

# **PAPERS AND ADDRESSES**

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Papers and addresses by Thomas Brassey & S. Eardley-Wilmont

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**THOMAS BRASSEY & S. EARDLEY-WILMONT**

**PAPERS AND  
ADDRESSES**



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# PAPERS AND ADDRESSES

BY

LORD BRASSEY, K.C.B., D.C.L.

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## MERCANTILE MARINE

AND

## NAVIGATION

FROM 1871 TO 1894

ARRANGED AND EDITED BY

CAPTAIN S. EARDLEY WILMOT, R.N.

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## EDITOR'S PREFACE

THIS VOLUME comprises a further selection of Lord Brassey's Papers and Addresses on Maritime Affairs from 1871 to the present time.

It deals specially with questions relating to the Mercantile Marine and to Navigation; subjects in which the author has always taken a lively interest, and in which, as regards navigation, he has had great practical experience.

This compilation usefully supplements the two volumes of Naval Papers already published.

S. E.-W.

*November 1894.*

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PART I  
MERCANTILE MARINE

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I

*OUR MERCHANT NAVY*

LECTURE AT HASTINGS, NOVEMBER 1873

It is to me a real relief to address you on maritime affairs. When speaking from this platform of the concerns of our ships and our sailors, I forget the controversies of political life—controversies of which I may frankly confess that, with increasing experience, I do not grow more heartily enamoured. It is far more agreeable to me to contend with an adverse breeze than to endeavour to overcome the scruples of the reluctant elector. I would say, with the poet :

How happy they  
Who from the toil and tumult of their lives  
Steal to look down where nought but ocean strives.

I commence my lecture by calling your attention to some figures which will illustrate the immense importance of our shipping as an element of the power and prosperity of our country, and which will equally serve to show our pre-eminence, as a maritime nation, over every other people in the world.

The gross total tonnage of the shipping entered and

Increase of shipping entered and cleared since 1838

cleared, with cargoes only, in the United Kingdom, in 1838, was 6,417,000 tons, of which British ships constituted 70·5 per cent. The gross total in 1871 was 35,502,000 tons, of which British shipping constituted 69·4 per cent. The aggregate tonnage of the merchant navy of the British Empire is 7,143,000 tons. The

Shipping of different nations

tonnage of the mercantile marine of the United States, registered for over-sea foreign trade, is 1,425,000 tons; that of France, 1,000,000 tons; that of Holland, 500,000 tons; that of Norway, 1,000,000 tons. The tonnage of the British Empire in 1815 was 2,681,000. The tonnage in 1854 was 5,115,000 tons; in 1862, 6,041,000; in 1864, 7,103,000. There has been no increase in the tonnage of late years, partly because the register has been cleared of the names of many ships which had been retained through previous want of care, and partly because steam has gradually superseded sail. The steam

Increase of steam tonnage

tonnage of the British Empire was, in 1838, 83,000 tons; in 1860, 500,000 tons; in 1869, 1,033,000 tons; and in 1871, 1,411,000 tons. The steam tonnage of the United States, registered for over-sea trade, is 181,000 tons; that of France, 143,000 tons. The tonnage built in the United Kingdom in 1864 was 433,000 tons; in 1867, 270,000 tons; in 1871, 354,000 tons. The number of seamen employed in 1867 was 196,000, with a percentage of 12·8 of foreign seamen. The number in 1871 was 200,000, with 9·76 per cent. of foreigners. The number of seamen employed to 100 tons in 1869 was, in sailing ships, 2·83; in steam vessels, 4·68. In 1871 the corresponding numbers were, in sailing vessels, 2·72; in steam vessels, 4·30.

Number of seamen employed

The principal trades of our mercantile marine

I pass on to give some account of the principal trades in which the British mercantile marine is engaged, and shall take the figures for 1871. If I place each foreign

country in a series, commencing with that country with which our maritime intercourse is most active, they will come in the following order : First, the United States, then Russia, Germany, France, North American Provinces, Sweden, Spain, Norway, India, Holland, Belgium, and the West Indies. The value of the trade carried on with these countries does not vary in proportion to the amount of shipping employed. The most important branch of our foreign trade is carried on with the United States ; and the value of our imports from, and exports to, that country in 1871 attained the enormous total of 100,000,000*l.* Next in importance comes the trade with France, amounting to a total value of 62,000,000*l.* Then follows Germany, 57,000,000*l.* ; India, 50,000,000*l.* ; Russia, 22,000,000*l.* ; North American Provinces, 18,000,000*l.* ; Sweden and Norway bring up the rear.

In the great trade with the United States, the sailing clippers of ten or fifteen years ago are gradually giving way to the magnificent fleets of steamers which have been established by the enterprising shipowners of Liverpool. To show how great a change has taken place in the class of ships engaged in the North American trade, I will take from the tables recently published by the Board of Trade the corresponding figures for 1854 and 1871. In 1854 the total tonnage of British and foreign ships entered with cargoes from the United States amounted to 926,504 tons. Of these, the tonnage of British sailing vessels was 275,000 tons ; that of steam vessels 89,000 tons. The tonnage of foreign sailing vessels amounted to 894,000 ; that of steam vessels was 33,000 tons. In 1871 the tonnage of British sailing vessels was 787,000 tons ; that of foreign sailing vessels 723,000 tons ; thus showing a slight

Steam replacing sail in traffic with United States