

## 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	147,669	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	1899	18,073	22,996,134

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 states comprising the Commonwealth and New Zealand can be made only 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 1899 :—

State.	Total Tonnage Entered and Cleared.				
	1861.	1871.	1881.	1891.	1899.
New South Wales.....	745,696	1,500,479	2,786,500	5,694,236	6,995,551
Victoria.....	1,090,602	1,355,025	2,412,531	4,715,109	5,341,455
Queensland.....	44,645	93,236	82,491	997,118	1,464,063
South Australia.....	199,331	387,026	1,359,591	2,738,589	3,619,251
Western Australia.....	115,256	137,717	285,046	1,045,555	2,638,648
Tasmania.....	230,218	210,160	383,762	1,044,606	1,318,117
Commonwealth.....	2,425,148	3,689,643	8,109,924	16,235,213	21,377,085
New Zealand.....	403,336	540,261	833,621	1,244,322	1,619,049
Australasia.....	2,828,484	4,229,904	8,943,545	17,479,535	22,996,134

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 since 1895 there has been a great expansion of shipping, and 1899 showed not only the largest total tonnage recorded but the greatest for each individual state.

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

State.	Percentage of Total of Australasia.				
	1861.	1871.	1881.	1891.	1899.
New South Wales.....	26·4	35·5	31·1	32·6	30·4
Victoria.....	38·5	32·0	27·0	27·0	23·2
Queensland.....	1·8	2·2	9·9	5·7	6·4
South Australia.....	7·0	9·1	15·2	15·6	15·7
Western Australia.....	4·0	3·3	3·2	6·0	11·5
Tasmania.....	8·1	5·1	4·3	6·0	5·8
New Zealand.....	14·2	12·8	9·3	7·1	7·0
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. It cannot be claimed that these figures have much meaning, and they would not have been repeated

in this work, except for the purpose of showing how easy it is to make fallacious comparisons from reasonably correct data. Queensland appears almost last amongst the states in point of tonnage, yet, unquestionably, that state ranks third as regards the importance of its trade. The explanation of the discrepancy between the real and apparent trade lies in the fact which will hereafter be reverted to, that the same vessels are again and again included as distinct tonnage in the returns of the southern states. A mail-boat which calls at Albany, in Western Australia, continues its voyage to Sydney by way of Adelaide and Melbourne, sometimes calling at Hobart, and figures as a separate vessel at each port. This is not the case to so large an extent in regard to Queensland, so that the figures quoted are only of value as indicating the comparative progress of the trade of each separate state, and not the progress of one state as compared with another.

#### INTERCOLONIAL SHIPPING.

Of the total shipping of Australasia, which has been dealt with in the preceding section, a proportion of nearly 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, as formerly, by way of the ports of New South Wales or Victoria:—

State.	Entered from other Colonies.					
	1881.		1891.		1899.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales .....	1,730	939,158	2,375	1,847,435	2,471	2,074,950
Victoria .....	1,733	780,633	2,067	1,542,369	1,614	1,739,615
Queensland .....	663	268,593	405	277,055	440	470,897
South Australia .....	837	412,493	778	690,488	762	1,086,666
Western Australia .....	95	74,020	155	242,004	365	770,945
Tasmania .....	654	175,439	724	409,147	747	532,916
New Zealand .....	457	227,284	475	351,227	382	423,616
Australasia .....	6,169	2,877,620	6,979	5,359,725	6,781	7,099,605

As the above table shows, nearly one-third of the total tonnage entered from other colonies comes to New South Wales, but this is in

great measure due to the fact that many vessels discharging in other colonies proceed to Newcastle, in New South Wales, to load coal for foreign ports.

State.	Cleared for other Colonies.					
	1881.		1891.		1899.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales .....	1,507	766,896	2,146	1,574,841	2,327	2,003,963
Victoria .....	1,889	894,629	2,265	1,842,183	1,678	1,847,130
Queensland .....	679	331,459	423	326,808	406	439,166
South Australia .....	871	467,867	891	872,654	833	1,206,032
Western Australia .....	102	71,826	159	269,592	326	658,482
Tasmania .....	661	180,644	768	489,350	731	606,954
New Zealand .....	422	199,517	447	287,332	359	382,700
Australasia .....	6,131	2,912,838	7,099	5,662,760	6,660	7,144,427

A comparison of the figures given above with those in the preceding table shows that in the case of Victoria and South Australia the tonnage cleared is largely in excess of that entered. This partly arises from the necessity of many vessels clearing at the southern ports in ballast and proceeding for outward cargo to New South Wales ports, principally Newcastle, where on their outward voyage such vessels are, of course, reckoned amongst the external shipping.

The combined tonnage entered and cleared during 1881, 1891, and 1899, with the percentage for each state and New Zealand to the total external shipping of Australasia, will be found below :—

State.	Entered from and Cleared for other Colonies.					
	Total Tonnage.			Percentage of Total.		
	1881.	1891.	1899.	1881.	1891.	1899.
New South Wales .....	1,706,054	3,422,276	4,078,913	29·5	31·0	28·6
Victoria .....	1,675,262	3,384,552	3,586,745	28·9	30·7	25·2
Queensland .....	600,052	603,863	910,063	10·4	5·5	6·4
South Australia .....	880,360	1,563,142	2,292,698	15·2	14·2	16·1
Western Australia .....	145,846	511,596	1,429,427	2·5	4·6	10·0
Tasmania .....	356,083	898,497	1,139,870	6·2	8·2	8·0
New Zealand .....	426,801	638,559	806,316	7·3	5·8	5·7
Australasia .....	5,790,458	11,022,485	14,244,032	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.		1899.	
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
United Kingdom—								
Entered .....	305	254,321	768	990,403	967	1,863,604	741	1,887,816
Cleared .....	288	266,432	491	651,825	753	1,484,745	867	2,080,412
Total .....	593	560,753	1,259	1,651,228	1,720	3,348,409	1,608	3,977,228
British Possessions—								
Entered .....	320	133,127	623	393,234	511	536,879	778	941,950
Cleared .....	337	163,350	596	374,753	463	469,453	590	703,823
Total .....	657	296,477	1,219	767,987	974	1,006,332	1,368	1,645,773
Foreign Countries—								
Entered .....	449	192,377	519	302,607	754	938,662	738	1,542,915
Cleared .....	645	229,809	638	431,265	942	1,163,647	868	1,586,186
Total .....	1,094	422,185	1,157	733,872	1,696	2,102,309	1,656	3,129,101
All External Trade—								
Entered .....	1,074	619,825	1,910	1,695,244	2,232	3,339,205	2,307	4,372,681
Cleared .....	1,270	659,591	1,725	1,457,843	2,158	3,117,845	2,325	4,379,421
Total .....	2,344	1,279,416	3,635	3,153,087	4,390	6,457,050	4,632	8,752,102

The external shipping of Australasia during 1899 was the highest in the history of the country, being fully 35 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 which the colonies have commercial relations will be found below :—

Country.	Entered from and cleared for Countries beyond Australasia.					
	1881.		1891.		1899.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
<b>British Empire—</b>						
United Kingdom .....	1,259	1,651,228	1,720	3,348,409	1,608	3,977,228
India and Ceylon .....	167	272,199	142	286,319	120	258,177
Hong Kong .....	244	257,011	227	324,820	230	351,214
Cape Colony .....	133	54,949	72	66,211	277	402,746
Fiji .....	153	43,255	153	127,189	116	106,068
Other British Possessions	522	140,573	380	201,793	625	527,568
<b>Total, British .....</b>	<b>2,478</b>	<b>2,419,215</b>	<b>2,694</b>	<b>4,354,741</b>	<b>2,976</b>	<b>5,623,001</b>
<b>Foreign Countries—</b>						
France and New Cal- edonia .....	224	113,215	275	417,064	261	539,075
Germany .....	27	15,786	208	393,001	259	824,286
Netherlands and Java...	67	35,719	51	74,843	39	70,304
Belgium .....	2	1,552	27	41,907	42	85,802
United States .....	294	301,246	484	597,210	352	661,459
China .....	81	53,996	34	33,135	15	22,754
Other Foreign Countries	462	212,358	617	545,149	688	925,421
<b>Total, Foreign.....</b>	<b>1,157</b>	<b>733,872</b>	<b>1,696</b>	<b>2,102,309</b>	<b>1,656</b>	<b>3,129,101</b>
<b>All External Tonnage</b>	<b>3,635</b>	<b>3,153,087</b>	<b>4,390</b>	<b>6,457,050</b>	<b>4,632</b>	<b>8,752,102</b>

As the following table shows, the largest share of the external tonnage of Australasia falls to New South Wales, which takes one-third of the total; Victoria comes next with one-fifth, followed by South Australia with about one-seventh. The figures in the chapter on commerce, however, 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:—

State.	Entered and Cleared.						Percentage of each State to Total.		
	1881.		1891.		1899.		1881.	1891.	1899.
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.			
New South Wales .....	1,120	1,080,446	1,600	2,271,960	1,620	2,916,638	34·3	35·2	33·3
Victoria .....	626	737,272	759	1,330,557	703	1,754,710	23·4	20·6	20·0
Queensland .....	461	282,439	342	303,255	446	554,000	8·9	6·1	6·4
South Australia .....	541	479,231	760	1,175,447	595	1,326,553	15·2	18·2	15·2
Western Australia .....	171	139,200	284	533,959	602	1,209,221	4·4	8·2	13·8
Tasmania .....	68	27,679	86	146,109	74	178,247	0·9	2·3	2·0
Commonwealth ..	2,987	2,746,267	3,831	5,851,287	4,160	7,939,369	..	..	..
New Zealand .....	648	406,820	559	605,763	472	812,733	12·0	9·4	9·3
Australasia .....	3,635	3,153,087	4,390	6,457,050	4,632	8,752,102	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.....	90,963,966	2·3	France .....	31,488,753	0·8
Russia in Europe ...	18,066,576	0·2	Spain ... ..	23,765,414	1·6
Norway .....	6,131,717	3·1	Italy .....	17,005,287	0·5
Sweden... ..	14,877,813	3·0	United States .....	39,881,044	0·6
Denmark .....	10,561,982	4·9	Argentine Republic	12,877,812	3·1
Germany .....	25,762,511	0·5	Canada .....	12,585,485	2·4
Netherlands.....	16,897,809	3·7	Cape Colony .....	5,602,955	2·5
Belgium .....	15,899,475	2·6	Australasia .....	8,752,102	1·9

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 1899, at 6·6 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 about 8 per cent. less than that for the United Kingdom. The total external tonnage entered and cleared in ballast during the years 1881, 1891, and 1899 was as follows:—

State.	Tonnage Entered and Cleared in Ballast.			Percentage of Tonnage in Ballast to Total External Tonnage.		
	1881.	1891.	1899.	1881.	1891.	1899.
New South Wales .....	22,376	74,976	313,239	2·1	3·3	10·7
Victoria .....	12,841	27,417	34,944	1·7	2·1	2·0
Queensland .....	25,378	25,868	12,507	9·0	6·6	2·2
South Australia .....	28,590	40,907	59,977	6·0	3·5	4·5
Western Australia .....	10,399	14,030	101,805	7·5	2·6	8·4
Tasmania .....	4,553	11,816	6,477	16·4	8·1	3·6
Commonwealth.....	104,137	195,014	528,949	3·8	3·3	6·7
New Zealand.....	30,622	30,650	47,305	7·5	5·1	5·8
Australasia .....	134,759	225,664	576,254	4·3	3·5	6·6

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, copper, live-stock, frozen meat, 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 securing a return cargo. 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 301,495 tons of shipping in ballast, 18,240 of which came from Japan, 19,791 from Natal, 21,462 from Mauritius, 47,257 from South American ports, and 123,609 from 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 .....	18·7	Belgium .....	27·0
Russia in Europe .....	35·0	France.....	19·7
Norway .....	26·7	Spain .....	26·9
Sweden .....	43·7	Italy .....	20·3
Germany.....	21·2	United States .....	18·5
Netherlands .....	26·2	Australasia.....	6·6

#### 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 84·8 per cent. during the period extending from 1881 to 1899 :—

Nationality.	Total Shipping Entered and Cleared.						Percentage of each Nationality.		
	1881.		1891.		1899.		1881.	1891.	1899.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
British.....	15,127	8,313,535	16,834	15,208,612	16,085	19,509,426	92·9	87·0	84·8
French.....	91	47,713	251	593,386	322	702,416	0·5	3·4	3·1
German .....	199	130,070	542	856,528	531	1,482,581	1·5	4·9	6·4
Scandinavian.....	133	66,566	336	304,977	444	312,588	0·7	1·7	1·4
American .....	308	328,540	332	383,933	399	520,607	3·7	2·2	2·3
Other nationalities.	77	57,121	123	132,099	292	468,616	0·7	0·8	2·0
Total .....	15,935	8,943,545	18,468	17,479,535	18,073	22,996,134	100·0	100·0	100·0

The returns published by the various colonies are not in such a form as to admit of the separation of the purely local tonnage 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 331. 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:—

State.	Total Steam Tonnage entered and cleared.			Percentage of Steam to Total Tonnage.		
	1881.	1891.	1899.	1881.	1891.	1899.
New South Wales...	1,758,304	4,299,791	5,757,341	63·1	75·5	82·3
Victoria .....	1,787,861	4,091,057	4,955,847	74·1	86·8	92·7
South Australia* ...	†.....	2,007,775	3,089,428	†...	73·3	90·1
Western Australia..	210,664	978,568	2,335,432	73·9	93·6	88·5
Tasmania .....	265,833	960,224	1,264,401	69·3	91·9	95·9
New Zealand.....	†.....	822,086	1,343,118	†...	66·1	82·9

\* 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.	1898.
United Kingdom .....	67·7	90·5
Russia in Europe .....	74·3	95·7
Norway .....	31·1	61·5
Sweden .....	46·8	80·2*
Denmark .....	61·9	85·5
Germany .....	70·8	90·5
Netherlands.....	74·4	95·7
Belgium .....	81·3	96·4
France .....	69·5	95·0
Italy .....	72·8	92·0
United States .....	55·5	81·1
Argentine Republic .....	70·4	91·1
Australasia .....	68·6	87·8

\* Percentage for year 1896.

A comprehensive view of the changes which have taken place during the last thirty-eight 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
1899	13,441	14,244,032	444,894	1,060	32
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
1899	4,632	8,752,102	337,913	1,889	26
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
1899	18,073	22,996,134	782,807	1,272	29

As the table shows, the total number of vessels engaged in the shipping trade of Australasia during 1899 was 395 less than the figure for 1891, but the returns of tonnage show an increase of upwards of five and a half millions. The average tonnage of shipping is 1,272, as compared with 946 in 1891, and 274 in 1861. The explanation of this increase of course lies in the fact that a superior type of vessel is now engaged in the shipping trade of these colonies, and the enterprise of the great European and American trading companies will doubtless have the effect of raising still higher the average for succeeding years. 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, because the mail-steamer on their way to Sydney are 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.	1899.
<b>New South Wales—</b>			
Sydney .....	1,610,692	3,291,188	4,566,524
Newcastle .....	1,127,238	1,844,842	1,994,777
Wollongong .....	14,642	101,888	225,919
<b>Victoria—</b>			
Melbourne.....	2,144,949	4,362,138	4,947,118
Geelong .....	93,347	190,932	275,221
<b>Queensland—</b>			
Brisbane .....	406,032	855,993	1,297,758
Townsville .....	205,886	544,470	852,148
Rockhampton .....	207,706	471,837	552,162
Cooktown .....	217,144	469,577	310,763
Cairns .....	56,447	326,898	438,180
Mackay .....	104,174	330,119	383,385
<b>South Australia—</b>			
Port Adelaide .....	1,078,920	1,990,938	2,917,630
Port Pirie .....	33,325	321,781	341,912
Port Darwin.....	90,100	170,642	189,885
<b>Western Australia—</b>			
Albany .....	219,902	931,502	1,792,899
Fremantle .....	42,618	63,068	711,605
<b>Tasmania—</b>			
Hobart .....	204,007	646,683	757,071
Launceston .....	138,657	293,537	174,280
Davenport.....	.....	8,121	204,377
<b>New Zealand—</b>			
Auckland .....	238,886	345,183	526,178
Wellington .....	119,243	293,451	470,683
Bluff Harbour .....	91,592	196,540	237,178
Lyttelton .....	167,151	161,387	173,641
Dunedin .....	114,637	97,409	84,608

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 1899 :—

Port.	Total Trade.	Average per ton of Shipping.	Port.	Total Trade.	Average per ton of Shipping.
New South Wales—	£	£	Western Australia—	£	£
Sydney.....	43,233,859	9·5	Fremantle .....	6,252,047	8·8
Newcastle .....	2,263,348	1·1	Albany.....	3,260,741	1·8
Victoria—			Tasmania—		
Melbourne .....	32,292,115	6·5	Hobart.....	1,528,840	2·0
Queensland—			Launceston .....	1,498,987	8·6
Brisbane .....	6,761,490	5·2	New Zealand—		
South Australia—			Wellington .....	3,963,402	8·4
Port Adelaide.....	9,072,781	3·1	Auckland.....	4,072,323	7·7

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 1898 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.	£	Scotland—	tons.	£
London.....	19,596,202	237,198,097	Glasgow .....	3,684,443	26,388,238
Liverpool.....	12,168,802	198,897,093	Leith .....	1,977,117	16,454,467
Cardiff .....	8,788,105	8,136,497	Kirkcaldy ...	1,693,005	1,086,746
Newcastle.....	5,610,867	9,631,510	Grangemouth.	1,482,279	4,569,820
Hull .....	4,627,480	52,424,207	Ireland—		
Southampton	2,923,611	23,001,612	Belfast .....	608,631	5,207,197
Sunderland ...	1,961,740	1,533,589	Dublin .....	311,191	2,498,745
Grimsby .....	1,876,321	18,418,859	Australasia—		
Dover .....	1,804,984	12,521,887	Sydney.....	4,566,524	43,233,859
Newport .....	1,620,881	1,888,296	Melbourne ...	4,947,118	32,292,115
Harwich .....	1,408,059	23,098,529	Brisbane .....	1,297,758	6,761,490
North Shields	1,290,670	1,573,978	Adelaide .....	2,917,630	9,072,781
Bristol .....	1,173,859	12,469,253	Fremantle ...	711,605	6,252,047
Newhaven.....	774,288	12,513,368	Hobart.....	757,071	1,528,840
			Wellington ...	470,683	3,963,402
			Auckland.....	526,178	4,072,323

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 1899 are given below :—

State.	Steam.		Sailing.		Total.	
	Vessels.	Net Tonnage.	Vessels.	Net Tonnage.	Vessels.	Net Tonnage.
New South Wales .....	498	67,193	502	55,554	1,000	122,747
Victoria .....	148	60,964	233	37,837	381	98,801
Queensland .....	90	12,867	144	9,928	234	22,795
South Australia .....	108	28,445	227	22,421	335	50,866
Western Australia .....	30	5,442	135	6,653	165	12,095
Tasmania .....	44	6,485	156	8,894	200	15,379
New Zealand .....	212	52,770	310	40,753	522	93,523
Australasia .....	1,130	234,166	1,707	182,040	2,837	416,206