

SHIPPING.

THE earliest date for which there is reliable information in regard to the shipping of the States now constituting the Commonwealth of Australia, and also of the colony of New Zealand is the year 1822. Since that time the expansion of the trade 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. The shipping of New Zealand is treated separately, and all tonnage of this colony, of course, is shown, but it is necessary to point out that the figures for the Commonwealth of Australia include the interstate traffic, and are, therefore, of little value in a comparison between the shipping trade of Australia and that of other countries, as the vessels plying between the various States represent merely coasting trade when the Commonwealth 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.	Commonwealth of Australia.		Year.	New Zealand.	
	Entered and Cleared.			Entered and Cleared.	
	Vessels.	Tonnage.		Vessels.	Tonnage.
1822	268	147,869	1822
1841	2,576	552,347	1841
1851	4,780	975,959	1851	560	112,149
1861	9,174	2,425,148	1861	1,142	403,336
1871	11,836	3,689,643	1871	1,438	540,261
1881	14,408	8,109,924	1881	1,527	833,621
1891	16,987	16,235,213	1891	1,481	1,244,322
1901	18,638	26,197,436	1901	1,379	2,139,180

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 that State. 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 five census years commencing with 1861 :—

State.	Total Tonnage Entered and Cleared.				
	1861.	1871.	1881.	1891.	1901.
Commonwealth of Australia—					
New South Wales.....	745,696	1,500,479	2,786,500	5,694,236	8,521,234
Victoria.....	1,090,002	1,355,025	2,412,534	4,715,109	6,715,491
Queensland.....	44,645	93,236	882,491	997,118	1,085,820
South Australia.....	199,331	357,026	1,359,591	2,738,589	4,127,993
Western Australia.....	115,256	137,717	285,046	1,045,555	3,714,263
Tasmania.....	230,218	216,160	383,762	1,044,606	1,432,725
Total.....	2,425,148	3,689,643	8,109,924	16,235,213	26,197,436
Colony of New Zealand.....	403,336	540,261	833,621	1,244,322	2,189,180

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 1901 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 to the total shipping of the Commonwealth of Australia in the five years quoted above :—

State.	Percentage of Total of Commonwealth.				
	1861.	1871.	1881.	1891.	1901.
Commonwealth of Australia—					
New South Wales.....	30·8	40·7	34·4	35·1	32·5
Victoria.....	44·9	36·7	29·7	29·0	25·6
Queensland.....	1·8	2·5	10·9	6·2	6·4
South Australia.....	8·2	10·5	16·8	16·9	15·8
Western Australia.....	4·8	3·7	3·5	6·4	14·2
Tasmania.....	9·5	5·9	4·7	6·4	5·5
Total.....	100·0	100·0	100·0	100·0	100·0

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-steamer which calls at Fremantle, 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.

INTERSTATE SHIPPING.

The total shipping of the Commonwealth of Australia, dealt with in the preceding section, excluded the trade between the various States, but in the following table will be found the number and tonnage of vessels entered at the ports of each State from the other States. As a rule, the expansion of the trade of a State with its neighbours has kept pace with the growth of its commerce with outside countries. It should be remembered that the trade between New Zealand and Australia does not appear in tables showing interstate shipping.

State.	Entered from other States of the Commonwealth.					
	1881.		1891.		1901.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage
Commonwealth of Australia—						
New South Wales	1,461	828,230	2,111	1,687,300	2,303	2,094,297
Victoria	1,620	725,663	1,954	1,461,974	1,745	1,992,118
Queensland.....	659	267,413	376	267,753	430	545,469
South Australia.....	821	407,406	761	683,095	719	1,135,714
Western Australia ...	95	74,020	149	237,708	446	973,474
Tasmania	612	154,883	680	371,205	713	485,023
Total	5,268	2,457,615	6,031	4,709,035	6,356	7,226,096

The peculiar feature of the foregoing table is the large increase in the tonnage of Western Australia and South Australia, due in both

cases so the influx of population and expansion of trade resultant on the great gold discoveries in the former State.

Stat	Cleared for other States of the Commonwealth.					
	1881.		1891.		1901.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Commonwealth of Australia—						
New South Wales	1,223	639,893	1,861	1,385,357	1,995	1,907,226
Victoria	1,773	833,919	2,166	1,761,027	1,794	2,072,747
Queensland	678	330,664	389	302,723	395	440,659
South Australia	856	460,112	865	854,236	826	1,377,399
Western Australia	101	71,477	158	269,256	456	977,846
Tasmania	585	147,614	679	352,406	694	433,735
Total.....	5,216	2,483,679	6,118	4,925,005	6,160	7,209,612

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 of inter-state shipping entered and cleared during 1881, 1891, and 1901, with the percentage for each state to the total inter-state shipping of the Commonwealth, will be found below :—

State.	Entered from and Cleared for other States.					
	Total Tonnage.			Percentage of each State to Total.		
	1881.	1891.	1901.	1881.	1891.	1901.
Commonwealth of Australia—						
New South Wales	1,468,123	3,072,657	4,001,523	29·7	31·9	27·7
Victoria	1,559,582	3,223,001	4,064,865	31·6	33·5	28·2
Queensland	598,077	570,476	986,128	12·1	5·9	6·8
South Australia	867,518	1,537,331	2,513,113	17·6	15·9	17·4
Western Australia	145,497	506,964	1,951,320	2·9	5·3	13·5
Tasmania	302,497	723,611	918,758	6·1	7·5	6·4
Total.....	4,941,294	9,634,040	14,435,707	100·0	100·0	100·0

EXTERNAL SHIPPING.

It has been explained that in any comparison between the shipping of the Commonwealth of Australia and that of other countries the interstate 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 states. However, it is scarcely possible to amend the returns so as to secure the rejection of the tonnage which is reckoned more than once; and in considering the following statement, showing the shipping trade of the Commonwealth with countries beyond Australia, this point should be borne in mind:—

Division.	1881.		1891.		1901.	
	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
United Kingdom—						
Entered	642	836,262	868	1,699,958	716	2,066,167
Cleared	350	523,889	588	1,217,582	784	2,144,587
Total	992	1,360,151	1,456	2,917,540	1,500	4,210,754
British Possessions—						
Entered	954	596,880	894	790,608	1,403	1,971,931
Cleared	999	589,258	942	903,972	1,349	2,081,623
Total	1,953	1,186,138	1,836	1,694,580	2,752	4,053,554
Foreign Countries—						
Entered	450	261,973	681	880,814	906	1,774,013
Cleared	529	360,368	865	1,108,239	964	1,723,408
Total	979	622,341	1,546	1,989,053	1,870	3,497,421
All External Trade—						
Entered	2,046	1,695,115	2,443	3,371,380	3,025	5,812,111
Cleared	1,878	1,473,515	2,395	3,229,793	3,097	5,949,618
Total	3,924	3,168,630	4,838	6,601,173	6,122	11,761,729

The external shipping of the Commonwealth of Australia during 1901 was fully 78 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 states of the Commonwealth have commercial relations will be found below :—

Country.	Entered from and cleared for Countries beyond the Commonwealth.					
	1881.		1891.		1901.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British Empire—						
United Kingdom	992	1,360,151	1,456	2,917,540	1,500	4,210,754
New Zealand	937	422,363	1,007	749,886	999	1,345,471
India and Ceylon	159	262,355	134	276,030	142	330,714
Hong Kong	326	300,075	227	324,820	241	380,174
Cape Colony	112	45,752	63	55,611	430	681,869
Fiji	92	34,963	107	105,033	60	58,799
Other British Possessions	327	120,630	298	183,200	880	1,256,527
Total, British	2,945	2,546,289	3,292	4,612,120	4,252	8,264,308
Foreign Countries—						
France and New Caledonia	205	107,364	255	410,577	242	483,512
Germany	29	17,025	208	393,001	274	909,798
Netherlands and Java...	78	45,467	50	74,110	95	198,097
Belgium	2	1,552	27	41,907	14	29,716
United States	241	265,685	418	519,252	385	758,281
China	76	51,993	34	33,135	11	23,797
Other Foreign Countries	348	133,255	554	517,071	849	1,094,220
Total, Foreign.....	979	622,341	1,546	1,989,053	1,870	3,497,421
All External Tonnage	3,924	3,168,630	4,838	6,601,173	6,122	11,761,729

As the following table shows, the largest share of the external tonnage of Australia falls to New South Wales, which takes more than one-third of the total; Victoria comes next with a little over one-fifth, followed by Western Australia with almost one-sixth. The figures in the chapter on Commerce, however, give a better idea of the relative importance of the states in external trade, as the tonnage of the mail-steamers entered

and cleared at Fremantle and Port Adelaide is out of all proportion to the goods landed and shipped there:—

State.	External Tonnage Entered and Cleared.						Percentage of each State to Total of Commonwealth.		
	1881.		1891.		1901.		1881.	1891.	1901.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
Commonwealth of Australia—									
New South Wales	1,672	1,318,377	2,149	2,621,579	2,529	4,519,711	41·6	30·7	38·4
Victoria	855	852,952	971	1,492,108	1,226	2,650,626	26·9	22·6	22·5
Queensland	467	284,414	405	420,042	534	639,692	9·0	6·5	6·0
South Australia	572	492,073	803	1,201,258	721	1,614,790	15·5	18·2	13·7
Western Australia	172	139,549	291	538,591	883	1,762,943	4·4	8·1	15·0
Tasmania	186	81,265	219	329,995	229	513,967	2·6	4·9	4·4
Total	3,924	3,168,630	4,838	6,601,173	6,122	11,761,729	100 0	100·0	100·0

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

Country.	Tonnage Entered and Cleared.		Country.	Tonnage Entered and Cleared.	
	Total.	Average per head.		Total.	Average per head.
United Kingdom.....	98,523,693	2·4	Spain	23,477,569	1·6
Russia in Europe.....	17,366,619	0·2	Italy	39,510,262	1·2
Norway	6,149,700	2·7	United States	47,151,255	0·6
Sweden.....	17,123,126	3·3	Argentine Republic	13,364,884	3·0
Denmark	11,753,567	4·8	Canada	14,175,121	2·6
Germany	29,207,857	0·5	Cape Colony	9,504,992	6·2
Netherlands.....	18,890,460	3·6	New Zealand.....	2,139,180	2·8
Belgium	16,977,646	2·5	Commonwealth of Australia	11,761,729	3·1
France	38,286,445	1·0			

On the basis of population, therefore, the shipping of the states of the Commonwealth exceeds that of the United Kingdom and the great countries of the United States of America, France, Germany, Italy, Russia, and Spain.

TONNAGE IN BALLAST.

A peculiar feature of the shipping trade is the small though varying proportion of tonnage in ballast arriving from and departing for places beyond Australia. Thus in the year 1881 this description of tonnage amounted to 5·2 per cent., and in 1891 to 4·1 per cent., of the total external shipping; while in 1901, at 9·5 per cent., the proportion was comparatively high. The 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 state being nearly 13 per cent. of the total external tonnage. The total external tonnage entered and cleared in ballast during the years 1881, 1891, and 1901 was as follows:—

State.	External Tonnage Entered and Cleared in Ballast.			Percentage of Tonnage in Ballast to Total External Tonnage.		
	1881.	1891.	1901.	1881.	1891.	1901.
Commonwealth of Australia—						
New South Wales	60,079	100,167	579,904	1·9	3·8	12·8
Victoria	19,077	47,721	194,442	0·6	3·2	7·3
Queensland	21,742	36,700	24,869	0·7	8·6	3·6
South Australia	30,501	52,515	102,899	1·0	4·4	6·4
Western Australia	10,397	14,104	210,581	0·3	2·6	11·9
Tasmania	22,391	16,357	2,355	0·7	1·6	0·5
Total	164,187	267,564	1,115,050	5·2	4·1	9·5

The reason why so small a proportion of Australian 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, silver, copper, live-stock, frozen meat, fruit, tallow, and other commodities may generally be obtained. Besides, owing to the great distance of the ports of the Commonwealth 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 state direct from outside countries the comparatively large quantity of 505,259 tons of shipping in ballast, the following being the chief countries represented:—New Zealand, Japan, Java, Portuguese East Africa, Mauritius, Cape Colony, Natal, Phillipine Islands.

The tonnage in ballast which entered and cleared at New Zealand ports and the percentage of such to the total tonnage of the colony may be seen in the following table.

Year.	Tonnage in ballast.	Percentage to total tonnage.
1881	76,247	9·0
1891	103,754	8·3
1901	191,266	8·9

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	18·9	France.....	18·4
Russia in Europe	32·8	Spain	28·5
Norway	21·4	Italy	15·1
Sweden	43·0	United States	17·9
Germany.....	20·1	New Zealand.....	8·9
Netherlands	26·7	Commonwealth of	
Belgium	24·9	Australia	9·5

NATIONALITY OF ALL VESSELS.

The shipping trade of the Commonwealth of Australia and of the Colony of New Zealand is almost entirely in British hands, as will be seen from the subjoined tables, which deal with the total tonnage, both inter-state and external. Although direct communication with continental Europe has been established within recent years, and several lines of magnificent steamers, subsidised by foreign Governments, 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 93·2 to 85·3 per cent. during the period extending from 1881 to 1901 :—

Nationality.	Total Shipping Entered and Cleared the Commonwealth.						Percentage of each Nationality.		
	1881.		1891.		1901.		1881.	1891.	1901.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
British.....	13,668	7,560,057	15,472	14,087,460	16,544	22,358,652	93·2	86·8	85·3
French	84	45,670	247	591,524	305	654,475	0·6	3·6	2·5
German	172	119,142	526	843,652	662	1,771,945	1·5	5·2	6·8
Scandinavian.....	102	55,311	319	292,071	403	350,040	0·7	1·8	1·3
American.....	250	231,828	307	296,096	401	520,705	2·8	1·8	2·0
Other nationalities.	132	97,916	116	124,401	323	541,619	1·2	0·8	2·1
Total	14,408	8,109,924	16,987	16,235,213	18,638	26,197,436	100·0	100·0	100·0

The returns published by the various states 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 the Commonwealth are classed in the above table as "British." The number and tonnage of the steam and sailing vessels registered in each of the states of the Commonwealth and New Zealand may be found on a succeeding page. Few of the large vessels employed in the inter-state trade have been built in Australia, and it is possible that the registrations do not represent the whole of the tonnage engaged in local waters.

The nationality of vessels trading with New Zealand may be seen in the following table :—

Nationality.	Entered and Cleared New Zealand.						Percentage of each Nationality.		
	1881.		1891.		1901.		1881.	1891.	1901.
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.			
British.....	1,424	718,563	1,359	1,120,435	1,234	1,831,590	86·2	90·0	85·6
French.....	7	1,719	4	1,862	1	1,562	0·2	0·2	0·1
German.....	20	7,327	16	12,370	2	1,684	0·9	1·0	0·1
Scandinavian.....	9	3,703	17	12,906	39	26,541	0·5	1·0	1·2
American.....	63	101,275	81	91,387	80	263,134	12·1	7·4	12·3
Other nationalities.	4	1,034	4	4,856	23	14,669	0·1	0·4	0·7
Total.....	1,527	833,621	1,481	1,244,322	1,379	2,139,180	100·0	100·0	100·0

STEAM AND SAILING VESSELS.

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

State.	Steam Tonnage entered and cleared.			Percentage of Steam to Total Tonnage.		
	1881.	1891.	1901.	1881.	1891.	1901.
Commonwealth of Australia—						
New South Wales.....	589,825	1,582,308	3,258,228	44·7	60·3	72·1
Victoria.....	717,098	1,044,467	2,194,863	84·1	70·0	82·8
Western Australia.....	101,088	483,460	1,460,619	72·4	89·8	82·9
Tasmania.....	37,131	287,188	488,370	45·7	89·5	95·0
Colony of New Zealand.....	*	822,086	1,860,622	*	66·1	87·0

* 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 the Commonwealth of Australia is calculated on the basis of the external shipping of the states exclusive of that of Queensland and South Australia :—

Country.	Percentage of Steam to Total Tonnage.	
	1881.	1900.
United Kingdom.....	67·7	91·7
Russia in Europe.....	74·3	95·7
Norway.....	31·1	66·0
Sweden.....	46·8	83·3
Denmark.....	61·9	86·3
Germany.....	70·8	90·6
Netherlands.....	74·4	96·8
Belgium.....	81·3	96·3
France.....	69·5	94·6
Italy.....	72·8	96·5
United States.....	55·5	86·1
Argentine Republic.....	70·4	90·7
New Zealand.....	87·0
Commonwealth of Australia.....	68·6	78·4

A comprehensive view of the changes which have taken place since the year 1881 in the class of vessel engaged in the inter-state and the external shipping trade of the Commonwealth is afforded by the following figures :—

Year.	Vessels.	Tonnage.	Crews.	Average Tonnage per vessel.	Average Tonnage per hand.
INTER-STATE SHIPPING.					
1881	10,484	4,941,294	251,189	471	20
1891	12,149	9,634,040	386,798	793	25
1901	12,516	14,435,707	475,457	1,153	30
EXTERNAL SHIPPING.					
1881	3,924	3,168,630	120,193	808	26
1891	4,838	6,601,173	244,171	1,364	27
1901	6,122	11,761,729	350,176	1,921	34
ALL COMMONWEALTH SHIPPING.					
1881	14,408	8,109,924	371,332	563	22
1891	16,987	16,235,213	630,969	956	26
1901	18,638	26,197,436	825,723	1,406	32

As the table shows, the total number of vessels engaged in the shipping trade of the Commonwealth of Australia during 1901 was 1,651 more than the figure for 1891, and the returns of tonnage show an increase of nearly ten millions. The average tonnage of shipping is 1,406, as compared with 956 in 1891, and 563 in 1881. The explanation of this increase of course lies in the fact that a superior type of vessel is now engaged in the shipping trade, 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 inter-state trade have more than kept pace in increase of tonnage with those trading between the Commonwealth and other countries. Of course, the increase in the average tonnage of inter-state vessels is represented as greater than it actually has been, because the mail-steamers on their way to Sydney are cleared at Fremantle, Adelaide, and Melbourne for the states 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.

The trade of the Commonwealth with New Zealand appears as external shipping in all returns given in this chapter, and has, therefore, not been distinguished separately, but in the following table will be found figures showing the total shipping of that Colony with all countries :—

Year.	Vessels.	Tonnage.	Crews.	Average Tonnage per Vessel.	Average Tonnage per hand.
1881	1,527	833,621	30,409	546	27
1891	1,481	1,244,322	43,969	840	28
1901	1,379	2,139,180	59,752	1,551	36

The above figures show that, although the number of vessels has decreased by 102 since 1891, the total tonnage has increased by about 895,000 tons, while the average per vessel is nearly double that of 1891.

RELATIVE IMPORTANCE OF PORTS.

The relative importance of the various ports of the Commonwealth of Australia and New Zealand 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, and in the last year to Fremantle. 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. The figures for the years 1881 and 1891 given for Queensland ports, other than Brisbane, include coastal trade, and the quantity of tonnage shown for these years is, therefore, somewhat in excess of the truth. As this table is only intended to show the relative importance of ports, the inter-state shipping of the Commonwealth has not been excluded, but no account has been taken of the purely coastal trade within each state:—

Port.	Total Tonnage entered and cleared.		
	1881.	1891.	1901.

Commonwealth of Australia.

New South Wales—			
Sydney	1,610,692	3,469,862	5,413,677
Newcastle	1,127,238	1,844,842	2,609,861
Wollongong	14,642	101,888	300,699
Victoria—			
Melbourne	2,144,949	4,362,138	6,366,103
Geelong	93,347	190,932	259,573
Queensland—			
Brisbane	406,032	855,993	1,207,295
Townsville	205,886	544,470	95,101
Rockhampton	207,706	471,837	36,653
Cooktown	217,144	469,577	31,670
Cairns	56,447	326,898	4,084
Mackay	104,174	330,119	4,473
South Australia—			
Port Adelaide	1,078,920	1,990,938	3,296,108
Port Pirie	33,325	321,781	376,856
Port Darwin	90,100	170,642	163,705
Western Australia—			
Fremantle	42,618	63,068	1,864,195
Albany	219,902	931,502	1,667,707
Tasmania—			
Hobart	204,007	646,683	870,733
Launceston	138,657	293,537	199,444
Devonport	8,121	124,964

New Zealand.

Wellington	119,243	293,451	591,154
Auckland	238,886	345,183	736,005
Bluff Harbour	91,592	196,540	303,496
Lyttelton	167,151	161,387	208,476
Dunedin	114,637	97,409	112,718

A better idea of the relative importance of the principal ports of the states is obtainable from the trade figures, which are given below for the year 1901 :—

Port.	Total Trade.	Average per ton of Shipping.	Port.	Total Trade.	Average per ton of Shipping.
New South Wales—	£	£	Western Australia—	£	£
Sydney.....	41,393,250	7·6	Fremantle	12,169,806	6·5
Newcastle	3,359,844	1·3	Albany.....	576,790	0·3
Victoria—			Tasmania—		
Melbourne	30,649,087	4·8	Hobart.....	1,566,232	1·8
Queensland—			Launceston	1,458,876	7·3
Brisbane	6,305,906	5·2	New Zealand—		
South Australia—			Wellington	4,990,670	8·4
Port Adelaide.....	9,212,509	2·8	Auckland.....	4,946,358	6·7

The comparative importance of the ports of the Commonwealth of Australia and New Zealand may be seen by viewing them in connection with the shipping and trade of the chief ports of the United Kingdom, the 1901 figures for which are appended. It will be seen that in aggregate tonnage Melbourne is exceeded only by London, Liverpool, Cardiff, and Newcastle. Sydney comes next on the list, exceeding all other British ports. In value of trade Sydney is exceeded only by London, Liverpool, and Hull. If the Commonwealth of Australia be regarded as one country, however, the comparison is somewhat misleading, as the inter-state trade is included in the returns:—

Port.	Total Shipping.	Total Trade.	Port.	Total Shipping.	Total Trade.
England—	tons.	£	Scotland—	tons.	£
London.....	17,275,645	262,164,200	Glasgow	3,825,890	30,906,501
Liverpool.....	12,636,225	237,390,518	Leith	1,945,754	16,795,209
Cardiff	12,737,057	15,616,806	Kirkcaldy ..	1,900,876	1,579,153
Newcastle and N.&S. Shields	8,671,810	20,505,656	Grangemouth.	1,537,485	5,311,311
Hull	4,425,356	52,800,743	Ireland—		
Southampton	3,062,721	28,057,904	Belfast	674,023	8,069,258
Sunderland ..	2,147,155	2,710,464	Dublin	365,881	2,721,207
Grimsby	1,775,647	18,026,984	Australia—		
Dover	1,905,919	13,815,576	Sydney.....	5,413,677	41,393,250
Newport	2,343,721	3,548,930	Melbourne ...	6,366,103	30,649,087
Harwich	1,395,137	22,704,705	Brisbane	1,207,295	6,305,906
Bristol	1,274,092	13,748,110	Adelaide	3,296,108	9,212,509
Newhaven.....	703,632	12,788,725	Fremantle ...	1,864,195	12,169,806
			Hobart	870,733	1,566,232
			New Zealand—		
			Wellington ...	591,154	4,990,670
			Auckland.....	736,005	4,946,358

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 six states of the Commonwealth and the colony of New Zealand at the end of 1901 are given below :—

State.	Steam.		Sailing.		Total.	
	Vessels.	Net Tonnage.	Vessels.	Net Tonnage.	Vessels.	Net Tonnage.
Commonwealth of Australia—						
New South Wales	499	78,919	523	61,525	1,022	140,444
Victoria	150	68,028	222	35,894	372	103,922
Queensland	102	13,127	155	10,007	257	23,134
South Australia	109	29,661	218	18,943	327	48,604
Western Australia	30	5,708	161	6,405	191	12,113
Tasmania	53	8,098	154	8,952	207	17,050
Total	943	203,541	1,433	141,726	2,376	345,267
Colony of New Zealand—	217	59,218	303	43,108	520	102,326