

## SHIPPING.

THE earliest date for which there is reliable information in regard to Australasian shipping is 1822. The growth of the trade of Australasia since then has been marvellous, and although the rate at which population has advanced has been as large as could reasonably be expected, the growth of shipping has been even more rapid. Taking the whole period covered by the following table, the increase of population has averaged about 5 per cent. yearly, while that of shipping has slightly exceeded 7 per cent. The summary herewith gives the total tonnage which arrived at and departed from the various ports of the Colonies, including both foreign and intercolonial trade. Should any comparison be made between Australasia and other countries, the figures would have little significance, as the traffic between the various ports of the Colonies, which is included in the statement, becomes merely coastal trade when the whole of the Colonies are taken as one country. This distinction is kept in view throughout this Chapter, as well as in the succeeding one dealing with exports and imports :—

Year.	No. of Vessels.	Tonnage.	Year.	No. of Vessels.	Tonnage.
1822 ...	268	147,869	1871 ...	13,274	4,229,904
1841 ...	2,576	552,347	1881 ...	15,935	8,943,545
1851 ...	5,340	1,088,108	1891 ...	18,468	17,479,535
1861 ...	10,316	2,828,484	1892 ...	17,512	17,213,970

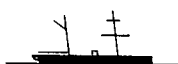
In the year 1822 all the settlements on the mainland were comprised in the designation of New South Wales, and as late as 1859 Queensland formed part of the mother Colony. Thus an exact distribution of tonnage can only be made subsequent to the year last named. The following table gives details for the census years, 1871, 1881, and 1891, as well as for the year 1892 :—

Colony.	1871.		1881.		1891.		1892.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
New South Wales .....	4,014	1,500,479	4,357	2,786,500	6,121	5,694,236	6,027	5,647,184
Victoria .....	4,394	1,355,025	4,248	2,412,534	5,001	4,715,109	4,521	4,456,254
Queensland .....	415	93,236	1,803	882,491	1,170	997,118	1,098	972,428
South Australia .....	1,436	337,026	2,249	1,359,591	2,429	2,738,589	2,170	2,545,070
Western Australia .....	294	137,717	368	285,046	598	1,045,555	676	1,124,565
Tasmania .....	1,283	216,160	1,383	383,762	1,573	1,044,606	1,645	1,137,140
New Zealand .....	1,438	540,261	1,527	833,621	1,481	1,244,322	1,375	1,331,323
Australasia .....	13,274	4,229,904	15,935	8,943,545	18,468	17,479,535	17,512	17,213,970

# SHIPPING

## INWARDS AND OUTWARDS

1841



552,347 TONS

1822



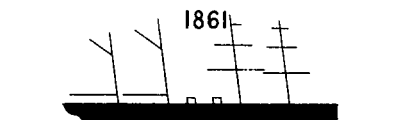
147,869 TONS

1851



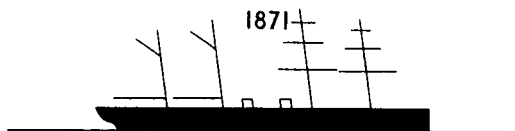
1,088,108 TONS

1861



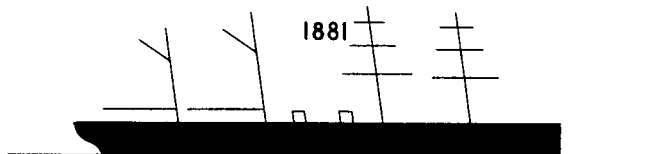
2,828,484 TONS

1871



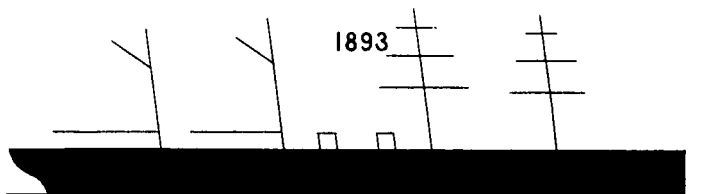
4,229,904 TONS

1881



8,943,545 TONS

1893



15,825,221 TONS

The tonnage of Australasia, as well as that of nearly all of the provinces individually, for the year 1891 was the highest on record, being about  $12\frac{1}{2}$  per cent. more than that of the previous year. This result was partly due to the circumstance that a large amount of goods remained unshipped at the close of 1890, owing to the maritime strike, which of necessity appears in the returns of 1891. The tonnage of 1892, although slightly less than that of 1891, was, nevertheless, more than 10 per cent. larger than that of 1890.

In the following tables the average tonnage of vessels trading with Australasia and the daily movements of tonnage are given. The year 1861 is made the first point of comparison, the nature of the returns being such as to render it impossible to satisfactorily exclude the coastal trade from the general tonnage before that date. The average tonnage per vessel for each of the last four census periods, and for the year 1892, was :—

1861 .....	549
1871 .....	546
1881 .....	867
1891 .....	1,471
1892 .....	1,558

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.

The following figures represent the average daily movements of foreign-going tonnage (entered and cleared) in Australasian ports at various periods :—

1861 .....	2,950
1871 .....	3,505
1881 .....	8,639
1891 .....	17,691
1892 .....	17,508

that is to say, thirty-eight vessels, of 20,650 tons in the aggregate, entered or cleared every week during the year 1861, whilst in 1892 the average weekly shipping movement was 79 vessels, aggregating nearly 123,000 tons.

The position which each Colony occupied in 1881 is much the same as that held by it to-day, but, as might naturally be expected, the ratio of increase has been very different for the various Colonies. Those least developed in 1881 show the greatest proportionate increase during the period, as the figures herewith demonstrate. The total external and

intercolonial tonnage, inwards, for 1881, 1891, and 1892 was as follows :—

Colony.	1881.		1891.		1892.		Increase per cent., 1881-92.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
New South Wales .....	2,254	1,456,230	3,021	2,321,898	2,960	2,304,540	93
Victoria .....	2,125	1,219,231	2,531	2,333,864	2,255	2,224,652	82
Queensland .....	936	455,985	607	502,794	566	490,860	7
South Australia .....	1,120	634,203	1,220	1,308,720	1,091	1,283,391	83
Western Australia .....	135	145,048	310	533,433	356	572,090	204
Tasmania .....	694	192,024	785	514,706	816	506,533	195
New Zealand .....	765	420,134	737	618,515	686	675,223	61
Australasia .....	8,079	4,572,864	9,211	8,698,930	8,730	8,617,312	88

The meaning of the increase shown above, so far at least as some of the colonies are concerned, is apt to be misunderstood; thus, the abnormal development of Western Australia should not be set down as altogether due to the increased trade of that colony, but to the circumstance that one of its ports lies in the track of the large steam-vessels trading between Europe and the Eastern Colonies; and this remark, to a minor extent, is applicable also to some of the more populous colonies.

In the next table the combined external and intercolonial tonnage inwards and outwards, and the proportion claimed by each colony, are given. It will be seen that New South Wales at each period held the largest share of tonnage :—

Colony.	Inward and Outward.						Percentage of Tonnage to each Colony.		
	1881.		1891.		1892.		1881.	1891.	1892.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.			
New South Wales ....	4,357	2,786,500	6,121	5,694,236	6,027	5,647,184	31.1	32.6	32.8
Victoria .....	4,248	2,412,534	5,091	4,715,109	4,521	4,456,254	27.0	27.0	25.9
Queensland .....	1,803	882,491	1,170	997,118	1,098	972,428	9.9	5.7	5.7
South Australia .....	2,249	1,359,591	2,429	2,738,589	2,170	2,545,076	15.2	15.6	14.8
Western Australia .....	368	235,046	598	1,045,555	676	1,124,565	3.2	6.0	6.5
Tasmania .....	1,383	383,762	1,578	1,044,606	1,645	1,137,140	4.3	6.0	6.6
New Zealand .....	1,527	833,621	1,481	1,244,322	1,375	1,331,323	9.3	7.1	7.7
Australasia .....	15,935	8,943,545	18,468	17,479,535	17,512	17,213,970	100.0	100.0	100.0

In the foregoing tables the shipping passing from one colony to the other has been included with the tonnage to places outside Australasia. In the following statement, however, reference is made only to the trade with the British Empire and foreign countries. These are, therefore, the figures which should be used if comparisons are instituted between Australasia and other countries :—

Trade with—	1861.		1871.		1881.		1891.		1892.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
The United Kingdom—										
Inwards .....	387	308,711	305	294,321	768	999,403	967	1,863,664	810	1,670,316
Outwards .....	140	116,397	288	266,432	491	651,825	753	1,484,745	728	1,521,500
Total .....	527	425,108	593	560,753	1,259	1,651,228	1,720	3,348,409	1,538	3,191,816
British Possessions outside Australasia—										
Inwards .....	232	101,442	320	133,127	623	393,234	511	536,879	484	583,199
Outwards .....	280	166,860	337	163,350	596	374,753	463	469,453	424	467,101
Total .....	512	268,302	657	296,477	1,219	767,987	974	1,006,332	908	1,050,300
Foreign Countries—										
Inwards .....	385	149,311	449	192,377	519	302,607	754	938,662	781	1,003,479
Outwards .....	537	234,135	645	229,809	638	431,265	942	1,163,647	875	1,144,718
Total .....	922	383,446	1,094	422,186	1,157	733,872	1,696	2,102,309	1,656	2,148,197
External Trade—										
Inwards .....	1,004	559,464	1,074	619,825	1,910	1,695,244	2,232	3,339,205	2,075	3,256,994
Outwards .....	957	517,392	1,270	659,591	1,725	1,457,843	2,158	3,117,845	2,027	3,133,319
Total External Trade	1,961	1,076,856	2,344	1,279,416	3,635	3,153,087	4,390	6,457,050	4,102	6,390,313

The tonnage to and from each of the divisions of the British Empire, as well as the leading foreign countries trading with Australasia, is set forth in the following statement—no country whose trade is of any magnitude has been omitted :—

Countries.	1881.		1891.		1892.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British Empire—						
United Kingdom .....	1,259	1,651,228	1,720	3,348,400	1,538	3,191,816
India and Ceylon .....	167	272,199	142	286,319	162	334,005
Hong Kong .....	244	257,011	227	324,820	239	345,176
Cape Colony .....	133	54,949	72	66,211	66	75,571
Fiji .....	153	43,255	153	127,189	148	122,765
Other British Possessions .....	522	140,573	380	201,793	293	172,783
Total .....	2,478	2,410,215	2,694	4,354,741	2,446	4,242,116
Foreign Countries—						
France and New Caledonia .....	224	113,215	275	417,064	294	538,874
Germany .....	27	15,786	208	393,001	209	397,159
Netherlands and Java .....	67	35,719	51	74,843	53	76,641
Belgium .....	2	1,552	27	41,907	36	64,642
United States .....	294	301,246	484	597,210	377	488,030
China .....	81	53,996	34	33,135	24	24,227
Other Foreign Countries .....	462	212,358	617	545,149	663	558,624
Total .....	1,157	733,872	1,696	2,102,309	1,656	2,148,197

Some little difficulty is met with in distinguishing correctly the external tonnage for each Colony, owing to the circumstance that steam vessels from Europe call at various Colonial ports, and are credited to the first port of call, quite irrespective of the fact that little or none of the cargo may be destined for the Colony to which the port belongs. Thus, the returns of Western Australia for 1892 show external shipping entering inwards 264,408 tons, and 276,256 tons outwards, in all, 540,664 tons, a much larger total than that of Queensland, and not far short of four times that of Tasmania, though the present importance of both these Colonies is considerably greater than that of Western Australia. The following table gives the total of the other than Australasian tonnage arriving at and departing from the ports of each Colony; the figures, however, should be taken in conjunction with the import and export statistics given in the next chapter :—

Colony.	Inward and Outward.						Percentage of Tonnage to each Colony.		
	1881.		1891.		1892.		1881.	1891.	1892.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.			
New South Wales .....	1,120	1,080,446	1,600	2,271,960	1,554	2,336,576	34·3	35·2	36·6
Victoria .....	626	737,272	759	1,330,557	677	1,247,641	23·4	20·6	19·5
Queensland .....	461	282,439	342	393,255	285	359,349	8·9	6·1	5·6
South Australia .....	541	479,231	760	1,175,447	653	1,072,966	15·2	18·2	16·8
Western Australia .....	171	139,200	284	533,959	296	540,664	4·4	8·2	8·5
Tasmania .....	68	27,679	86	146,109	74	142,452	0·9	2·3	2·2
New Zealand .....	648	406,820	559	605,763	563	690,665	12·9	9·4	10·8
Australasia .....	3,635	3,153,087	4,390	6,457,050	4,102	6,390,313	100·0	100·0	100·0

## TONNAGE IN BALLAST.

A peculiar feature of Australasian trade is the small though varying proportion of tonnage in ballast arriving from or departing to places outside Australasia. Thus, in 1881 this description of tonnage amounted to 4·3 per cent. of the whole; in 1891 the proportion was only 3·5 per cent.; and in 1892 6·4 per cent.; while in European and American countries of which there are available returns the proportion varies from 13 to 34 per cent. The total tonnage inward and outward in ballast only for each period was:—

Colony.	Inward and Outward in Ballast.			Percentage of Tonnage in Ballast to Total External Tonnage of each Colony.		
	1881.	1891.	1892.	1881.	1891.	1892.
	Tonnage.	Tonnage.	Tonnage.			
New South Wales .....	22,376	74,976	216,084	2·1	3·3	9·2
Victoria .....	12,841	27,417	33,203	1·7	2·1	2·7
Queensland .....	25,378	25,868	24,985	9·0	6·6	6·9
South Australia .....	28,590	40,907	50,080	6·0	3·5	4·7
Western Australia .....	10,399	14,030	30,761	7·5	2·6	5·7
Tasmania .....	4,553	11,816	8,779	16·4	8·1	6·2
New Zealand .....	30,622	30,650	45,093	7·5	5·1	6·5
Australasia .....	134,759	225,664	408,985	4·3	3·5	6·4

The reason why so small a proportion of the Australasian shipping leaves in ballast is principally to be found in the large and varied resources of the country, for when the staple produce—wool—is not available, cargoes of wheat, coal, and other commodities may generally be obtained. Besides, owing to the great distance of the Australasian ports 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. It would not pay to send vessels “seeking,” as it is called, which is commonly done with regard to European and American ports. The percentage of tonnage in ballast to total inward and outward tonnage during 1891 for some of the principal countries of the world is given herewith:—

Country.	Proportion of Tonnage in Ballast to total Tonnage.	Country.	Proportion of Tonnage in Ballast to total Tonnage.
United Kingdom .....	16·7	Belgium .....	25·4
France .....	20·5	Netherlands .....	23·9
Germany .....	20·3	Norway and Sweden ...	31·6
Spain .....	20·1	United States .....	12·6
Italy .....	20·9		
Russia .....	34·0	Australasia (1892) .....	6·4

## INTERCOLONIAL SHIPPING.

The expansion of the intercolonial shipping has kept pace with the external trade of the Colonies. New Zealand forms an exception to the rule, a circumstance due to the development of its resources having now reached such a point that the Colony is in a position to trade directly with Great Britain, instead of, as formerly, indirectly by way of the ports of New South Wales and Victoria.

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

Colony.	Inward.					
	1881.		1891.		1892.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
New South Wales .....	1,730	939,158	2,375	1,847,435	2,279	1,755,689
Victoria .....	1,733	780,633	2,067	1,542,369	1,864	1,516,866
Queensland .....	663	268,593	405	277,055	425	321,285
South Australia .....	837	412,493	778	690,488	693	639,825
Western Australia.....	95	74,020	155	242,004	208	307,682
Tasmania.....	654	175,439	724	409,147	766	468,778
New Zealand .....	457	227,284	475	351,227	420	350,193
Australasia .....	6,169	2,877,620	6,979	5,359,725	6,665	5,360,318

New South Wales, it will be seen, heads the list with very nearly one-third of the total intercolonial inward shipping—a position, doubtless in a large measure, due to the fact that many vessels which have discharged cargo in other Colonies come to New South Wales for cargoes for foreign ports. Victoria stands second to New South Wales for vessels inwards from other Colonies, but in regard to the outward intercolonial trade she stands first, as will be seen by the figures annexed :—

Colony.	Outward.					
	1881.		1891.		1892.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
New South Wales .....	1,507	766,896	2,146	1,574,841	2,194	1,554,919
Victoria .....	1,889	894,629	2,265	1,842,183	1,980	1,691,747
Queensland .....	679	331,459	423	326,808	388	291,794
South Australia .....	871	467,867	891	872,654	824	832,285
Western Australia.....	102	71,826	159	269,592	172	276,219
Tasmania.....	661	180,644	768	489,350	805	525,910
New Zealand .....	422	199,517	447	287,332	392	290,465
Australasia .....	6,131	2,912,838	7,099	5,662,760	6,755	5,463,339



The position occupied by Victoria as compared with New South Wales in the table just given is peculiar, and arises from the necessity of many vessels arriving with cargoes being compelled to leave in ballast and seek outward freights in New South Wales, particularly at the port of Newcastle. A large proportion of the tonnage from Victoria to New South Wales is of ships in ballast requiring coal, not for Victoria only, but for places outside Australasia; these ships leaving Victorian ports are reckoned as intercolonial, but when entering outward at Newcastle they are of course cleared as engaged in foreign trade. The combined tonnage inward and outward will be found in the following table, with the percentage due to each Colony. The figures are the totals of the two preceding tables :—

Colony.	Inward and Outward.			Percentage of Tonnage to each Colony.		
	1881.	1891.	1892.			
	Tonnage.	Tonnage.	Tonnage.	1881.	1891.	1892.
New South Wales ..	1,706,054	3,422,276	3,310,608	29·5	31·0	30·6
Victoria .....	1,675,262	3,384,552	3,208,613	28·9	30·7	29·6
Queensland .....	600,052	603,863	613,079	10·4	5·5	5·7
South Australia ...	880,360	1,563,142	1,472,110	15·2	14·2	13·6
Western Australia..	145,846	511,596	583,901	2·5	4·6	5·4
Tasmania .....	356,083	898,497	994,688	6·2	8·2	9·2
New Zealand .....	426,801	638,559	640,658	7·3	5·8	5·9
Australasia .....	5,790,458	11,022,485	10,823,657	100·0	100·0	100·0

The general tendency to substitute steamers for sailing vessels is very marked in the Australasian trade. Unfortunately the records of Queensland and of the Northern Territory of South Australia do not admit of a distinction being made between the two classes of vessels, nor do those of South Australia and New Zealand, except of later years. The following table shows the steam tonnage of those Colonies of which the returns are available. The figures include the vessels bound for intercolonial ports, as well as those for ports outside Australasia :—

Colony.	Inward and Outward.			Percentage of Steam to Total Tonnage.		
	1881.	1891.	1892.	1881.	1891.	1892.
New South Wales...	1,758,304	4,299,791	4,329,634	63·1	75·5	76·7
Victoria .....	1,787,861	4,091,057	4,011,364	74·1	86·8	90·0
South Australia ...	*	2,007,775	1,906,733	*	73·3	78·0
Western Australia..	210,664	978,568	1,037,333	73·9	93·6	92·2
Tasmania .....	265,833	960,224	1,076,601	69·3	91·9	94·7
New Zealand .....	*	822,086	903,987	*...	66·1	67·9

\* Not obtainable.

The subjoined figures give like information for the years 1881 and 1891 for some of the principal countries of the world :—

Country.	Percentage of Tonnage to Total Steam and Sailing.		Country.	Percentage of Tonnage to Total Steam and Sailing.	
	1881.	1891.		1881.	1891.
United Kingdom .....	67·7	84·2	Netherlands .....	74·4	92·5
France .....	69·5	87·0	Norway and Sweden .....	41·0	70·7
Germany .....	70·8	87·2	United States .....	55·5	72·3
Italy .....	72·8	88·3	Australasia .....	68·6	82·5
Belgium .....	81·3	94·0			

### RELATIVE IMPORTANCE OF PORTS.

The relative importance of the various ports of Australasia may be ascertained from an inspection of the table hereunder. Melbourne takes first place, but the figures quoted comprise the great ocean steamers, whose terminal port is Sydney, and which are counted in the homeward and outward voyages as twice entering and twice clearing at Port Phillip. This remark applies equally to Port Adelaide and Albany. Next comes Sydney, Port Adelaide, and Newcastle. The total tonnage inwards and outwards for all the principal ports of Australasia for 1881, 1891, and 1892 is given :—

Colony.	Port.	1881.	1891.	1892.
		Tons.	Tons.	Tons.
New South Wales ...	Sydney .....	1,610,692	3,291,188	3,490,785
	Newcastle .....	1,127,238	1,844,842	1,753,485
Victoria .....	Melbourne .....	2,144,949	4,362,138	4,158,773
	Geelong .....	93,347	190,932	153,044
Queensland .....	Brisbane .....	406,032	855,993	744,207
	Townsville .....	205,886	544,470	553,448
	Rockhampton .....	207,706	471,837	478,160
	Cooktown .....	217,144	469,577	365,894
South Australia ...	Port Adelaide .....	1,078,920	1,990,938	1,923,911
	Port Pirie .....	33,325	321,781	283,034
	Port Darwin .....	90,100	170,642	161,813
Western Australia ...	Albany .....	219,902	931,502	965,143
	Fremantle .....	42,618	63,068	94,104
Tasmania .....	Hobart .....	204,007	646,683	730,323
	Launceston .....	138,657	293,537	287,741
New Zealand.....	Auckland .....	238,886	345,183	410,487
	Wellington .....	119,243	293,451	273,488
	Bluff Harbour .....	91,592	196,540	200,472
	Lyttelton .....	167,151	161,387	195,182
	Dunedin.....	114,637	97,409	127,053

In connection with the figures shown for Queensland ports in the above table, it is necessary to point out that intercolonial and foreign-going steamers are entered and cleared at each Queensland port which they visit, and not merely at the first and last port of call.

The above figures, as already explained, only partially represent the relative importance of the various ports. A better idea of their actual positions will be gained from the following table, which shows the value of the total trade, and the value to every ton of shipping in 1892, for the principal ports of each Colony:—

Colony.	Ports.	Total Trade.	Trade to each ton of Shipping.
		£	£
New South Wales .....	Sydney .....	31,072,405	8·9
	Newcastle .....	2,612,012	1·5
Victoria .....	Melbourne .....	26,371,031	6·3
Queensland .....	Brisbane .....	4,615,756	6·2
South Australia .....	Port Adelaide .....	7,902,899	4·1
Western Australia .....	Fremantle .....	1,182,766	12·6
	Albany .....	236,667	0·2
Tasmania .....	Hobart .....	1,261,192	1·7
	Launceston .....	1,337,172	4·6
New Zealand .....	Wellington .....	2,844,068	10·4
	Auckland .....	2,857,564	7·0

The comparative importance of the shipping movements of Australasia may be seen from viewing them in connection with the tonnage annually visiting the chief ports of the United Kingdom. In absolute tonnage, it will be observed, Melbourne is exceeded only by London, Liverpool, Cardiff, and Newcastle. Hull comes next on the list, having a slight lead over Sydney, which in its turn exceeds Glasgow, Newport, Southampton, and all the other British ports. If the value of the trade only be considered, that of Sydney is exceeded only by the trade of London, Liverpool, and Hull. In the following

table the tonnage and trade for the British as well as Australasian Ports are for 1892 :—

Port.	Total.	
	Tons.	Trade.
England—		£
London .....	13,916,459	226,749,916
Liverpool .....	11,119,976	212,662,149
Cardiff .....	9,779,179	9,923,062
Newcastle.....	4,205,580	10,342,488
Hull .....	3,801,180	44,551,414
Newport .....	1,864,053	1,954,214
Southampton .....	1,735,535	15,939,456
Scotland—		
Glasgow .....	2,940,905	27,062,312
Leith .....	1,544,337	14,308,462
Grangemouth .....	1,340,928	3,352,171
Kirkcaldy.....	1,339,997	906,057
Ireland—		
Belfast .....	483,184	3,823,250
Dublin .....	373,559	3,157,009
Australasia—		
Melbourne .....	4,158,773	26,371,031
Sydney .....	3,490,785	31,072,405
Adelaide .....	1,923,911	7,902,899
Brisbane .....	744,207	4,615,756
Albany .....	965,143	236,667
Hobart .....	730,323	1,261,192
Auckland .....	410,487	2,857,564

### MOVEMENTS OF TONNAGE.

The yearly movement of tonnage in the ports of Melbourne and Sydney far exceeds that of any other British possession, except Hongkong. Two other exceptions might be mentioned, those of Gibraltar and Malta, but as these are chiefly ports of call, and the trade is very limited compared with the tonnage, they can hardly be placed in the same category.

The shipping trade of Australasia is almost entirely in British hands, as will be seen from the subjoined table. Although in recent years direct communication with continental Europe has been established, and several splendid lines of steamers have entered on this trade, the proportion of the total shipping belonging to Great Britain and her dependencies has fallen only from 92·9 to 88·0 per cent. during the period covered. The nationality of the tonnage engaged in the total

trade was as shown below. Later figures with regard to shipping will be found on page :—

Nationality.	1881.		1891.		1892.		Percentage of Tonnage of each Nation to Total Tonnage.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	1881.	1891.	1892.
British.....	15,127	8,313,535	16,834	15,208,612	16,100	15,142,243	92·9	87·0	88·0
French .....	91	47,713	251	593,386	248	645,154	0·5	3·4	3·7
German .....	199	130,070	542	856,528	490	777,265	1·5	4·9	4·5
Scandinavian.....	133	66,566	336	304,977	304	267,964	0·7	1·7	1·5
United States.....	308	328,540	382	383,933	276	234,731	3·7	2·2	1·7
Other nationalities.	77	57,121	123	132,099	94	96,613	0·7	0·8	0·6
Total .....	15,935	8,943,545	18,468	17,479,535	17,512	17,213,970	100·0	100·0	100·0

Under the term "British," used in the foregoing table, are included vessels owned in Australasia. The returns published by the various Colonies are not in a form such as to admit of the purely local tonnage being distinguished from the other shipping of the Empire. In the following table the number and tonnage of vessels registered in each Colony are given; the statement, however, does not include the whole of the shipping. Few of the large class of vessels employed in the intercolonial trade have been built in Australasia, and consequently the registrations may not include the whole volume of the trade engaged in local waters. The number and tonnage of vessels on the registers in each Colony at the close of 1892 is given in the table herewith. The Queensland return is for steamers only :—

Colony.	Vessels on the Register.	
	Number.	Gross Tonnage.
New South Wales .....	992	112,568
Victoria.....	424	119,813
Queensland .....	106	14,199
South Australia .....	305	39,761
Western Australia .....	150	6,006
Tasmania .....	230	20,100
New Zealand .....	491	101,156
Australasia .....	2,698	413,603