

1077. The world's shipping in 1890, according to Lloyd's Register, was 32,298 vessels, of 22,151,051 tons.

In 1893 it was 32,010 vessels, of 24,258,375 tons, an increase of 2,107,324 tons, or 9.5 per cent.

In 1890 of a total of 32,015 vessels, with 22,006,606 tons, 19,826 vessels, with 7,053,885 tons, were of wood, and 12,189 vessels, with 14,952,721 tons, were iron and steel.

In 1893 of a total of 31,726 vessels, with 24,124,085 tons, 17,901 vessels, with 6,363,880 tons, were of wood, and 13,825 vessels with 17,760,205 tons, were iron and steel.

The tonnage of wooden vessels has decreased 690,005 tons, and the tonnage of iron and steel has increased 2,807,484 tons.

Thus in three years the tonnage of iron and steel has increased from 68 per cent of the whole to 74 per cent, while the tonnage of wooden vessels has decreased from being 32 per cent to being 26 per cent.

1078. The tonnage under construction in the United Kingdom has not been increasing.

In 1881 there were 611 vessels of 1,024,626 tons under construction.

" 1889	"	521	"	882,749	"	"
" 1891	"	475	"	702,114	"	"
" 1892	"	385	"	678,780	"	"
" 1893	"	326	"	616,560	"	"

In 1875 there were under construction 132 steam vessels, of 158,531 tons, and 317 sail vessels, of 157,643 tons.

In 1893 there were under construction 252 steam vessels of 533,201 tons, and 74 sailing vessels of 83,359 tons.

In 1875 the tonnage under hand was equally divided between steam and sail.

In 1893 the proportion of steam to sailing tonnage building is more than 6 to 1.

1079. These facts are apparent :—

1st. That wooden vessels have been largely supplanted by those constructed of iron and steel—the process having gone on so rapidly that between 1890 and 1893 the proportion has changed from 32 to 26 per cent of wooden vessels.

2nd. Steam has supplanted sail very greatly—in 18 years change has been made from an equal tonnage under sail and under steam to 6 tons under steam to 1 under sail.

3rd. The tonnage under construction in Great Britain was 408,066 less in 1893 than in 1881.