelton	167,151	161,387	117,592
Dunedin	114,637	97,409	93,635

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 1894 :—

Port.	Total Trade.	Average per ton of Shipping	Port.	Total Trade.	Average per ton of Shipping.
New South Wales—	£	£	Western Australia—	£	£
Sydney	27,354,951	7·7	Fremantle	2,133,811	16·5
Newcastle	1,485,475	0·8	Albany	259,893	0·2
Victoria—			Tasmania—		
Melbourne	22,772,860	5·7	Hobart	1,064,688	1·8
Queensland—			Launceston	1,103,570	3·5
Brisbane	4,740,711	6·2	New Zealand—		
South Australia—			Wellington	3,194,133	9·7
Port Adelaide	7,007,612	3·1	Auckland	2,737,354	5·8

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 1894 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	14,433,580	217,657,961	Belfast	493,429	3,373,446
Liverpool	10,489,578	183,837,543	Dublin	369,956	2,585,108
Cardiff	10,478,391	9,518,729	Australasia—		
Newcastle	4,948,113	10,970,999	Melbourne ...	4,025,502	22,772,860
Hull	3,933,123	45,224,403	Sydney	3,571,614	27,354,951
Newport	2,383,651	2,466,268	Adelaide	2,235,766	7,007,612
Southampton	2,323,516	19,162,608	Brisbane	764,685	4,740,711
Scotland—			Fremantle ...	129,289	2,133,811
Glasgow	2,760,274	23,280,955	Hobart	584,152	1,064,688
Leith	1,571,498	14,350,581	Auckland	473,422	2,737,354
Grangemouth	1,071,454	3,775,921			
Kirkcaldy ...	859,052	678,047			

The yearly movement of tonnage at Melbourne and Sydney far exceeds that of the ports of any other British possession, Hong Kong 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 1894 are given below :—

Colony.	Steam.		Sailing.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	478	53,766	490	55,606	968	109,372
Victoria	152	47,011	268	43,886	420	90,897
Queensland	88	12,057	126	10,954	214	23,011
South Australia	94	16,146	212	22,880	306	39,026
Western Australia	9	737	143	4,639	152	5,376
Tasmania	51	12,073	167	6,211	218	18,284
New Zealand	179	64,181	296	35,407	475	99,588
Australasia	1,051	205,971	1,702	179,583	2,753	385,554

SHIPPING IN 1895.

In 1895 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	2,929,758	2,930,280	5,860,038
Victoria	2,181,539	2,167,147	4,348,686
Queensland	469,710	502,195	971,905
South Australia	1,569,015	1,581,718	3,150,733
Western Australia	814,368	764,185	1,578,553
Tasmania	463,979	473,546	937,525
New Zealand	672,951	648,946	1,321,897
Australasia	9,101,320	9,068,017	18,169,337