

SECTION XVI.

SHIPPING.

§ 1. General.

1. **Legislation.**—The shipping of the Commonwealth has hitherto been conducted partly under Imperial Acts, consolidated in the Merchants Shipping Act of 1894, and amendments of these, and partly under Acts of the several States of the Commonwealth. Since the scope of the local enactments differs materially in the different States, to define the proper limits of the jurisdiction of the Imperial and State laws cannot here be attempted.

By section 98, Part IV., of the Commonwealth Constitution Act, the power to make laws with respect to trade and commerce was extended to navigation and shipping, and in pursuance of this power a Bill for an Act relating to Navigation and Shipping was introduced into the Senate on the 17th March, 1904, but was not proceeded with.

On the 29th June, 1904, a Royal Commission was appointed to inquire into the Bill and report upon its provisions and any matter incidental thereto. In March and April, 1907, a conference between representatives of the United Kingdom, the Commonwealth of Australia, and New Zealand was held in London on the subject of merchant shipping legislation. The result of the deliberations was that an amended Bill was introduced into the Senate on the 12th September, 1907. Owing to pressure of Parliamentary business, however, the consideration of the Bill was held over. It was reintroduced into the Senate on the 17th September, 1908, but has not yet been passed into law. The Bill was drawn largely on the Merchants Shipping Acts and the Acts of New Zealand and New South Wales, and, as introduced, contains 417 sections divided into eleven parts, as follows:—I. Introductory. II. Masters and Seamen. III. Foreign Seamen. IV. Ships and Shipping. V. Passengers. VI. The Coasting Trade. VII. Wrecks and Salvage. VIII. Pilots and Pilotage. IX. Courts of Marine Inquiry. X. Legal Proceedings. XI. Miscellaneous.

2. **Record of Shipping before Federation.**—Prior to Federation it was customary for each State to regard the matter of shipping purely from the State standpoint, and vessels arriving from or departing to countries beyond Australia, via other Australian States, were recorded as if direct from or to the oversea country. Thus a mail steamer from the United Kingdom, which made Fremantle her first port of call in Australia, would be recorded not only there, but also again in Adelaide, Melbourne and Sydney, as an arrival from the United Kingdom. Consequently any aggregation, especially of the recent shipping records of the different States, would repeatedly include a large proportion of the shipping visiting Australia. In earlier years, when many vessels sailed from the

various State ports direct for their destination, the error of repeated inclusion was less serious, but as the commerce of Australia developed, more and more ports of call were included in the voyage of each vessel, and this made the mere aggregation of State records correspondingly misleading. It has, as a matter of fact, led to some erroneous publications of statistical results and deductions.

3. Shipping since Federation.—With the inauguration of the Commonwealth, the statistics of its shipping, especially of its oversea shipping, became of greater intrinsic importance. As an index of the position of Australia among the trading countries of the world, such statistics had a constitutional importance commensurate with Commonwealth interests, and correspondingly greater than those of individual States, and the nationality of the shipping trading with Australia became also a matter of greater moment.

4. Difficulties of Comparisons of Total Shipping.—From what was said in paragraph 2 above, it is obviously impossible now to obtain results for Australia not subject to the defect of repeated inclusions of the same vessels. Unfortunately the statistical records of the first three years of Federal history are subject to the same defect, and do not admit of direct comparison with those now kept. A careful estimate of the extent and effect of repeated inclusion has been made and applied to the records of the earlier years, so as to extend the comparative results to those years. The error of such estimation will be negligible for comparative purposes.

5. Present System of Record.—The present system of record treats Australia as a unit, and counts, therefore, only one entry and one clearance for each visit to the Commonwealth. Repeated voyages of any vessel are of course included.

On arrival of every vessel at a port in the Commonwealth, whether from an oversea country or from another port within the Commonwealth, the master is required to deliver to the Customs officer a form giving all particulars, necessary for statistical purposes, in regard to the ship, passengers and crew. Similarly on departure from a port a form containing corresponding information is lodged. These forms, which provide a complete record of the movements of every vessel in Commonwealth waters, are at the end of each month forwarded by the Customs officer at each port to the Commonwealth Bureau of Statistics, and furnish the material for the compilation of the Shipping and Migration Returns.

Under the system previously in force it was found that the estimates of population, in so far as they were based on seaward movement, were very unsatisfactory, and it is believed that the method referred to above will give decidedly better results.

§ 2. Oversea Shipping.

1. Total Oversea Shipping.—In order to extend, as indicated, the comparison of the oversea shipping to the earliest years for which any records are available, an estimate of its probable amount has been made. This estimate is based on a comparison of the results obtained by merely aggregating State statistics with the defect of multiple records, and the results obtained under the present system, which avoids the multiple record. From the nature of the case it is obvious that the ratio of repeated inclusion to the total traffic has been continually advancing, and this fact has been duly taken into account in deducing the results in the following table:—

**TOTAL OVERSEA SHIPPING ENTERED AND CLEARED THE COMMONWEALTH, 1822
to 1910 (MULTIPLE RECORD EXCLUDED BY ESTIMATION PRIOR TO 1904).**

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1822	73	30,683	1852	1,896	844,243	1882	3,652	3,010,944
1823	76	30,543	1853	3,364	1,490,422	1883	3,857	3,433,102
1824	71	29,029	1854	3,781	1,744,251	1884	4,315	4,064,947
1825	90	30,786	1855	3,239	1,449,657	1885	4,052	3,999,917
1826	65	23,587	1856	2,669	1,195,794	1886	3,793	3,853,246
1827	95	29,301	1857	2,842	1,530,202	1887	3,454	3,764,430
1828	124	38,367	1858	2,607	1,378,050	1888	3,933	4,464,895
1829	185	56,735	1859	2,759	1,403,210	1889	3,897	4,460,426
1830	195	56,185	1860	2,464	1,288,518	1890	3,363	4,150,027
1831	185	52,414	1861	2,466	1,149,476	1891	3,778	4,726,307
1832	206	59,628	1862	2,917	1,389,231	1892	3,432	4,239,500
1833	241	72,647	1863	3,378	1,564,369	1893	3,046	4,150,433
1834	249	77,068	1864	3,344	1,537,433	1894	3,397	4,487,546
1835	310	96,928	1865	3,005	1,317,934	1895	3,331	4,567,883
1836	310	93,974	1866	3,378	1,470,728	1896	3,309	4,631,266
1837	442	113,432	1867	2,927	1,277,679	1897	3,279	4,709,697
1838	471	132,038	1868	3,080	1,350,573	1898	3,222	4,681,398
1839	652	191,507	1869	3,107	1,472,837	1899	3,356	5,244,197
1840	915	277,335	1870	2,877	1,381,878	1900	3,719	5,894,173
1841	900	278,738	1871	2,748	1,312,642	1901	4,028	6,541,991
1842	862	232,827	1872	2,788	1,380,466	1902	3,608	6,234,460
1843	736	183,427	1873	3,159	1,609,067	1903	3,441	6,027,843
1844	629	155,654	1874	3,153	1,728,269	1904	3,700	6,682,011
1845	735	164,221	1875	3,437	1,914,462	1905	4,088	7,444,417
1846	888	211,193	1876	3,295	1,863,343	1906	4,155	7,966,658
1847	1,033	245,358	1877	3,157	1,930,434	1907	4,394	8,822,866
1848	1,182	305,840	1878	3,372	2,127,518	1908	4,051	8,581,151
1849	1,137	355,886	1879	3,344	2,151,338	1909	3,910	8,516,751
1850	1,300	425,206	1880	3,078	2,177,877	1910	4,048	9,333,146
1851	1,576	515,061	1881	3,284	2,549,364			

It will be borne in mind that while the above figures in themselves have no absolute significance, nevertheless, on the assumption that the element of duplication has been in fairly constant ratio, they furnish the best available indication of the growth of Australian oversea shipping.

2. Comparison with other Countries.—The place of Australia among various countries in regard to oversea shipping is indicated in the following table, both absolutely and in respect of tonnage per head of population:—

OVERSEA SHIPPING OF VARIOUS COUNTRIES.

Country.	Year.	Tonnage Entered and Cleared.		Country.	Year.	Tonnage Entered and Cleared.	
		Total.	Per Inhabitant.			Total.	Per Inhabitant.
Argentina Rep. ...	1907	22,994,473	4.1	Japan	1909	39,682,953	0.8
Belgium	1909	28,557,359	3.8	New Zealand	1910	2,756,238	2.8
Canada	1910	22,297,186	3.1	Norway	1908	8,988,017	3.8
Commonwealth	1910	9,333,146	2.1	S. African Un.	1910	10,231,687	1.7
Denmark	1909	16,253,253	6.0	Sweden	1908	20,120,884	3.7
France	1909	56,748,130	1.5	United K'dom	1910	134,030,314	3.0
Germany	1908	44,628,268	0.7	United States	1910	61,426,748*	0.7
Italy	1908	47,795,326	1.4				

* Exclusive of Northern Border and Lake Ports.

3. Shipping Communication with various Countries.—Particulars of the number and tonnage of vessels recorded between Australia and various countries, distinguishing

British from foreign countries, are given in the following tables, the table below shewing the tonnage of vessels which were recorded as having entered the Commonwealth from the particular countries mentioned; that on page 661 shews the tonnage of vessels which were recorded as having cleared the Commonwealth for the particular countries, while on page 662 is shewn the total number and tonnage of vessels recorded as entered and cleared from and to the countries named.

**SHIPPING TONNAGE ENTERED AND CLEARED THE COMMONWEALTH FROM AND
TO VARIOUS COUNTRIES, 1906 to 1910.**

ENTERED.

Country.	1906.	1907.	1908.	1909.	1910.
United Kingdom ...	997,344	1,093,866	1,146,118	1,243,115	1,377,151
Canada ...	64,506	87,686	87,682	89,990	108,727
Cape Colony ...	165,691	128,498	55,779	80,088	39,626
Fiji ...	48,760	56,861	44,016	54,462	49,493
Hong Kong ...	128,480	104,959	66,114	41,521	22,327
India and Ceylon ...	93,739	81,679	105,728	99,762	169,800
Mauritius ...	23,461	8,005	8,137	35,366	43,133
Natal ...	89,360	68,541	32,898	127,531	168,514
New Zealand ...	647,862	702,373	794,488	737,899	766,777
Papua ...	12,046	16,438	30,369	42,803	47,881
South Sea Islands ...	48,765	34,049	57,694	57,341	64,164
Straits Settlements ...	118,049	72,407	133,601	104,284	89,731
Other British Countries ...	5,261	6,935	3,370	4,310	13,588
Total British Countries ...	2,443,324	2,462,297	2,565,994	2,718,472	2,960,912
Africa, Portuguese East ...	81,389	29,350	32,180	89,506	96,966
Belgium ...	11,062	...	17,242	11,548	15,273
Chile ...	147,761	414,804	238,460	81,433	111,504
Dutch East Indies ...	63,258	20,364	27,831	78,203	72,212
France ...	76,217	101,439	81,713	113,964	99,308
Germany ...	275,676	287,850	270,135	276,021	290,834
Hawaiian Islands ...	20,787	53,584	21,138	38,011	32,020
Japan ...	180,314	189,747	185,633	136,340	153,547
Mexico ...	18,201	50,208	21,562	36,443	24,366
New Caledonia ...	64,296	64,401	57,630	63,250	62,542
Norway ...	44,894	29,000	29,417	36,094	37,201
Peru ...	25,573	75,850	47,247	50,291	27,051
Philippine Islands ...	114,897	113,904	174,042	75,977	28,550
South Sea Islands (foreign)...	15,656	19,661	30,899	30,990	37,684
Sweden ...	16,108	25,193	33,589	46,317	41,231
United States ...	332,516	411,636	354,625	290,520	338,587
Other Foreign Countries ...	74,216	122,778	106,342	187,814	178,032
Total Foreign Countries...	1,562,821	2,009,769	1,729,685	1,642,722	1,646,908
Total all Countries ...	4,006,145	4,472,066	4,295,679	4,361,194	4,607,820

SHIPPING TONNAGE ENTERED AND CLEARED, ETC.—(Continued).

CLEARED.

Country.	1906.	1907.	1908.	1909.	1910.
United Kingdom ...	1,024,906	1,077,830	963,548	1,239,669	1,467,925
Canada ...	36,483	43,423	51,248	53,541	50,510
Cape Colony ...	68,714	53,073	36,980	43,682	55,305
Fiji ...	54,167	67,750	66,890	49,890	53,713
Hong Kong ...	113,787	100,056	66,083	48,751	31,145
India and Ceylon ...	143,451	131,194	173,530	153,863	139,584
Mauritius ...	23,483	1,992	2,687	5,048	9,396
Natal ...	35,048	18,384	13,559	4,803	36,765
New Zealand ...	757,414	821,719	873,077	880,668	975,121
Papua ...	14,400	18,313	25,232	43,802	50,552
South Sea Islands ...	38,425	22,886	50,397	31,707	43,539
Straits Settlements ...	155,004	101,750	165,313	139,313	156,704
Other British Countries ...	...	2,322	...	...	2,924
Total British Countries	2,465,282	2,460,692	2,488,544	2,694,737	3,073,183
Africa, Portuguese East ...	14,511	25,103	8,535	19,697	18,716
Belgium ...	33,500	65,890	102,187	128,670	115,121
Chile ...	403,900	556,005	457,477	300,451	342,478
Dutch East Indies ...	34,608	24,099	59,412	61,753	105,293
France ...	66,756	85,710	81,226	63,490	113,226
Germany ...	234,325	236,617	252,881	279,526	312,128
Hawaiian Islands ...	48,097	42,245	46,009	26,253	32,520
Japan ...	54,822	56,243	110,486	90,732	102,183
Mexico ...	46,650	21,166	31,455	9,675	13,146
New Caledonia ...	80,606	59,805	67,668	72,234	47,071
Peru ...	87,641	78,664	59,530	36,568	52,243
Philippine Islands ...	155,214	151,202	178,631	124,816	106,087
South Sea Islands (foreign)	13,698	32,769	34,452	39,175	57,790
Sweden ...	1,411	...	2,530	4,084	...
United States ...	120,454	395,192	200,628	142,274	184,153
Other Foreign Countries	99,038	59,398	103,821	61,422	49,988
Total Foreign Countries	1,495,231	1,890,108	1,796,928	1,460,820	1,652,143
Total all Countries ...	3,960,513	4,350,800	4,285,472	4,155,557	4,725,326

The figures in the above table represent the tonnage of shipping recorded as having cleared the Commonwealth from the particular countries named. For the purpose of comment, however, countries have been grouped according to larger geographical divisions in Section 4.

**SHIPPING TONNAGE ENTERED AND CLEARED THE COMMONWEALTH FROM AND
TO VARIOUS COUNTRIES, 1906 to 1910.**

Country.	1906.	1907.	1908.	1909.	1910.
United Kingdom	2,022,250	2,171,696	2,109,666	2,482,784	2,845,076
Canada	100,989	131,109	138,930	143,531	159,237
Cape Colony	234,405	181,571	92,759	123,770	94,931
Fiji	102,927	124,611	110,906	104,352	103,206
Hong Kong	242,267	205,015	132,197	90,272	53,472
India and Ceylon	237,190	198,769	269,239	243,240	309,384
Mauritius	46,944	9,997	10,824	40,414	52,529
Natal	124,408	86,925	46,457	133,334	205,279
New Zealand	1,405,276	1,524,092	1,667,565	1,618,567	1,741,898
Papua	26,446	34,751	55,601	86,605	98,433
South Sea Islands	87,190	56,935	108,091	89,048	107,703
Straits Settlements	273,053	174,157	298,914	243,597	246,435
Other British Countries	5,261	23,361	13,389	14,695	16,512
Total British Countries	4,908,606	4,922,989	5,054,538	5,413,209	6,034,095
Africa, Portuguese East	95,900	54,453	40,715	109,203	115,682
Belgium	44,562	65,890	119,429	140,218	130,394
Chile	551,661	970,809	695,937	381,884	453,982
Dutch East Indies	97,866	44,463	87,243	139,956	177,505
France	142,973	187,149	162,939	177,454	212,534
Germany	510,001	524,467	523,016	555,547	602,962
Hawaiian Islands	68,884	95,829	67,147	64,264	64,540
Japan	235,136	245,990	296,119	227,072	255,730
Mexico	64,851	71,374	53,017	46,118	37,512
New Caledonia	144,902	124,206	125,298	135,484	109,613
Norway	44,894	29,000	29,417	38,506	37,201
Peru	113,214	154,514	106,777	86,859	79,294
Philippine Islands	270,111	265,106	352,673	200,793	134,637
South Sea Islands (foreign)	29,354	52,430	65,351	70,165	95,474
Sweden	17,519	25,193	36,119	50,401	41,231
United States	452,970	806,828	555,253	432,794	522,740
Other Foreign Countries	173,254	182,176	210,163	246,824	228,020
Total Foreign Countries	3,058,052	3,899,877	3,526,613	3,103,542	3,209,051
Total all Countries	7,966,658	8,822,866	8,581,151	8,516,751	9,333,146

In respect of these tables it may be pointed out that the statistics for any country do not fully disclose the extent of its shipping communication with particular countries. The reason of this is that vessels are recorded as arriving from, or departing to, a particular country, whereas, as a matter of fact, many regular lines of steamers call and transact business at the ports of several countries in the course of a single voyage. The lines of steamers trading between Australia and Japan, for example, often call at New Guinea, the Philippine Islands, China, etc., but, being intermediate ports, these countries are not referred to in the statistical records. Similarly in the case of the large mail steamers passing through the Suez Canal. A steamer may call at Colombo, Aden, Port Said, Genoa, Marseilles, London, Antwerp, and Bremerhaven, yet obviously can only be credited as cleared for one of these ports to the consequent exclusion of all the other ports from the records. Further reference is made in the following paragraphs to the more important of those countries with which the shipping of the Commonwealth is not fully represented in the foregoing tables.

4. General Trend of Shipping.—(i.) General. A grouping of countries into larger geographical divisions, as in the following tables, shews more readily the general

direction of Australian shipping, and to some extent, avoids the limitations of the records in relation to particular countries, by covering more closely the main trade routes.

It has already been shewn in the opening section of this chapter, that direct comparisons of the annual oversea shipping of the Commonwealth are possible only since the beginning of 1904.

A comparison of the total tonnage of shipping which entered and cleared the Commonwealth during 1910 with similar records for 1906 shews an increase of 1,366,488 tons, or 17.12 per cent., vessels with cargo having increased by 1,517,723 tons, or 22.92 per cent., while vessels in ballast decreased by 151,235 tons, or 19.25 per cent. By far the greater part of the increased tonnage in 1910 was employed between the Commonwealth and the United Kingdom and European ports.

(ii.) *Shipping with the United Kingdom and European Countries.* The shipping between the Commonwealth and the United Kingdom and European countries during the past five years shews that steady increase which indicates the consistent development of a well-established trade. The shipping in this direction during 1910 amounted to 3,910,465 tons, or 41.9 per cent. of the total oversea shipping of the Commonwealth, and was recorded against the several countries as follows:—United Kingdom, 2,845,076 tons (72.8 per cent.); Germany, 602,962 tons (15.4 per cent.); France, 212,534 tons (5.4 per cent.); Belgium, 130,394 tons (3.3 per cent.); other European countries, 119,499 tons (3.1 per cent.)

The foregoing figures appear to shew that while the tonnage between the Commonwealth and the United Kingdom increased by 822,826 tons, equal to an increase of 40.69 per cent., the tonnage between the Commonwealth and European continental countries has increased by 276,725 tons, or by 35.08 per cent., or in other words that 74.83 per cent. of the increase was credited to the United Kingdom and 25.17 to the latter countries. As already explained, however, no real significance can be attached to these figures, for in many instances it must be regarded as almost accidental whether tonnage be recorded against the United Kingdom or against Belgium, Germany, or France.

The failure of the statistical records to present, in all cases, the full measure of the shipping communication between particular countries is illustrated by the case of Italy. Although the mail steamers which pass through the Suez Canal call at Naples and Genoa, and during 1910 embarked or landed at those ports 3613 passengers for or from Australia, and also carried a direct trade valued at £652,512 between Italy and the Commonwealth, the records for the year shew only five vessels as passing between the two countries.

(iii.) *Shipping with New Zealand.* The tonnage of shipping between the Commonwealth and New Zealand shews a very satisfactory expansion from 1,405,276 tons in 1906 to 1,741,898 tons in 1910, an increase of 336,622 tons, or 23.95 per cent. during the four years. The shipping with New Zealand represented 18.7 per cent. of the total shipping of the Commonwealth during 1910.

(iv.) *Shipping with Asiatic Countries and Islands in the Pacific.* The total tonnage between the Commonwealth and Eastern countries during 1910 amounted to 1,795,286 tons, or 19.2 per cent. of the whole, representing a decrease of 89,702 tons, or 4.76 per cent. as compared with 1906, though it exceeded that of 1909 by 68,543 tons. The tonnage between China, Singapore, and Hong Kong collectively fell from 562,991 tons in 1906 to 301,426 tons in 1910, while Japan increased by 20,594 tons (8.76 per cent.). The tonnage recorded as to and from India and Ceylon rose from 237,190 tons in 1906 to 309,384 tons in 1910. This tonnage, of course, does not include steamers to or from the United Kingdom or other countries calling at Colombo *en route*. The tonnage recorded as to and from the Philippines shews a very rapid decline during the years 1909 and 1910, the tonnage in the latter year being less than half that in 1906. Owing to the limitation of the records, already alluded to, the figures given in the tables do not represent the full volume of the shipping between the Commonwealth and the Philippines. In addition to the shipping recorded to the Philippine Islands the

regular steam lines between the Commonwealth and Japan make Manila a regular port of call, and it is by these vessels that the general trade—apart from the coal trade—is chiefly carried. The whole of the shipping which was recorded as entering the Commonwealth during 1910 from the Philippines (28,550 tons) was in ballast, and of the 106,087 tons which was recorded as cleared for that country, 87,458 tons cleared from Newcastle with coal. The tonnage between the Commonwealth and Papua has increased rapidly, though consistently, during the past five years, in 1906 the tonnage recorded between these two countries being 26,446 tons, and 98,433 tons in 1910. There has also been a very marked expansion of the shipping to and from the Dutch East Indies during the past two years, the tonnage having increased from 97,866 in 1906 to 177,505 in 1910. The shipping with the South Sea Islands, too, was much larger in 1910 than in former years.

(v.) *Shipping with Africa.* The shipping tonnage recorded between the Commonwealth and African countries during 1910 amounted to 490,040 tons, a decrease as compared with 1906 of 37,534 tons. Much of the trade between South Africa and Australia, however, is carried by steamers calling at ports in the former country on their voyages between the Commonwealth and the United Kingdom, and which are not shewn in relation to African ports in the shipping returns. Shipping tonnage with African countries—mainly confined to Cape Colony, Natal, and Portuguese East Africa—rose from 565,759 tons in 1904, to 649,802 tons in 1905, but fell to 527,574 tons in 1906, to 350,581 tons in 1907, and to 225,798 in 1908, so that the figures for 1910 indicate a very material increase over the more recent years. An inspection of the following tables, however, shews that these figures are of no significance as an index of the transport requirements between the two countries, inasmuch as of the total tonnage passing between the two countries 353,998 tons were from Africa to Australia, with only 136,042 the other way. Moreover, of the 353,998 tons which entered the Commonwealth from Africa, 323,960 tons, or 91.5 per cent., were represented by vessels in ballast seeking freights from Australian ports.

(vi.) *Shipping with North and Central America.* The shipping of the Commonwealth with these countries during 1910 amounted to 720,359 tons (7.7 per cent. of the whole) representing an increase of 92,739 tons, or 14.8 per cent., as compared with 1906, though compared with 1907 there is a decline of 298,989 tons. The large tonnage between the Commonwealth and North America during 1907 was due to unusually heavy exports of coal to the United States. The 720,359 tons of shipping with North and Central America during 1910 were recorded against the several countries as follows:—United States, 522,740 tons (72.6 per cent.); Canada, 159,237 tons (22.1 per cent.); Mexico, 37,512 tons (5.2 per cent.); and Nicaragua, 870 tons (0.1 per cent.).

(vii.) *Shipping with South America.* The shipping between the Commonwealth and South American countries during 1910—675,098 tons—was 11 per cent. greater than in 1909, though less than in any other year since 1905. The shipping in this direction during 1910 was mainly engaged in the carriage of coal and wheat to Chile and Peru, and its decline as compared with the earlier years under review is due to the smaller export of coal. Of the total shipping tonnage between the Commonwealth and South America during 1910, 504,995 tons, or 74.8 per cent., is credited to the coal port of Newcastle, 143,683 tons having entered and 361,312 tons having cleared at that port, while of the same total 40,938 tons entered and 7554 tons cleared at the port of Sydney. Of the South American countries, Chile is responsible for 453,982 tons (67.2 per cent.); Peru, 79,294 tons (11.8 per cent.); Argentine Republic, 64,796 tons (9.6 per cent.); Uruguay, 48,281 tons (7.2 per cent.); Brazil, 24,520 tons (3.6 per cent.), and Ecuador, 4225 tons (0.6 per cent.).

An important fact, from its bearing on freight rates and its consequent possible effect on the coal trade of New South Wales with South America, is the absence of return freights from that country. Of the 261,206 tons of shipping which entered the Commonwealth from South America during 1910 only eight vessels, totalling 14,698 tons, carried cargo.

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH, 1906 to 1910

TONNAGE ENTERED.

Countries.	—	1906.	1907.	1908.	1909.	1910.
United Kingdom & European Countries	Cargo...	1,350,946	1,418,211	1,443,331	1,604,822	1,770,356
	Ballast	76,946	124,681	142,454	151,792	120,542
New Zealand	Cargo...	529,494	547,055	606,555	610,138	654,215
	Ballast	118,368	155,308	187,933	127,761	112,562
Asiatic Countries & Islds. in the Pacific	Cargo...	479,032	485,703	554,319	620,599	706,226
	Ballast	466,893	381,509	413,089	215,111	156,165
Africa	Cargo...	33,348	22,830	13,506	27,676	30,038
	Ballast	341,761	220,908	133,898	336,605	323,960
North and Central America	Cargo...	372,306	351,223	418,775	350,074	429,021
	Ballast	42,917	200,497	45,094	66,879	43,529
South America	Cargo...	2,154	3,754	9,565	6,189	14,698
	Ballast	191,980	560,487	327,160	243,548	246,508
	Cargo...	2,767,280	2,828,786	3,046,051	3,219,498	3,604,554
	Ballast	1,238,865	1,643,280	1,249,628	1,141,686	1,003,266
Total	...	4,006,145	4,472,066	4,295,679	4,361,194	4,607,820

TONNAGE CLEARED.

United Kingdom & European Countries	Cargo...	1,382,948	1,479,952	1,414,973	1,732,264	2,019,567
	Ballast	74	6,188	5,195	—	—
New Zealand	Cargo...	712,153	742,257	814,667	807,791	920,930
	Ballast	45,261	79,462	58,410	72,877	54,182
Asiatic Countries & Islds. in the Pacific	Cargo...	906,065	794,069	999,148	841,078	856,486
	Ballast	32,998	23,946	66,934	49,955	76,409
Africa	Cargo...	152,465	106,843	75,559	89,650	136,042
	Ballast	—	—	2,835	152	—
North and Central America	Cargo...	192,590	392,118	212,355	144,491	194,697
	Ballast	19,807	75,600	76,902	60,999	53,112
South America	Cargo...	508,972	639,544	545,225	348,304	407,911
	Ballast	7,180	10,821	13,269	17,996	5,981
	Cargo...	3,855,193	4,154,783	4,061,927	3,953,578	4,535,642
	Ballast	105,320	196,017	223,545	201,979	189,684
Total	...	3,960,513	4,350,800	4,285,472	4,155,557	4,725,326

TONNAGE ENTERED AND CLEARED.

Countries.	1906.	1907.	1908.	1909.	1910.	1910 Compared with 1906.
United Kingdom & European Countries	2,810,914	3,029,032	3,005,953	3,488,878	3,910,465	+ 1,099,551
New Zealand	1,405,276	1,524,092	1,667,565	1,618,567	1,741,898	+ 336,622
Asiatic Countries and Islands in the Pacific	1,884,988	1,685,227	2,033,490	1,726,743	1,795,286	— 89,702
Africa	527,574	350,581	225,798	451,083	490,040	— 37,534
North and Central America	627,620	1,019,348	753,126	622,443	720,359	+ 92,739
South America	710,286	1,214,586	895,219	606,037	675,098	— 35,188
Cargo	6,622,473	6,983,569	7,107,978	7,173,076	8,140,196	+ 1,517,723
Ballast	1,344,185	1,839,297	1,473,173	1,343,675	1,192,950	— 151,235
Total	7,966,658	8,822,866	8,581,151	8,516,751	9,333,146	+ 1,366,488

5. **Nationality of Oversea Shipping.**—As will be seen from the following table, the greater part of the shipping visiting the Commonwealth is of British nationality. During 1910 British shipping represented 74.89 per cent. of the total tonnage which entered and cleared the Commonwealth.

NATIONALITY OF ALL VESSELS WHICH ENTERED AND CLEARED THE COMMONWEALTH FROM AND TO OVERSEA COUNTRIES, 1906 to 1910.

Nationality.	Tonnage.				
	1906.	1907.	1908.	1909.	1910.
BRITISH—					
Australian	642,422	624,658	657,833	720,183	742,772
United Kingdom... ..	4,341,502	4,944,495	4,715,393	4,470,679	5,252,308
New Zealand	800,402	817,389	926,669	988,006	968,551
Other British	18,626	13,842	18,726	10,628	26,223
Cargo	4,929,499	5,250,818	5,437,831	5,426,643	6,295,935
Ballast	873,453	1,149,566	880,790	762,853	693,919
Total British	5,802,952	6,400,384	6,318,621	6,189,496	6,989,854
Per cent. to total	72.84	72.54	73.63	72.67	74.89
FOREIGN—					
Austrian	9,982	6,121	4,341	—	30,059
Danish	11,758	15,656	11,869	8,848	4,010
Dutch	20,392	29,118	56,162	132,954	153,255
French	475,839	561,151	521,235	559,383	457,676
German	836,793	851,237	910,289	845,758	868,263
Italian	81,195	130,569	88,364	86,521	93,978
Japanese	61,054	78,157	82,209	79,120	89,358
Norwegian	366,978	479,932	463,705	440,727	482,637
Russian	55,138	50,721	39,999	46,041	33,145
Swedish	31,085	35,141	35,117	49,587	51,601
United States	208,228	173,588	106,888	56,148	48,477
Other Foreign	5,264	11,091	42,352	22,168	30,833
Cargo	1,692,974	1,732,751	1,670,147	1,746,433	1,844,261
Ballast	470,732	689,731	592,383	580,822	499,031
Total Foreign	2,163,706	2,422,482	2,262,530	2,327,255	2,343,292
Per cent. to total	27.16	27.46	26.37	27.33	25.11
Cargo	6,622,473	6,983,569	7,107,978	7,173,076	8,140,196
Per cent. to total... ..	83.12	79.15	82.83	84.22	87.22
Ballast	1,344,185	1,839,297	1,473,173	1,343,675	1,192,950
Per cent. to total... ..	16.88	20.85	17.17	15.78	12.78
Grand Total	7,966,658	8,822,866	8,581,151	8,516,751	9,333,146

The tonnage of Australian-owned vessels engaged in the oversea trade represents 7.96 per cent. of the total, and the tonnage of New Zealand vessels 10.38 per cent. Both are engaged mainly in the trade with New Zealand and eastern countries. An examination of the figures in the above table shews that, of the increase in tonnage in 1910 as compared with 1906, viz., 1,366,488 tons, 1,186,902 tons (*i.e.*, 86.86 per cent.) were British and 179,586 tons (*i.e.*, 13.14 per cent.) were foreign, or, in other words, the British tonnage in 1910 shewed an increase of 20.4 per cent. over 1906, while that of foreign countries only increased by 8.3 per cent. The proportion of British tonnage in the shipping of the Commonwealth was higher in 1910 than in any year since 1904.

If, however, the tonnage of ships carrying cargo only is considered as indicating more closely the proportion of the actual carrying trade done than does the total tonnage, the position of British shipping shews even a greater improvement, inasmuch as the British tonnage carrying cargo to and from the Commonwealth during 1910 shews an increase over 1906 equal to 27.72 per cent., while the foreign tonnage with cargo increased by 8.92 per cent. Thus the British proportion of tonnage carrying cargo has increased from 74.42 per cent. to 77.34 per cent. The relative proportion of British and foreign tonnage which entered and cleared the Commonwealth with cargo during the past five years was as follows:—

**PROPORTION OF TONNAGE OF BRITISH AND FOREIGN NATIONALITY ENTERED
AND CLEARED THE COMMONWEALTH WITH CARGO, 1906 to 1910.**

Nationality.				1906.	1907.	1908.	1909.	1910.
British	...	...	...	74.42	75.19	76.50	75.65	77.34
Foreign	...	...	...	25.58	24.81	23.50	24.35	22.66
Total				100.00	100.00	100.00	100.00	100.00

That the proportion of foreign tonnage should increase is to be expected as the natural corollary of the extension of the trade of the Commonwealth with foreign countries. This is particularly patent in regard to Germany and France. Both of these countries desire to increase their mercantile marine, and it is therefore natural that the increased direct trade between themselves and Australia should be carried by their own vessels rather than by the vessels of a third country. Recently, too, the Royal Dutch Packet Company has established a line of steamers between Java and other islands of the East Indies and Australia. The Hungarian Levant Steamship Company has also inaugurated a cargo service between the Commonwealth and Adriatic ports.

The more important competitors for the Australian shipping trade among the foreign nations are Germany, France, and Norway, and it is therefore of interest to consider the general direction of their activity. It is well to bear in mind, when comparing the figures in the table on the next page, that the French shipping from and to France and to New Caledonia is practically identical with the steamers of the Messageries Maritimes, which maintain a regular service between France and New Caledonia *via* Australian ports, and that the German shipping from and to Germany consists mainly of the vessels of two lines, the Norddeutscher Lloyd, and the German-Australian Steamship Company, which have had regular and frequent services to Australian ports for the past twenty-seven years.

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA AND OTHER COUNTRIES DURING 1910.

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	24,116	36,310	1,775	27,153	4,717	91,784
Belgium	3,864	...	5,406	17,576	1,543	...
France	86,056	45,291	...	...	2,756	...
Germany	1,938	...	274,692	286,393	1,962	...
Norway ... ..	...	...	6,905	...	15,989	...
Sweden ... ..	...	...	14,038	...	5,818	...
Other European Countries ...	8,049	3,074	2,190	...	4,246	1,615
NEW ZEALAND	3,912	...	760	...	7,239	7,589
ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—						
Japan ... ..	...	...	23,644	21,693	2,340	...
New Caledonia	56,985	47,071	...	...	...	...
Philippine Islands	3,520	...	...	2,435	4,170	13,016
South Sea Islands	5,939	9,948	1,078	2,313	18,665	13,290
Straits Settlements ... ..	...	...	...	18,027	...	...
Other Asiatic Countries ...	...	3,520	9,955	6,071	18,005	14,120
AFRICAN COUNTRIES—						
Africa, Portuguese East ...	7,542	...	3,387	...	15,383	...
Cape Colony ... ..	...	...	6,497	1,391	17,414	8,018
Natal	3,082	...	1,140	...	3,959	2,984
Other African Countries ...	...	...	...	...	3,479	2,308
NTH. AMERICAN COUNTRIES—						
United States	22,932	71,595	33,949	5,270	21,429	13,882
Other Nth. Amer. Countries...	1,726	...	2,882	...	8,982	...
STH. AMERICAN COUNTRIES—						
Chile ... ..	...	5,894	13,587	54,669	8,195	47,523
Peru	3,923	...	3,848	1,335	11,496	17,706
Other Sth. Amer. Countries...	1,389	...	18,204	...	64,786	6,229
With Cargo	128,438	160,346	362,215	433,860	96,574	234,597
In Ballast	106,535	62,357	61,722	10,466	145,999	5,467
Total	234,973	222,703	423,937	444,326	242,573	240,064

A further analysis is appended, distinguishing between steam and sailing vessels of British and foreign nationality, which entered and cleared the Commonwealth during the years 1906-10. Steam tonnage during 1910 was 1,939,024 tons greater than in 1906, 1,688,874 tons (*i.e.*, 87.10 per cent.) of the increase being British, and 250,150 tons (*i.e.*, 12.90 per cent.) being foreign. The tonnage of sailing vessels shows a decrease during the same period of 572,536 tons, British tonnage having fallen by 501,972 tons, and that of foreign nations by 70,564 tons.

As might be expected, the proportion of sailing vessels engaged in carrying the trade of the Commonwealth is shewn to be rapidly decreasing, having fallen during the period under review from 26 per cent. to 16 per cent. of the total tonnage, and it is in this branch of shipping that the foreign element is stronger than the British.

STEAM AND SAILING VESSELS ENTERED AND CLEARED, 1906 to 1910.

Description and Nationality of Vessels.	1906.		1907.		1908.		1909.		1910.	
	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.
Steam—										
British	4,743,416	80	5,290,986	82	5,723,288	82	5,583,448	81	6,432,290	82
Foreign	1,186,767	20	1,162,413	18	1,259,714	18	1,325,523	19	1,436,917	18
Total steam	5,930,183	100 (74)	6,453,399	100 (73)	6,983,002	100 (81)	6,908,971	100 (81)	7,869,207	100 (84)
Sailing—										
British	1,059,536	52	1,109,398	47	595,333	37	606,048	38	557,564	38
Foreign	976,939	48	1,260,069	53	1,002,816	63	1,001,732	62	906,375	62
Total sailing	2,036,475	100 (26)	2,369,467	100 (27)	1,598,149	100 (19)	1,607,780	100 (19)	1,463,939	100 (16)
Steam and Sailing—										
British	5,802,952	73	6,400,384	73	6,318,621	74	6,189,496	73	6,989,854	75
Foreign	2,163,706	27	2,422,482	27	2,262,530	26	2,327,255	27	2,343,292	25
Total	7,966,658	100	8,822,866	100	8,581,151	100	8,516,751	100	9,333,146	100

6. **Tonnage in Ballast.**—The following table shows the tonnage of oversea vessels which entered and cleared the Commonwealth in ballast during the years 1906-10. Of the total British tonnage which entered during 1910, 17.52 per cent. was in ballast, and of foreign tonnage 34.38 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1910, 21.77 per cent. was in ballast, while of the tonnage cleared 4.01 per cent. only was without cargo.

TONNAGE ENTERED AND CLEARED IN BALLAST, 1906 to 1910.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1906	808,190	430,675	1,238,865	65,263	40,057	105,320
1907	1,043,383	599,897	1,643,280	106,183	89,834	196,017
1908	794,745	454,883	1,249,628	86,045	137,500	223,545
1909	667,478	474,218	1,141,696	95,375	106,604	201,979
1910	603,511	399,755	1,003,266	90,408	99,276	189,684

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1906 to 1910.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1906	per cent. 27.28	per cent. 39.88	per cent. 30.92	per cent. 2.30	per cent. 3.70	per cent. 2.66
1907	32.23	48.60	36.75	3.36	7.56	4.51
1908	25.05	40.51	29.09	2.74	12.07	5.22
1909	21.06	39.80	26.18	3.16	9.39	4.86
1910	17.52	34.38	21.77	2.55	8.41	4.01

Vessels in search of freights arrive in Australia from all parts of the world. The tonnage which entered each State of the Commonwealth, in ballast, during 1910, was as follows:—

**TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE OF
THE COMMONWEALTH DURING THE YEAR 1910.**

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Tonnage	495,532	34,111	13,104	252,027	138,238	70,254	1,003,266
Percentage of total ...	49.39	3.40	1.31	25.12	13.78	7.00	100

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1910, 495,532 tons, or 49.4 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 368,496 tons having entered at the coal port of Newcastle. The proportion of ballast tonnage entering Newcastle during 1910 was much lower than usual in consequence of the smaller exports of coal. The demand for carriage of the large shipments of wheat and wool, however, was sufficient to prevent any material diminution of the large aggregate ballast tonnage to the Commonwealth. The relatively large tonnage in ballast recorded in Tasmania is mainly due to French vessels—sailing under the bounty system—calling at Hobart for orders.

§ 3. Shipping of Ports.

1. **Shipping of Ports.**—Appended is an abstract of the total shipping tonnage—over-sea and coastwise—which entered the more important ports of Australia during the year 1910, together with similar information in regard to some of the ports of New Zealand and of the United Kingdom for the same year:—

SHIPPING OF PORTS, AUSTRALIA AND VARIOUS COUNTRIES, 1910.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	7,137,308	London	19,737,350
Melbourne	5,314,455	Liverpool (inc. Birkenhead)	14,313,514
Newcastle	3,270,700	Cardiff	11,054,916
Port Adelaide	2,866,953*	Tyne ports	10,823,992
Brisbane	2,368,047	Southampton	6,553,206
Fremantle	1,980,138	Hull	5,514,657
Townsville	1,186,907	Plymouth	4,297,496
Albany	1,055,746	Newport	3,129,714
Hobart	809,846	Middlesbrough	3,077,604
Rockhampton	790,419	Sunderland	2,793,671
Mackay	742,324	Swansea	2,774,547
Cairns	607,402	Manchester	2,405,667
Port Pirie	552,619	Blyth	2,193,885
Bowen	516,456	Dover	2,011,405
Geelong	463,294	Grimsby	1,722,564
Bunbury	347,625	SCOTLAND—	
Thursday Island	343,368	Glasgow	5,633,392
NEW ZEALAND—		Leith	2,414,314
Wellington	2,947,156	IRELAND—	
Lyttelton	2,155,359	Cork (inc. Queenstown) ...	4,101,330
Auckland	1,583,716	Belfast	3,140,326
Dunedin	1,031,644	Dublin	2,672,122

* Exclusive of coastal shipping—particulars of which are not available.

From the figures above it may be seen that the shipping business of the port of Sydney is only exceeded by that of four ports in the United Kingdom, viz., London, Liverpool, the Tyne, and Cardiff.

§ 4. Vessels Built and Registered.

1. **Vessels Registered.**—The number and net tonnage of steam and sailing vessels on the registers at the various ports of the Commonwealth at the end of each of the years 1901 to 1910 are as follows:—

VESSELS ON THE REGISTER, 1901 to 1910.

Year.	Steam.		Sailing.		Total.	
	Number.	Net Tonnage.	Number.	Net Tonnage.	Number.	Net Tonnage.
1901 ...	943	203,541	1,433	141,722	2,376	345,263
1902 ...	965	208,043	1,488	141,125	2,448	349,168
1903 ...	1,004	219,985	1,578	136,888	2,582	356,873
1904* ...	1,011	223,558	1,700	129,801	2,711	353,359
1905 ...	1,052	222,551	1,690	129,291	2,742	351,842
1906 ...	1,082	238,742	1,644	128,288	2,726	367,030
1907 ...	1,108	249,600	1,555	126,402	2,663	376,002
1908 ...	1,148	255,249	1,571	129,392	2,719	384,641
1909 ...	1,196	274,551	1,535	129,540	2,731	404,091
1910 ...	1,224	284,104	1,548	128,319	2,772	412,423

* Prior to 1904 vessels registered in the Northern Territory were not included

2. **Vessels Built.**—The following tables shew the number and tonnage of vessels built in the Commonwealth during each of the years 1901-1910, so far as such information can be ascertained from the Shipping Registers of the various States. The Merchant Shipping Act, under which vessels are registered in Australia, however, does not make it compulsory to register vessels under 15 tons burthen if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners. As the Shipping Registers have been, and are, the source of information, it follows that the figures given below will be subject to additions in the future, inasmuch as vessels already built may be added to the register at some future date.

VESSELS BUILT IN THE COMMONWEALTH.

NUMBER.

Year.	Steamers Built of—					Oil Motor Vessels.	Sailing.	Pontoons, Dredges, etc.	Total.
	Wood.	Iron.	Steel.	Composite.	Total.				
1901 ...	18	1	1	...	20	4	37	...	61
1902 ...	26	...	...	1	27	8	72	1	108
1903 ...	15	...	2	...	17	17	147	2	183
1904 ...	14	...	1	1	16	11	73	...	100
1905 ...	15	...	4	...	19	22	15	2	58
1906 ...	12	1	1	...	14	21	17	3	55
1907 ...	16	...	...	1	17	10	30	1	58
1908 ...	12	...	2	...	14	17	15	1	47
1909 ...	10	...	...	...	10	11	29	1	51
1910 ...	8	1	2	...	11	6	24	...	41

VESSELS BUILT IN THE COMMONWEALTH—Continued.

TONNAGE.

Year.	Steamers.		Oil Motor Vessels.		Sailing.		Pontoons, Dredges, etc.		Total.	
	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.
1901 ...	2,270	1,251	41	33	1,052	927	...	...	8,363	2,211
1902 ...	2,827	1,627	96	82	2,374	2,052	64	64	5,361	3,825
1903 ...	1,569	956	624	455	3,033	2,585	385	350	5,611	4,346
1904 ...	2,094	1,240	134	100	1,591	1,375	...	...	3,819	2,715
1905 ...	2,444	1,462	291	214	328	280	967	896	4,030	2,852
1906 ...	1,426	735	201	141	466	397	546	536	2,639	1,809
1907 ...	2,288	1,251	89	79	734	683	152	145	3,263	2,158
1908 ...	2,144	1,226	261	196	461	387	179	179	3,045	1,988
1909 ...	1,351	735	180	148	692	579	98	98	2,321	1,560
1910 ...	1,517	873	84	75	482	409	...	...	2,083	1,357

§ 5. Interstate Shipping.

1. **Total Vessels and Tonnage.**—In the following table are shown the number and tonnage of vessels recorded as having entered each State of the Commonwealth from any other State therein, and similarly the number and tonnage clearing from each State to other Commonwealth States. The table gives results for the quinquennial intervals since 1886. The shipping on the Murray River, between the States of New South Wales, Victoria and South Australia, is not included.

INTERSTATE SHIPPING, 1886 to 1910.—NUMBER OF VESSELS.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1910.
New South Wales ...	1,603	1,692	1,470	1,611	1,575	1,745
Victoria ...	1,433	1,525	1,280	1,502	1,561	1,631
Queensland ...	615	376	439	430	478	535
South Australia and Northern Territory ...	550	611	823	650	752	764
Western Australia ...	187	149	520	446	335	334
Tasmania ...	576	680	567	713	840	853
Total ...	4,964	5,033	5,099	5,352	5,541	5,912

CLEARED.

	1886.	1891.	1896.	1901.	1906.	1910.
New South Wales ...	1,402	1,415	1,275	1,473	1,417	1,668
Victoria ...	1,615	1,733	1,380	1,569	1,610	1,756
Queensland ...	712	389	455	395	431	522
South Australia and N. Territory ...	620	716	918	756	802	836
Western Australia ...	156	158	496	456	363	361
Tasmania ...	615	679	573	694	809	825
Total ...	5,120	5,090	5,097	5,343	5,432	5,968

NUMBER OF VESSELS—Continued.

TOTAL.

State.	1886.	1891.	1896.	1901.	1906.	1910.
New South Wales	3,005	3,107	2,745	3,084	2,992	3,413
Victoria	3,048	3,258	2,660	3,071	3,171	3,387
Queensland	1,327	765	894	825	909	1,057
South Australia and N. Territory	1,170	1,327	1,741	1,406	1,554	1,600
Western Australia	343	307	1,016	902	698	745
Tasmania	1,191	1,359	1,140	1,407	1,649	1,678
Total	10,084	10,123	10,196	10,695	10,973	11,880

TONNAGE.—ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1910.
New South Wales	1,181,495	1,617,559	1,589,753	2,031,089	2,456,269	3,252,300
Victoria	1,072,381	1,392,818	1,486,624	1,956,900	2,473,771	2,882,082
Queensland	355,930	267,753	343,026	545,469	692,354	858,744
S. Aust. and N. Ter.	437,502	658,600	1,051,893	1,124,499	1,532,802	1,895,027
Western Australia	127,098	237,708	683,918	973,474	968,664	1,269,589
Tasmania	221,061	371,205	281,029	485,023	721,240	816,910
Total	3,395,467	4,545,643	5,436,243	7,116,454	8,895,100	10,974,652

CLEARED.

New South Wales	1,014,900	1,314,339	1,341,635	1,856,501	2,177,496	3,023,601
Victoria	1,257,967	1,692,189	1,599,065	2,038,424	2,617,966	3,154,416
Queensland	411,275	302,723	359,046	440,659	578,561	825,592
S. Aust. and N. Ter.	485,368	829,616	1,203,830	1,365,668	1,772,356	2,200,652
Western Australia	116,101	269,256	687,632	977,846	1,051,629	1,198,508
Tasmania	251,620	352,406	250,557	433,735	636,944	701,419
Total	3,537,231	4,760,529	5,441,765	7,112,833	8,834,952	11,104,188

TOTAL.

New South Wales	2,196,395	2,931,898	2,931,388	3,887,590	4,633,765	6,275,901
Victoria	2,330,348	3,085,007	3,085,689	3,995,324	5,091,737	6,036,498
Queensland	767,205	570,476	702,072	986,128	1,270,915	1,684,336
S. Aust. and N. Ter.	922,870	1,488,216	2,255,723	2,490,167	3,355,158	4,095,679
Western Australia	243,199	506,964	1,371,550	1,951,320	2,020,293	2,468,097
Tasmania	472,681	723,611	531,586	918,758	1,358,184	1,518,329
Total	6,932,698	9,306,172	10,878,008	14,229,287	17,730,052	22,078,840

The figures presented in the above table include oversea vessels—largely mail boats—passing from one State to another. This renders the results somewhat unsatisfactory.

In the earlier part of this section attention was drawn to the custom in vogue prior to Federation of recording vessels from or to "oversea countries via other Commonwealth States" as *direct* from or to the oversea country. At each port in Australia these vessels were, on the inward voyage (to Australia), entered as from the oversea country, and cleared to the next Australian port as "interstate"; on the return journey—the outward voyage—they were entered as "interstate," and cleared as for the oversea country. In order to preserve the continuity of the records of the shipping communication of the several States with oversea countries this method has been followed in continuation of the pre-existing practice, excepting that vessels arriving or departing via other Commonwealth States are now so recorded instead of as "direct."

From the above it will be seen that while certain movements of the vessels referred to are included in the interstate shipping, other movements of the same vessels, between the same ports, are not so included.

To ascertain the aggregate movement of shipping between the States during the year 1910, including the total interstate movements of oversea vessels, the figures in the following table must be added to those of the preceding one :—

**SHIPPING ENTERED AND CLEARED FROM AND TO OVERSEA COUNTRIES VIA
OTHER COMMONWEALTH STATES, 1910.**

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	477	1,655,485	460	1,626,366	937	3,281,851
Victoria ...	419	1,462,299	386	1,377,232	805	2,839,531
Queensland ...	179	655,674	190	708,632	369	1,364,306
South Australia ...	206	924,177	187	703,169	393	1,527,346
Western Australia ...	10	28,404	20	51,979	30	80,383
Tasmania ...	3	6,583	24	123,166	27	129,749
Total ...	(1910) 1,294	4,632,622	1,267	4,590,544	2,561	9,223,166
	(1906) 1,045	3,849,036	1,107	3,442,747	2,152	6,791,783

2. Total Interstate Movement of Shipping.—From the foregoing it has been seen that the interstate movement of shipping includes two very different elements, viz.:—(i.) Oversea ships moving from State to State, and (ii.) the movement of ships engage solely in the interstate carrying trade. These two elements are approximately follows:—

TOTAL INTERSTATE MOVEMENT OF SHIPPING, 1906 to 1910.

	1906.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.	Tons.
Oversea vessels moving interstate ...	5,452,353	5,582,571	5,961,617	5,850,749	6,384,108
Vessels solely interstate	6,791,783	7,514,089	8,258,018	8,204,858	9,223,166
Total ...	12,244,136	13,096,660	14,219,635	14,055,607	15,607,274

The necessary data are not available to enable a similar analysis to be made prior to 1906.

The following table shews the number and tonnage of vessels which entered and cleared each State during 1910; including the coastal movements of oversea vessels :—

INTERSTATE SHIPPING OF EACH STATE, 1910.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	2,222	4,907,785	2,128	4,649,967	4,350	9,557,752
Victoria	2,050	4,344,381	2,142	4,531,648	4,192	8,876,029
Queensland	714	1,514,418	712	1,534,224	1,426	3,048,642
South Australia	970	2,719,204	1,023	2,903,821	1,993	5,623,025
Western Australia	394	1,297,998	381	1,250,487	775	2,548,480
Tasmania	856	823,493	849	824,585	1,705	1,648,078
Total...	1910	7,206	15,607,274	7,235	15,694,732	...
	1906	6,586	12,244,136	6,539	12,277,699	...

3. **Vessels Engaged Solely in Interstate Trade.**—The elimination of the element of oversea vessels, included in the interstate shipping returns, cannot be accurately effected; nevertheless a close approximation is furnished if it be assumed that vessels *entered* in the several States as from “oversea countries via other Commonwealth States” have really been *cleared* from other States as “interstate,” and further, that the vessels *cleared* to “oversea countries via other Commonwealth States” have likewise been *entered* elsewhere as “interstate.” Applying this suggestion, and so eliminating all interstate movements of oversea vessels, the number and tonnage of vessels engaged solely in the interstate trade during the years 1906 to 1910 will be found to be as follows:—

NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE, 1906-1910.

Year	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
1906	4,434	5,452,353	4,387	5,485,916
1907	4,614	5,582,571	4,566	5,580,963
1908	4,706	5,961,617	4,654	5,916,339
1909	4,375	5,850,749	4,353	5,854,313
1910	4,645	6,384,108	4,674	6,471,566

This treatment cannot be extended to the individual States, as the records do not disclose the particular relationship of the States concerned.

4. **Interstate and Coastal Services.**—The foundation of the coastal steamship services in Australia dates back to the year 1851, when a regular trade was established between Melbourne and Geelong by the small screw steamer “Express.” Early in the fifties a company was formed in Tasmania with a capital of £40,000 for the purpose of purchasing steamboats, and employing them in the carriage of passengers and goods between Hobart and Melbourne. This service was commenced in 1852, and was thus the first regular interstate service in Australia. About this time the great influx of population and the increase

in commerce, caused chiefly by the gold discoveries, emphasised the desirability of establishing more regular and quicker means of communication between the principal ports of Australia, and in 1862 the regular interstate service between New South Wales and Victoria was inaugurated by the s.s. *You Yangs*, which was put into commission in regular service between Melbourne, Sydney, and Newcastle. In 1875 a company was formed in Adelaide for the purpose of supplying suitable steamers for the requirements of the trade between Adelaide and Melbourne. The first two steamers of the company were named the *South Australian* and the *Victorian*, and were small vessels of only 400 tons burthen. From the start success attended these enterprises, and the services thus initiated were rapidly extended and their operations broadened. Numerous other companies were formed to cope with the increasing trade between ports in the Commonwealth, and the companies engaged from time to time added to their fleets of steamers by the acquisition of more modern and rapid vessels, until at the end of the year 1910 the total net tonnage owned by the twenty-four companies from whom returns have been received amounted to 172,410 tons. A summary of the various mail services carried on during the year 1910 is given in Section XVIII. of this work.

The subjoined table gives particulars, so far as they are available, of all steamships engaged in regular interstate or coastal services at the end of each of the years 1901 and 1906 to 1910. The figures for 1906 and subsequent years include particulars relating to a number of smaller companies which did not supply returns for 1901, though they were, for the most part, carrying on business in that year.

PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND COASTAL SERVICES IN THE COMMONWEALTH, 1901 to 1910.

Particulars.	1901.	1906.	1907.	1908.	1909.	1910.
Number of companies making returns ...	11	*22	22	23	23	24
Number of steamships ...	113	153	163	175	181	180
Tonnage { Gross ...	184,574	221,905	239,548	261,862	283,276	291,470
Net ...	114,080	133,697	146,143	156,502	168,206	172,410
Horse-power { Nominal ...	18,237	22,573	24,151	25,582	28,477	29,128
Indicated ...	123,519	162,659	176,485	192,140	238,610	245,696
Number of passengers { 1st class ...	4,617	6,191	6,558	7,100	7,087	7,041
for which licensed to { 2nd class ...						
steerage ...	4,490	5,911	6,041	6,156	6,460	6,395
carry ...	403	506	535	575	598	600
Complement { Masters and officers ...	332	407	437	471	495	499
of Crew { Engineers ...	2,875	3,657	3,949	4,121	4,347	4,440
Crew ...						

* See letterpress above.

5. **Lighthouses and Lights on the Coast of the Commonwealth.**—See Year Book No. 2.

6. **Ports of the Commonwealth.**—See Year Book No. 3.

§ 6. Shipwrecks.

The following statement shews the number and tonnage of vessels wrecked, or otherwise lost, on the coast of the Commonwealth, or under the jurisdiction of the several States, during the years 1901 to 1910 :—

NUMBER AND TONNAGE OF VESSELS WRECKED,* 1901 to 1910.

Year.	Class of Vessel.	Number and Tonnage of Vessels.										Lives Lost.	Passengers and Crew.
		Under 50 tons.		50 to 500 tons.		500 to 2000 tons.		Over 2000 tons.		Total.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
1901	Steam ...	7	189	5	949	2	2,811	...	...	14	3,949	40	250
	Sailing ...	11	217	6	785	5	5,800	...	...	22	6,802	10	172
	Total ...	18	406	11	1,734	7	8,611	...	...	36	10,751	50	422
1902	Steam ...	2	83	1	340	4	3,173	...	...	7	3,596	25	157
	Sailing ...	12	221	4	369	3	3,142	1	2,103	20	5,835	4	161
	Total ...	14	304	5	709	7	6,315	1	2,103	27	9,431	29	318
1903	Steam ...	2	61	5	1,753	2	2,377	...	...	9	4,191	11	200
	Sailing ...	18	306	4	551	2	1,924	...	...	24	2,781	10	217
	Total ...	20	367	9	2,304	4	4,301	...	...	33	6,972	21	417
1904	Steam ...	1	35	2	204	1	886	1	3,702	5	4,827	31	363
	Sailing ...	14	238	6	765	5	4,646	1	2,413	26	8,062	59	227
	Total ...	15	273	8	969	6	5,532	2	6,115	31	12,889	90	590
1905	Steam ...	3	49	2	594	...	...	1	3,325	6	3,968	...	417
	Sailing ...	10	160	5	775	3	3,678	1	2,176	19	6,789	57	160
	Total ...	13	209	7	1,369	3	3,678	2	5,501	25	10,757	57	577
1906	Steam ...	4	89	2	154	...	...	1	2,415	7	2,658	12	60
	Sailing ...	5	77	3	276	1	1,725	2	5,022	11	7,100	1	105
	Total ...	9	166	5	430	1	1,725	3	7,437	18	9,758	13	165
1907	Steam ...	3	71	4	916	3	3,572	...	...	10	4,559	16	204
	Sailing ...	8	162	6	421	5	6,895	...	...	19	7,478	29	170
	Total ...	11	233	10	1,337	8	10,467	...	...	29	12,037	45	374
1908	Steam ...	6	137	7	816	2	2,930	2	5,585	17	9,468	37	299
	Sailing ...	56	775	3	276	3	4,074	1	2,062	63	7,187	219	348
	Total ...	62	912	10	1,092	5	7,004	3	7,647	80†	16,655	256	647
1909	Steam ...	1	48	3	359	1	1,382	1	2,286	6	4,075	40	131
	Sailing ...	6	163	3	362	2	2,681	...	...	11	3,206	6	88
	Total ...	7	211	6	721	3	4,063	1	2,286	17	7,281	46	219
1910	Steam ...	1	34	5	941	1	958	2	9,307	9	11,240	624	2
	Sailing ...	5	115	2	205	2	3,005	...	...	9	3,415	94	20
	Total ...	6	149	7	1,146	3	4,053	2	9,307	18	14,655	718	22

* In some cases the vessels included in the above return were subsequently recovered. † The large number of wrecks during 1908 was due to cyclones on the north-west coast of Western Australia destroying a large number of the pearling vessels.

§ 7. Wages of Employees on Coastal Vessels.

1.—Rates of Wages of Employees on Vessels engaged in the Coastal Trade of the Commonwealth.—By virtue of Judgments delivered by the President of the Commonwealth Court of Conciliation and Arbitration the minimum rates of wages to be paid per calendar month to persons employed at sea on board vessels engaged in the interstate trade, and on vessels trading within the limits of some one State of the Commonwealth, have been fixed as under:—

MONTHLY WAGES.—MASTERS AND NAVIGATING OFFICERS.

(By Judgment delivered 25th April, 1912.)

Gross Registered Tonnage.				Master.	Chief Officer.	Second Officer.	Third Officer.	Fourth Officer.	Fifth Officer.
PASSENGER VESSELS—INTERSTATE.									
				£	£	£	£	£	£
250 tons and under	...	...	...	21	15	12	...	...	...
Over 250 and not over 500 tons	...	...	...	23	16	13	...	...	...
" 500 " " 1,000 tons	...	...	...	25	16	13	11	10	10
" 1,000 " " 2,000 tons	...	...	...	28	17	14	12	10	10
" 2,000 " " 3,000 tons	...	...	...	32	18	15	12	10	10
" 3,000 " " 4,000 tons	...	...	...	37	19	16	13	10	10
" 4,000 tons ...	...	...	...	43	20	17	14	10	10
CARGO VESSELS—INTERSTATE.									
250 tons and under	...	...	...	20	14	12	...	...	...
Over 250 and not over 500 tons	...	...	...	22	15	12	...	...	...
" 500 " " 1,000 tons	...	...	...	24	15	12	11	10	10
" 1,000 " " 2,000 tons	...	...	...	27	16	13	12	10	10
" 2,000 " " 3,000 tons	...	...	...	30	17	14	12	10	10
" 3,000 " " 4,000 tons	...	...	...	33	18	15	13	10	10
" 4,000 tons ...	...	...	...	36	18	15	13	10	10
PASSENGER VESSELS—WITHIN A STATE.									
125 tons and under	...	...	...	20	14	11	...	...	...
Over 125 and not over 250 tons	...	...	...	21	15	12	11	10	10
" 250 " " 500 tons	...	...	...	23	16	13	11	10	10
" 500 " " 1,000 tons	...	...	...	25	16	13	11	10	10
" 1,000 " " 1,500 tons	...	...	...	27	17	14	12	10	10
" 1,500 " " 2,000 tons	...	...	...	28	17	14	12	10	10
" 2,000 " " 3,000 tons	...	...	...	32	18	15	12	10	10
" 3,000 " " 4,000 tons	...	...	...	37	19	16	13	10	10
" 4,000 tons ...	...	...	...	43	20	17	14	10	10
CARGO VESSELS—WITHIN A STATE.									
125 tons and under	...	...	...	19	13	11	...	...	...
Over 125 and not over 250 tons	...	...	...	20	14	12	11	10	10
" 250 " " 500 tons	...	...	...	22	15	12	11	10	10
" 500 " " 1,000 tons	...	...	...	24	15	12	11	10	10
" 1,000 " " 1,500 tons	...	...	...	26	16	13	12	10	10
" 1,500 " " 2,000 tons	...	...	...	27	16	13	12	10	10
" 2,000 " " 3,000 tons	...	...	...	30	17	14	12	10	10
" 3,000 " " 4,000 tons	...	...	...	33	18	15	13	10	10
" 4,000 tons ...	...	...	...	36	18	15	13	10	10

MONTHLY WAGES.—ENGINEERS.

(By Judgment delivered 5th May, 1909.)

Classification of Vessels.	Chief Engin'r.	Second Engin'r.	Third Engin'r.	Fourth Engin'r.	Fifth Engin'r.	Sixth Engin'r.	Seventh Engin'r.
	£ s.	£	£	£	£	£	£
With 100 n.h.p. ...	20 0	16	14	...	...	...	...
" 100 and within 150 n.h.p. ...	21 0	16	14	...	...	...	...
" 150 " " 200 " "	22 0	17	14	...	...	...	...
" 200 " " 250 " "	24 0	18	15	12	...	...	...
" 250 " " 350 " "	25 0	18	15	12	...	...	...
" 350 " " 450 " "	27 10	19	16	13	...	...	...
" 450 n.h.p. and upwards	29 0	20	16	13	12	11	10

MONTHLY WAGES.—SEAMEN, Etc.

(By Judgment delivered 30th November, 1911.)

	Per Month.		Per Month.
	£ s.		£ s.
Boatswain ...	9 0	Donkeyman ...	11 0
A.B., employed as lamp trimmer	9 0	Greaser ...	10 0
A.B. ...	8 0	Fireman ...	10 0
Ordinary Seaman—		Trimmer ...	8 0
If 18 years or over	6 0		
If under 18 years ...	5 0		

MONTHLY WAGES.—MARINE COOKS, Etc.

(By Judgment delivered 27th October, 1908.)

PASSENGER VESSELS—INTERSTATE.

	£ s.		£ s.
Sculleryman ...	5 10	Second Cook ...	8 10
Third Cook ...	6 10	Baker ...	9 10
Butcher ...	7 0	Chief Cook ...	13 10
Ship's Cook ...	7 10	Galley Boy ...	3 0

PASSENGER VESSELS TRADING WITHIN THE LIMITS OF SOME ONE STATE.

Chief Cook ...	12 0	Third Cook, or Third Cook and	
Second Cook ...	7 0	Butcher ...	5 0

CARGO AND COLLIER VESSELS.

Chief Cook ...	10 0	Assistant Cook ...	3 0
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MONTHLY WAGES.—MARINE STEWARDS AND PANTRYMEN.

(By Judgment delivered 10th May, 1910.)

	£	s.
Second Steward	7	10 per month
Steward in charge of second saloon	7	10 "
Pantryman (either saloon)	6	10 "
Forecabin Steward	6	10 "
Chief Saloon Steward	6	0 "
Barman and Storekeeper	5	10 "
Stewards of First Grade (including saloon waiter, bedroom steward, smoking-room steward, and each male adult in the stewards' department in either saloon not elsewhere specifically provided for	5	10 "
Stewards of Second Grade (including bathroom steward, maindeckman, messroom steward, assistant steerage steward, assistant cargo or collier steward, officers' steward, deck steward, second, third or other assistant pantryman, cadets, probationers or boys)	If under 17 years £2 If 17 to 19 years 3 If 19 to 21 years 4 If 21 years or over 5	
Night Watchman—		
If he have at least ten hours leisure per day, including seven hours continuous... ..	7	0 per month
If not	8	0 "
Cargo or Collier Steward	10	0 "