SECTION XVI.

SHIPPING.

§ 1. General.

1. 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 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.

2. 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.

3. Difficulties of Comparisons of Total Shipping.—From what is said in paragraph 1 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.

4. 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 gives decidedly better results.

From the 1st July, 1914, the statistical year for the record of Trade and Shipping of the Commonwealth was altered from the calendar year to agree with the fiscal year.

§ 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 1914-15 (MULTIPLE RECORD EXCLUDED BY ESTIMATION PRIOR to 1904).

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1822	73	30,683	1853	3,364	1,490,422	1884	4,315	4,064,947
1823	76	30,543	1854	3,781	1,744,253	1885	4,052	3,999,917
1824	71	29,029	1855	3,239	1,449,657	1886	3,793	3,853,246
1825	80	30,786	1856	2,669	1,195,794	1887	3,454	3,764,430
1826	65	23,587	1857	2,842	1,530,202	1888	3,933	4,464,895
1827	95	29,301	1858	2,607	1,378,050	1889	3,897	4,460,426
1828	124	38,367	1859	2,759	1,403,210	1890	3,363	4,150,027
1829	185	56,735	1860	2,464	1,288,518	1891	3,778	4,726,307
1830	195	56,185	1861	2,466	1,149,476	1892	3,432	4,239,500
1831	185	52,414	1862	2,917	1,389,231	1893	3,046	4,150,433
1832	206	59,628	1863	3,378	1,564,369	1894	3,397	4,487,546
1833	241	72,647	1864	3,344	1,537,433	1895	3,331	4,567,883
1834	249	77,068	1865	3,005	1,317,934	1896	3,309	4,631,266
1835	310	96,928	1866	3,378	1,470,728	1897	3,279	4,709,697
1836	310	93,974	1867	2,927	1,277,679	1898	3,222	4,681,398
1837	442	113,432	1868	3,080	1,350,573	1899	3,356	5,244,197
1838	471	132,038	1869	3,107	1,472,837	1900	3,719	5,894,173
1839	652	191,507	1870	2,877	1,381,878	1901	4,028	6,541,991
1840	915	277,335	1871	2,748	1,312,642	1902	3,608	6,234,460
1841	900	278,738	1872	2,788	1,380,466	1903	3,441	6,027,843
1842	862	232,627	1873	3,159	1,609,067	1904	3,700	6,682,011
1843	736	183,427	1874	3,153	1,728,269	1905	4,088	7,444,417
1844	629	155,654	1875	3,437	1,914,462	1906	4,155	7,966,658
1845	735	164,221	1876	3,295	1,863,343	1907	4,394	8,822,866
1846	888	211,193	1877	3,157	1,930,434	1908	4,051	8,581,151
1847	1,033	245,358	1878	3,372	2,127,518	1909	3,910	8,516,751
1848	1,182	305,840	1879	3,344	2,151,338	1910	4,048	9,333,146
1849	1,137	355,886	1880	3,078	2,177,877	1911	4,174	9,984,801
1850	1,300	425,206	1881	3,284	2,549,364	1912	4,052	10,275,314
1851	1,576	515,061	1882	3,652	3,010,944	1913	3,985	10,601,948
1852	1,896	844,243	1883	3,857	3,433,102	1914-15	3,211	8,599,258

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.
Argentine Rep.	1912	23,372,714	3.2	Japan ...	1912	43,492,604	0.8
Belgium ...	1912	32,672,989	4.3	New Zealand	1914	3,506,830	3.2
Canada ...	1913	29,568,486	3.7	Norway ...	1912	10,806,050	4.4
Commonw'lth	1914-15	8,599,258	.7	S. African Un.	1913	10,631,118	1.7
Denmark ...	1912	18,537,064	6.6	Sweden ...	1912	25,511,890	4.6
France ...	1912	62,775,775	1.6	United K'dom	1913	164,809,581	3.6
Germany ...	1912	51,065,940	0.8	United States	1914	79,795,501*	0.8
Italy ...	1912	56,889,048	1.6				

* 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 next table shewing the tonnage of vessels which were recorded as having entered the Commonwealth from the particular countries mentioned ; that on page 600 shews the tonnage of vessels which were recorded as having cleared the Commonwealth for the particular countries, while on page 601 is shewn the total tonnage of vessels recorded as entered and cleared from and to the countries named.

The smaller tonnage which entered and cleared Commonwealth ports during 1914-15, together with its altered distribution among the various countries, was, of course, almost entirely due to the war, though the failure of the wheat crop for that season undoubtedly had some effect in this direction. The principal factor in reducing shipping tonnage was the immediate withdrawal of ships of enemy countries. During 1913 German ships to and from the Commonwealth aggregated a tonnage of 1,211,404 tons, whereas the figures for 1914-15 include only 172,679 tons of German shipping. This latter tonnage represents vessels which arrived and departed between the 1st July, 1914, and the outbreak of war, together with a few vessels that arrived later in ignorance of the opening of hostilities.

The control of shipping by the Imperial Government for war purposes materially lessened the number of voyages of mail boats to and from England, and the tonnage of the *Messageries Maritimes* line was reduced from similar causes, whereas the increase shewn in the tonnage to and from India and Ceylon and "Other British Countries" represents vessels engaged in war transport services.

SHIPPING TONNAGE ENTERED AND CLEARED THE COMMONWEALTH FROM AND TO VARIOUS COUNTRIES 1910 to 1914-15.

ENTERED.

Country.	1910.	1911.	1912.	1913.	1914-15.
United Kingdom	1,377,151	1,464,057	1,625,733	1,607,943	1,285,791
Canada	108,727	107,932	112,729	118,604	144,229
Fiji	49,493	77,745	73,033	86,442	85,442
Hong Kong	22,327	17,880	27,440	33,156	19,898
India and Ceylon	169,800	99,196	93,787	107,721	265,273
Mauritius	43,133	23,443	27,203	36,092	19,569
New Zealand	766,777	841,746	926,342	908,484	771,656
Papua	47,881	78,468	73,010	74,943	72,837
South African Union	208,140	289,229	96,679	198,505	84,365
South Sea Islands	64,164	61,983	37,472	58,498	24,279
Straits Settlements	89,731	97,735	102,598	100,238	106,534
Other British Countries	13,588	324	3,068	10,826	134,057
Total British Countries	2,960,912	3,159,738	3,199,094	3,341,452	3,013,930
Africa, Portuguese East	96,966	74,083	46,751	63,870	14,391
Belgium	15,273	18,734	11,852	9,563	6,871
Chile	111,504	182,460	176,416	108,121	38,288
Dutch East Indies	72,212	43,458	67,761	87,428	87,245
France	99,308	83,627	47,191	63,632	34,633
Germany	290,834	314,167	427,320	414,294	74,208
Hawaiian Islands	32,020	17,167	16,508	10,101	...
Japan	153,547	157,533	157,734	160,241	125,789
Mexico	24,366	16,481	19,445	9,973	...
New Caledonia	62,542	71,390	77,265	86,702	41,398
Norway	37,201	40,204	34,715	26,200	47,649
Peru	27,051	32,922	35,482	21,504	5,973
Philippine Islands	28,550	56,603	56,216	47,220	26,943
South Sea Islands (foreign)	37,684	56,878	67,805	66,651	73,762
Sweden	41,231	77,983	48,060	80,546	37,504
United States	338,587	389,208	453,354	509,922	426,513
Other Foreign Countries	178,032	200,584	220,388	264,111	119,858
Total Foreign Countries	1,646,908	1,833,482	1,964,263	2,030,079	1,161,025
Total all Countries	4,607,820	4,993,220	5,163,357	5,371,531	4,174,955

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

CLEARED.

Country.	1910.	1911.	1912.	1913.	1914-15.
United Kingdom ...	1,467,925	1,537,084	1,369,143	1,455,018	1,031,279
Canada	50,510	54,732	54,661	82,849	90,105
Fiji	53,713	90,574	85,372	94,958	91,343
Hong Kong ...	31,145	19,155	32,121	27,959	30,566
India and Ceylon ...	139,584	143,632	144,487	126,656	210,688
Mauritius	9,396	2,953	4,526	3,505	7,681
New Zealand	975,121	1,044,013	1,183,741	1,198,837	916,809
Papua	50,552	71,811	66,409	73,923	63,962
South African Union ...	92,070	85,346	75,467	136,986	67,278
South Sea Islands ...	43,539	38,133	55,717	58,267	24,484
Straits Settlements ...	156,704	127,725	137,139	155,364	115,894
Other British Countries ...	2,924	...	...	2,270	522,870
Total British Countries	3,073,183	3,215,158	3,208,783	3,416,592	3,172,959
Africa, Portuguese East ...	18,716	6,949	3,836	5,447	2,691
Belgium	115,121	168,397	169,020	151,718	34,245
Chile	342,478	393,642	508,724	398,322	255,547
Dutch East Indies ...	105,293	115,499	155,332	189,499	180,649
France	113,226	155,506	94,062	81,240	54,642
Germany	312,128	321,502	349,685	385,752	38,358
Hawaiian Islands ...	32,520	26,200	34,009	45,634	37,770
Japan	102,183	103,550	96,108	117,472	73,228
Mexico	13,146	13,565	12,757	25,735	4,461
New Caledonia	47,071	62,165	74,063	86,321	43,581
Peru	52,243	70,960	64,881	52,626	24.431
Philippine Islands ...	106,087	102,748	95,120	46,746	72,272
South Sea Islands (foreign)	57,790	50,022	44,875	36,826	52,785
Sweden	...	...	...	...	...
United States	184,153	145,926	149,449	148,754	266,133
Other Foreign Countries	49,988	39,792	51,253	41,733	110,551
Total Foreign Countries	1,652,143	1,776,423	1,903,174	1,813,825	1,251,344
Total all Countries ...	4,725,326	4,991,581	5,111,957	5,230,417	4,424,303

The figures in the above table represent the tonnage of shipping recorded as having cleared the Commonwealth for the particular countries named. In the following section countries have been grouped according to larger geographical divisions with the purpose of depicting more clearly the general trend of Australian shipping.

Beyond the immediate military control of shipping, tonnage was further affected by the prohibition by the Government of the export of certain commodities. For instance, the restrictions placed on the export of coal were mainly responsible for the relatively small tonnage between this country and Chile and Peru.

SHIPPING TONNAGE ENTERED AND CLEARED THE COMMONWEALTH FROM AND TO VARIOUS COUNTRIES, 1910 to 1914-15.

Country.	1910.	1911.	1912.	1913.	1914-15.
United Kingdom	2,845,076	3,001,141	2,994,876	3,062,961	2,317,070
Canada	159,237	162,664	167,390	201,453	234,334
Fiji	103,206	168,319	158,405	181,400	176,785
Hong Kong	53,472	37,035	59,561	61,115	50,464
India and Ceylon	309,384	242,828	238,274	234,377	475,961
Mauritius	52,529	26,396	31,729	39,597	27,250
New Zealand	1,741,898	1,885,759	2,110,083	2,107,321	1,688,465
Papua	98,433	150,279	139,419	148,866	136,799
South African Union	300,210	374,575	172,146	335,491	151,643
South Sea Islands	107,703	100,116	93,189	116,765	48,763
Straits Settlements	246,435	225,460	239,737	255,602	222,428
Other British Countries	16,512	324	3,068	13,096	656,927
Total British Countries	6,034,095	6,374,896	6,407,877	6,758,044	6,186,889
Africa, Portuguese East	115,682	81,032	50,587	69,317	17,082
Belgium	130,394	187,131	180,872	161,281	41,116
Chile	453,982	576,102	685,140	506,443	293,835
Dutch East Indies	177,505	158,957	223,093	276,927	267,894
France	212,534	239,133	141,253	144,872	89,275
Germany	602,962	635,669	777,005	800,046	112,566
Hawaiian Islands	64,540	43,367	50,517	55,735	37,770
Japan	255,730	261,083	253,842	277,713	199,017
Mexico	37,512	30,046	32,202	35,708	4,461
New Caledonia	109,613	133,555	151,328	173,023	84,979
Norway	37,201	40,204	34,715	26,289	47,649
Peru	79,294	103,882	100,363	74,130	30,404
Philippine Islands	134,637	159,351	151,336	93,966	99,215
South Sea Islands (foreign) ...	95,474	106,900	112,680	103,477	126,547
Sweden	41,231	77,983	48,060	80,546	37,504
United States	522,740	535,134	602,803	658,676	692,646
Other Foreign Countries	228,020	240,376	271,641	305,755	230,409
Total Foreign Countries	3,299,051	3,609,905	3,867,437	3,843,904	2,412,369
Total all Countries	9,333,146	9,984,801	10,275,314	10,601,948	8,599,258

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 for 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, and in ordinary times, 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.

4. **General Trend of Shipping.**—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.

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH, 1910 to 1914-15.

TONNAGE ENTERED.

Countries.	—	1910.	1911.	1912.	1913.	1914-15.
United Kingdom & European Countries {	Cargo...	1,770,356	1,953,962	2,152,304	2,216,449	1,509,237
	Ballast	120,542	68,193	71,746	28,087	16,282
New Zealand　...　　　...　　　... {	Cargo...	654,215	676,235	751,759	681,650	649,252
	Ballast	112,562	165,511	174,583	226,834	122,404
Asiatic Countries & Islds. in the Pacific {	Cargo...	706,226	765,373	761,854	785,031	799,811
	Ballast	156,165	100,500	104,197	163,620	217,666
Africa　...　　　...　　　...　　　... {	Cargo...	30,038	26,718	23,561	38,174	50,315
	Ballast	323,960	368,750	151,459	269,181	154,550
North and Central America　　...　 {	Cargo...	429,021	479,382	560,933	624,275	568,329
	Ballast	43,529	34,239	24,595	14,224	4,065
South America　...　　　...　　　... {	Cargo...	14,698	13,114	31,291	23,876	26,798
	Ballast	246,508	341,243	355,075	300,130	56,246
	Cargo...	3,604,554	3,914,784	4,281,702	4,369,455	3,603,742
	Ballast	1,003,266	1,078,436	881,655	1,002,076	571,213
Total　　...　.　　...　　　...	...	4,607,820	4,993,220	5,163,357	5,371,531	4,174,955

TONNAGE CLEARED.

United Kingdom & European Countries {	Cargo...	2,019,567	2,190,650	2,006,275	2,102,203	1,169,592
	Ballast	—	—	44	162	—
New Zealand　...　　　...　　　... {	Cargo...	920,939	981,126	1,148,166	1,166,598	865,780
	Ballast	54,182	62,887	35,575	32,239	51,029
Asiatic Countries & Islds. in the Pacific {	Cargo...	856,486	932,091	984,875	995,644	966,549
	Ballast	76,409	24,093	42,738	66,414	99,715
Africa　...　　　...　　　...　　　... {	Cargo...	136,042	106,321	83,829	148,750	559,540
	Ballast	—	—	—	237	6,130
North and Central America　　...　 {	Cargo...	194,697	182,440	204,116	251,739	305,835
	Ballast	53,112	31,783	12,751	5,599	56,762
South America　...　　　...　　　... {	Cargo...	407,911	476,385	592,248	460,832	210,292
	Ballast	5,981	3,805	1,340	...	133,079
	Cargo...	4,535,642	4,869,013	5,019,509	5,125,766	4,077,588
	Ballast	189,684	122,568	92,448	104,651	346,715
Total　　...　　　...　　　...|	...	4,725,326	4,991,581	5,111,957	5,230,417	4,424,303

TONNAGE ENTERED AND CLEARED.

Countries.	1910.	1911.	1912.	1913.	1914-15.	1914-15 Compared with 1910.
United Kingdom & European Countries　...　...	3,910,465	4,212,805	4,230,369	4,346,901	2,695,111	— 1,215,354
New Zealand　...　...	1,741,898	1,885,759	2,110,083	2,107,321	1,688,465	— 53,433
Asiatic Countries and Islands in the Pacific　...　...	1,795,286	1,822,057	1,893,664	2,010,709	2,083,741	+ 288,455
Africa　...　...	490,040	501,789	258,849	456,342	770,535	+ 280,495
North and Central America	720,359	727,844	802,395	895,837	934,991	+ 214,632
South America　...　...	675,098	834,547	979,954	784,838	426,415	— 248,683
Cargo　...　...	8,140,196	8,783,797	9,301,211	9,495,221	7,681,330	— 458,866
Ballast　...　...	1,192,950	1,201,004	974,103	1,106,727	917,928	— 275,022
Total　...　...　...	9,333,146	9,984,801	10,275,314	10,601,948	8,599,258	— 733,888

　　From these tables it would appear that the tonnage between Australia and Asia and Africa was greater during 1914-15 than in 1913. This, however, is merely the effect of the diversion of shipping from the usual occupation to military transport between this country and India and Egypt. The outward tonnage to North America both with cargo and in ballast was actually much greater than during the previous year. The increased

tonnage with cargo was engaged in carrying the unusually large exports of wool to the United States and Canada, while the tonnage in ballast consisted of vessels which, owing to the abnormal circumstances previously alluded to, were unable to procure cargoes in Australian ports.

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. The proportion which British shipping represented of the total tonnage which entered and cleared the Commonwealth rose from 72.83 per cent. during 1913 to 82.41 per cent. in 1914-15. This increase was almost entirely due to the withdrawal of German ships.

NATIONALITY OF ALL VESSELS WHICH ENTERED AND CLEARED THE COMMON-WEALTH FROM AND TO OVERSEA COUNTRIES, 1910 to 1914-15.

Nationality.	Tonnage.				
	1910.	1911.	1912.	1913.	1914-15.
BRITISH—					
Australian	742,772	848,240	889,285	851,931	1,107,402
United Kingdom... ...	5,252,308	5,511,504	5,299,157	5,590,966	4,897,452
New Zealand ...	968,551	1,008,036	1,274,584	1,247,742	1,017,721
Other British	26,223	38,871	51,199	30,459	64,040
Cargo	6,295,935	6,656,932	6,949,115	6,915,261	6,406,393
Ballast	693,919	749,719	565,110	805,837	680,222
Total British	6,989,854	7,406,651	7,514,225	7,721,098	7,086,615
Per cent. on total ...	74.89	74.18	73.13	72.83	82.41
FOREIGN—					
Austro-Hungarian ...	30,059	—	28,689	32,940	—
Danish	4,010	10,510	5,573	10,138	—
Dutch	153,255	139,606	120,864	193,880	198,223
French	457,676	424,461	356,207	366,730	199,619
German	868,263	1,005,986	1,211,738	1,211,404	172,679
Italian	93,978	65,415	51,098	55,898	39,147
Japanese	89,358	158,047	252,081	224,293	257,709
Norwegian	482,637	582,352	527,121	471,914	302,767
Russian	33,145	38,463	63,286	75,303	56,528
Swedish	51,601	50,207	37,330	59,484	60,600
United States	48,477	67,745	92,605	154,486	178,620
Other Foreign	30,833	35,358	14,497	24,380	46,751
Cargo	1,844,261	2,126,865	2,352,096	2,579,960	1,274,937
Ballast	499,031	451,285	408,993	300,890	237,706
Total Foreign	2,343,292	2,578,150	2,761,089	2,880,850	1,512,643
Per cent. on total ...	25.11	25.82	26.87	27.17	17.59
Cargo	8,140,196	8,783,797	9,301,211	9,495,221	7,681,330
Per cent. on total	87.22	87.97	90.52	89.56	89.33
Ballast	1,192,950	1,201,004	974,103	1,106,727	917,928
Per cent. on total	12.78	12.03	9.48	10.44	10.67
Grand Total	9,333,146	9,984,801	10,275,314	10,601,948	8,599,258

The tonnage of Australian-owned vessels engaged in the oversea trade represents in normal times about 8 per cent. of the total, and the tonnage of New Zealand vessels about 12 per cent. Both are ordinarily engaged mainly in the trade with New Zealand and eastern countries. The increase shewn above in Australian tonnage is in consequence of the diversion of vessels from the interstate trade to military purposes in transporting troops, etc., abroad.

The relative proportion of British and foreign tonnage which entered and cleared the Commonwealth during the last five years, apart from tonnage in ballast, is given below. From these figures, which may be considered to indicate more closely the proportion of the actual carrying trade done, than does the total tonnage, it will be seen that the proportion of British tonnage was lower during 1913 than in any other year shewn. In fact, since 1904, when the shipping statistics were first compiled in their present form, the proportion of British ships entered and cleared with cargo has never been so low as in 1913. From what has already been said it will be understood that the figures for 1914-15 are the result of abnormal conditions, and are, therefore, of little economic significance.

PROPORTION OF TONNAGE OF BRITISH AND FOREIGN NATIONALITY ENTERED AND CLEARED THE COMMONWEALTH WITH CARGO, 1910 to 1914-15.

Nationality.			1910.	1911.	1912.	1913.	1914-15.
British	...	...	77.34	75.79	74.71	72.83	82.41
Foreign	...	...	22.66	24.21	25.29	27.17	17.59
Total	...	...	100.00	100.00	100.00	100.00	100.00

The principal increases in foreign tonnage in the Australian trade have been German, Japanese, United States of America, Norwegian, and Dutch. The greater amount of German and Japanese tonnage is due to the extension of services between those countries and the Commonwealth, while the revival of the service between this country and San Francisco, which was discontinued after the great earthquake in that city in 1906, accounts for the larger American tonnage in 1913. The Norwegian tonnage, which is largely composed of sailing ships, is chiefly engaged under charter in the carriage of coal, wheat, ore, etc. The apparent increase in Dutch tonnage requires special explanation. During recent years the vessels of the Royal Dutch Packet Company, on their voyages between Java and the eastern Australian ports, have been frequently, but unavoidably, counted twice on what was practically the same voyage, first on arrival from Java and again on arrival from Papua.

The following table shews the direction of the activities of the principal foreign countries engaged in the oversea carrying trade of the Commonwealth. It is well to bear in mind that the French shipping to and from France and to and from New Caledonia is practically identical with the steamers of the Messageries Maritimes, which

maintains a regular service between France and New Caledonia *via* Australian ports. A similar analysis with regard to German ships will be found in previous issues.

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA AND OTHER COUNTRIES DURING 1914-15.

Countries.	Nationality.					
	French.		Japanese.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	7,539	3,924	...	...	1,474	2,635
Belgium	3,712	...	...	...	...	...
France	22,870	17,682	...	...	907	...
Norway	...	...	...	...	30,226	6,659
Sweden	...	...	...	...	9,274	...
Other European Countries ...	5,919	...	...	...	...	...
NEW ZEALAND	...	...	3,308	3,308	16,882	12,177
ASIATIC COUNTRIES AND IS-LANDS IN THE PACIFIC—						
Japan	...	...	92,637	41,644	...	...
New Caledonia	28,572	35,398	...	...	...	...
South Sea Islands	...	9,900	5,529	7,257	4,770	6,072
Straits Settlements ...	...	...	...	8,015	...	...
Other Asiatic Countries ...	10,233	...	23,473	*51,168	13,194	13,542
AFRICAN COUNTRIES—						
South African Union ...	4,250	...	...	...	9,067	11,944
Other African Countries ...	...	...	...	...	2,793	1,670
NTH. AMERICAN COUNTRIES—						
United States	12,661	27,125	2,601	...	23,663	21,900
Other Nth. Amer. Countries...	...	...	...	...	2,413	...
STH. AMERICAN COUNTRIES—						
Chile	...	9,834	8,706	10,063	7,100	64,896
Peru	...	...	...	...	4,163	7,343
Other South American Countries	...	...	...	...	12,293	15,710
With Cargo	76,268	103,530	102,466	111,357	89,701	115,547
In Ballast	19,488	333	33,788	10,098	48,518	49,001
Total	95,756	103,863	136,254	121,455	138,219	164,548

* Of this tonnage, 41,644 tons cleared for the Philippine Islands.

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 1910 to 1914-15.

STEAM AND SAILING VESSELS ENTERED AND CLEARED, 1910 to 1914-15.

Description and Nationality of Vessels.	1910.		1911.		1912.		1913.		1914-15.	
	Tonnage.	Percentages.	Tonnage.	Percentages.	Tonnage.	Percentages.	Tonnage.	Percentages.	Tonnage.	Percentages.
Steam—										
British ...	6,432,290	82	6,912,085	81	7,084,126	79	7,375,109	77	6,939,087	86
Foreign ...	1,436,917	18	1,609,048	19	1,908,888	21	2,173,491	23	1,103,092	14
Total Steam	7,869,207	100 (84)	8,521,133	100 (85)	8,993,014	100 (88)	9,548,600	100 (90)	8,042,179	100 (94)
Sailing—										
British ...	557,564	38	494,566	34	430,099	34	345,989	33	147,528	26
Foreign ...	906,375	62	969,102	66	852,201	66	707,359	67	409,551	74
Total Sailing	1,463,939	100 (16)	1,463,668	100 (15)	1,282,300	100 (12)	1,053,348	100 (10)	557,079	100 (6)
Steam and Sailing—										
British ...	6,989,854	75	7,406,651	74	7,514,225	73	7,721,098	73	7,086,615	82
Foreign ...	2,343,292	25	2,578,150	26	2,761,089	27	2,880,850	27	1,512,643	18
Total ...	9,333,146	100	9,984,801	100	10,275,314	100	10,601,948	100	8,599,258	100

6. **Tonnage in Ballast.**—The following table shews the tonnage of oversea vessels which entered and cleared the Commonwealth in ballast during the years 1910 to 1914-15. The decline in tonnage which entered in ballast during 1914-15 was due to the failure of the wheat crop, and the increase in tonnage which cleared in ballast was owing to many vessels being unable to procure cargoes of coal owing to the restriction of exports.

TONNAGE ENTERED AND CLEARED IN BALLAST, 1910 to 1914-15.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1910	603,511	399,755	1,003,266	90,408	99,276	189,684
1911	668,599	409,837	1,078,436	81,120	41,448	122,568
1912	503,041	378,614	881,655	62,069	30,379	92,448
1913	721,124	280,952	1,002,076	84,713	19,938	104,651
1914-15 ...	441,908	129,305	571,213	238,314	108,401	346,715

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1910 to 1914-15.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
1910	17.52	34.38	21.77	2.55	8.41	4.01
1911	18.09	31.61	21.60	2.19	3.23	2.46
1912	13.31	27.24	17.08	1.66	2.21	1.81
1913	18.39	19.37	18.66	2.23	1.39	2.00
1914-15 ...	12.88	17.36	13.68	6.51	14.12	7.84

The tonnage which entered each State of the Commonwealth, in ballast, during 1914-15, was as follows:—

TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE AND THE NORTHERN TERRITORY DURING 1914-15.

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	N. Terr.	C'wealth.
Tonnage	279,604	140,107	24,591	18,667	102,755	5,473	16	571,213
Percentage of total	48.95	24.53	4.30	3.27	17.99	0.96	0.00	100.00

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1913, 600,050 tons, or 59.88 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 463,134 tons having entered at the coal port of Newcastle. The tonnage in ballast into New South Wales is mainly for coal cargo, into South Australia for wheat and ore, and into Western Australia for timber and cattle.

§ 3. Shipping of Ports.

1. **Shipping of Ports.**—Appended is an abstract of the total shipping tonnage—oversea and coastwise—which entered the more important ports of Australia during the year 1914-15, together with similar information in regard to some of the ports of New Zealand for the year 1914, and of the United Kingdom for the year 1913 :—

SHIPPING OF PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	8,164,333	London	20,088,071
Melbourne	5,658,930	Liverpool (inc. Birkenhead)	15,574,989
Newcastle	4,097,060	Cardiff	12,603,349
Brisbane	2,686,917	Tyne ports	11,701,605
Port Adelaide	*2,603,156	Southampton	8,268,860
Fremantle	1,659,679	Hull	5,904,698
Albany	1,485,850	Plymouth	4,717,738
Townsville	1,463,303	Newport	3,630,681
Mackay	1,006,073	Middlesbrough	3,416,582
Rockhampton	881,986	Swansea	3,374,439
Hobart	709,107	Sunderland	3,288,949
Bowen	686,654	Grimsby	3,056,578
Cairns	675,885	Bristol	2,732,832
Thursday Island	420,198	Manchester	2,685,184
Geelong	397,788	Dover	2,606,277
Port Pirie	357,722	SCOTLAND—	
Wallaroo	349,848	Glasgow	6,101,819
NEW ZEALAND—		Leith	2,344,195
Wellington	3,375,015	IRELAND—	
Lyttelton	2,195,795	Cork (inc. Queenstown)	4,317,966
Auckland	1,918,093	Belfast	3,345,779
Dunedin	972,029	Dublin	2,495,854

* 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 exceeded by that of five ports only in the United Kingdom, viz., London, Liverpool, Cardiff, the Tyne, and Southampton.

§ 4. Vessels Built and Registered.

1. **Vessels Registered.**—The following table shews the number and net tonnage of steam, sailing, and other vessels on the registers of the various States and of the Northern Territory of the Commonwealth of Australia:—

VESSELS ON THE REGISTER, 31st DECEMBER, 1914.

State.	Steam. Dredges and Tugs. No.	Net Tons.	Steam. Other. No.	Net Tons.	Sailing. Fitted with Auxiliary Power. No.	Net Tons.	Sailing. Other. No.	Net Tons.	Barges, Hulks, Dredges, etc., not Self-propelled. No.	Net Tons.	Total. No.	Net Tons.
New South Wales ...	47	1,719	591	107,101	93	1,628	377	29,868	51	9,690	1,159	150,006
Victoria	25	2,561	171	121,218	21	792	111	3,872	90	30,774	418	159,217
Queensland	23	3,089	79	11,492	19	190	129	2,409	41	4,141	291	21,321
South Australia ...	22	722	95	54,699	4	97	96	4,893	73	13,456	290	73,867
Western Australia ...	13	247	36	20,095	5	159	301	4,968	29	7,599	384	33,068
Tasmania	5	302	56	5,798	37	885	115	4,015	2	563	215	11,563
Northern Territory	...	...	2	62	...	...	38	533	...	...	40	595
Total	135	8,640	1,030	320,465	179	3,751	1,167	50,558	286	66,223	2,797	449,637

2. **Vessels Built.**—The following tables shew the number and tonnage of vessels built in the Commonwealth during each of the years 1901-1914, 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, 1901 to 1914.
NUMBER.

Year.	Steamers Built of— Wood.	Iron.	Steel.	Composite.	Total.	Oil Motor Vessels.	Sailing.	Pontoons, Dredges, etc.	Total.
1901 ...	18	...	1	...	19	4	39	...	62
1902 ...	29	...	...	1	30	8	74	1	113
1903 ...	15	1	2	...	18	17	156	2	193
1904 ...	14	...	1	1	16	13	74	...	103
1905 ...	15	...	4	...	19	22	17	2	60
1906 ...	12	1	1	...	14	22	20	3	59
1907 ...	17	...	...	1	18	12	34	1	65
1908 ...	13	...	3	...	16	18	17	2	53
1909 ...	10	...	...	...	10	12	35	1	58
1910 ...	9	3	2	...	14	11	35	4	64
1911 ...	14	1	2	1	18	8	37	4	67
1912 ...	9	...	3	2	14	12	30	1	57
1913 ...	16	...	2	...	18	12	28	...	58
1914 ...	10	...	...	...	10	3	21	1	35

VESSELS BUILT IN THE COMMONWEALTH, 1901 TO 1914—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	1,083	958	...	...	3,394	2,242
1902	3,166	1,849	96	82	2,409	2,087	64	64	5,735	4,082
1903	1,569	956	624	455	3,179	2,731	385.	350	5,757	4,492
1904	2,094	1,240	161	125	1,607	1,388	...	...	3,862	2,753
1905	2,444	1,462	291	214	338	290	967	896	4,040	2,862
1906	1,426	735	268	189	498	425	546	536	2,738	1,885
1907	2,381	1,305	108	93	791	736	152	145	3,432	2,279
1908	2,492	1,317	265	199	493	418	260	260	3,510	2,194
1909	1,351	735	184	151	789	664	98	98	2,422	1,648
1910	1,944	1,105	137	124	807	691	688	646	3,576	2,566
1911	2,092	1,116	143	115	779	·694	762	720	3,776	2,645
1912	2,592	1,592	391	304	673	579	78	78	3,734	2,553
1913	2,177	1,167	300	205	494	472	...	...	2,971	1,844
1914	2,181	1,176	22	15	408	363	43	43	2,654	1,597

§ 5. Interstate Shipping.

1. **Total Vessels and Tonnage.**—In the following tables are shewn 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 1891 and for 1914-15. The shipping on the Murray River, between the States of New South Wales, Victoria and South Australia, is not included:—

INTERSTATE SHIPPING, 1891 to 1914-15.—NUMBER OF VESSELS.

ENTERED.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	1,692	1,470	1,611	1,575	1,791	1,934
Victoria	1,525	1,280	1,502	1,561	1,648	1,732
Queensland	376	439	430	478	567	584
South Australia	611	823	650	752	789	662
Western Australia	149	520	446	335	415	349
Tasmania	680	567	713	840	864	909
Northern Territory	*	*	*	*	39	49
Total	5,033	5,099	5,352	5,541	6,113	6,219

CLEARED.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	1,415	1,275	1,473	1,417	1,728	1,792
Victoria	1,733	1,380	1,569	1,610	1,765	1,890
Queensland	389	455	395	431	572	554
South Australia	716	918	756	802	900	766
Western Australia	158	496	456	363	394	341
Tasmania	679	573	694	809	836	884
Northern Territory	*	*.	*	*	40	39
Total	5,090	5,097	5,343	5,432	6,235	6,266

INTERSTATE SHIPPING, 1891 TO 1914-15.—NUMBER OF VESSELS—contd.

TOTAL.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	3,107	2,745	3,084	2,992	3,519	3,726
Victoria	3,258	2,660	3,071	3,171	3,413	3,622
Queensland	765	894	825	909	1,139	1,138
South Australia	1,327	1,741	1,406	1,554	1,689	1,428
Western Australia ...	307	1,016	902	698	809	690
Tasmania	1,359	1,140	1,407	1,649	1,700	1,793
Northern Territory	*	*	*	*	79	88
Total	10,123	10,196	10,695	10,973	12,348	12,485

* Included with South Australia.

INTERSTATE SHIPPING, 1891 to 1914-15.—TONNAGE.

ENTERED.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	1,617,559	1,589,753	2,031,089	2,456,269	3,318,605	4,033,368
Victoria ...	1,392,818	1,486,624	1,956,900	2,473,771	2,959,551	3,246,141
Queensland ...	267,753	343,026	545,469	692,354	840,052	1,169,991
South Australia ...	658,600	1,051,893	1,124,499	1,582,802	1,970,490	1,801,181
Western Australia	237,708	683,918	973,474	968,664	1,378,800	1,363,190
Tasmania ...	371,205	281,029	485,023	721,240	895,546	818,124
North'rn Territory	*	*	*	*	64,518	106,433
Total ...	4,545,643	5,436,243	7,116,454	8,895,100	11,427,562	12,538,428

CLEARED.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	1,314,339	1,341,635	1,856,501	2,177,496	3,209,723	3,612,502
Victoria ...	1,692,189	1,599,065	2,038,424	2,617,966	3,233,531	3,658,856
Queensland ...	302,723	359,046	440,659	578,561	855,776	1,002,809
South Australia ...	829,616	1,203,830	1,365,668	1,772,356	2,343,269	2,169,611
Western Australia	269,256	687,632	977,846	1,051,629	1,303,359	1,210,138
Tasmania ...	352,406	250,557	433,735	636,944	728,170	721,144
North'rn Territory	*	*	*	*	66,357	76,476
Total ...	4,760,529	5,441,765	7,112,833	8,834,952	11,740,185	12,451,536

TOTAL.

State.	1891.	1896.	1901.	1906.	1911.	1914-15.
New South Wales	2,931,898	2,931,388	3,887,590	4,633,765	6,528,328	7,645,870
Victoria ...	3,085,007	3,085,689	3,995,324	5,091,737	6,193,082	6,904,997
Queensland ...	570,476	702,072	986,128	1,270,915	1,695,828	2,172,800
South Australia ...	1,488,216	2,255,723	2,490,167	3,355,158	4,313,759	3,970,792
Western Australia	506,964	1,371,550	1,951,320	2,020,293	2,682,159	2,573,328
Tasmania ...	723,611	531,586	918,758	1,358,184	1,623,716	1,539,268
North'rn Territory	*	*	*	*	130,875	182,909
Total ...	9,306,172	10,878,008	14,229,287	17,730,052	23,167,747	24,989,964

* Included with South Australia.

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 1914-15, 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 OVERSEAS COUNTRIES VIA OTHER COMMONWEALTH STATES, 1914-15.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	440	1,653,893	416	1,653,996	856	3,307,889
Victoria	356	1,383,057	353	1,389,614	709	2,772,671
Queensland ...	153	604,175	171	750,424	324	1,354,599
South Australia ...	141	581,385	84	391,160	225	972,545
Western Australia ...	20	80,610	4	9,161	24	89,771
Tasmania	14	36,411	46	203,918	60	240,329
Tota ... { 1914-15	1,124	4,339,531	1,074	4,398,273	2,198	8,737,804
{ 1906 ...	1,045	3,349,036	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 engaged solely in the interstate carrying trade. These two elements are approximately as follows :—

TOTAL INTERSTATE MOVEMENT OF SHIPPING, 1910 to 1914-15.

	1910.	1911.	1912.	1913.	1914-15.
	Tons.	Tons.	Tons.	Tons.	Tons.
Oversea vessels moving interstate	9,223,166	10,049,659	10,711,434	11,472,490	8,737,804
Vessels solely interstate ...	6,384,108	6,548,069	6,809,428	8,080,267	8,140,155
Total	15,607,274	16,597,728	17,520,862	19,552,757	16,877,959

The following table shews the number and tonnage of vessels which entered and cleared each State during 1914-15, including the coastal movements of oversea vessels :—

INTERSTATE SHIPPING OF EACH STATE, 1914-15.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage	Vessels.	Tonnage.
New South Wales ...	2,374	5,687,261	2,208	5,266,498	4,582	10,953,759
Victoria	2,088	4,629,198	2,243	5,048,470	4,331	9,677,668
Queensland	737	1,774,166	725	1,753,233	1,462	3,527,399
South Australia ...	803	2,382,566	850	2,560,771	1,653	4,943,337
Western Australia ...	369	1,443,800	345	1,219,299	714	2,663,099
Tasmania	923	854,535	930	925,062	1,853	1,779,597
Northern Territory ...	49	106,433	39	76,476	88	182,909
Total... ... { 1914-15	7,343	16,877,959	7,340	16,849,809	...	...
{ 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* 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 1910 to 1914-15 will be found to be as follows :—

NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE, 1910 to 1914-15.

Year.	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
1910	4,645	6,384,108	4,674	6,471,566
1911	4,794	6,548,069	4,811	6,570,019
1912	5,000	6,809,428	4,990	6,809,426
1913	5,174	8,080,267	5,187	8,105,988
1914-15...	5,143	8,140,155	5,142	8,112,005

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 inter-state 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 Common-wealth, 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 1914 the total net tonnage owned by the twenty-three companies from whom returns have been received amounted to 206,424 tons. A summary of the various mail services carried on during the year 1916 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 1910 to 1914. The figures for 1910 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 and 1910 to 1914.

Particulars.	1901.	1910.	1911.	1912.	1913.	1914.
Number of companies making returns ...	11	24	24	24	23	23
Number of steamships	113	180	178	180	190	174
Tonnage { Gross	184,574	291,470	288,181	311,144	364,997	340,852
{ Net	114,080	172,410	170,062	179,996	206,340	206,424
Horse-power { Nominal	18,237	29,128	29,456	32,520	37,865	35,723
{ Indicated	122,519	245,608	249,388	276,703	321,794	288,856
Number of passengers { 1st class ...	4,617	7,041	8,616	9,084	9,826	8,068
for which licensed to { 2nd class and						
carry { steerage ...	4,490	6,395	6,256	6,376	7,635	8,666
Complement { Masters and officers ...	403	600	590	604	649	622
of Crew { Engineers ...	332	499	491	509	559	527
{ Crew	2,875	4,440	4,369	4,609	5,509	5,493

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 other-wise lost, on the coast of the Commonwealth, or under the jurisdiction of the several States, during the years 1901 and 1906 to 1914 :—

T

NUMBER AND TONNAGE OF VESSELS WRECKED,* 1901 and 1906 to 1914.

Year.	Class of Vessel.	Under 50 tons.		50 to 500 tons.		500 to 2000 tons.		Over 2000 tons.		Total.		Passengers and Crew.	Lives Lost.
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	No.
1901	Steam ...	7	189	5	949	2	2,811	...	...	14	3,949	250	40
	Sailing ...	11	217	6	785	5	5,800	...	...	22	6,802	172	10
	Total ...	18	406	11	1,734	7	8,611	...	...	36	10,751	422	50
1906	Steam ...	4	89	2	154	...	...	1	2,415	7	2,658	60	12
	Sailing ...	5	77	3	276	1	1,725	2	5,022	11	7,100	105	1
	Total ...	9	166	5	430	1	1,725	3	7,437	18	9,758	165	13
1907	Steam ...	3	71	4	916	3	3,572	...	...	10	4,559	204	16
	Sailing ...	8	162	6	421	5	6,895	...	...	19	7,478	170	29
	Total ...	11	233	10	1,337	8	10,467	...	...	29	12,037	374	45
1908	Steam ...	6	137	7	816	2	2,930	2	5,585	17	9,468	299	37
	Sailing ...	56	775	3	276	3	4,074	1	2,062	63	7,187	348	219
	Total ...	62	912	10	1,092	5	7,004	3	7,647	80†	16,655	647	256
1909	Steam ...	1	48	3	359	1	1,382	1	2,286	6	4,075	131	40
	Sailing ...	6	163	3	362	2	2,681	...	...	11	3,206	88	6
	Total ...	7	211	6	721	3	4,063	1	2,286	17	7,281	219	46
1910	Steam ...	1	34	5	941	1	958	2	9,307	9	11,240	624	2
	Sailing ...	5	115	2	205	2	3,095	...	...	9	3,415	94	20
	Total ...	6	149	7	1,146	3	4,053	2	9,307	18	14,655	718	22
1911	Steam ...	4	109	5	681	3	5,194	...	...	12	5,984	275	161
	Sailing ...	7	103	4	642	4	5,100	...	...	15	5,845	128	25
	Total ...	11	212	9	1,323	7	10,294	...	...	27	11,829	403	186
1912	Steam ...	1	11	6	866	...	...	1	2,182	8	3,059	227	151
	Sailing ...	4	44	3	407	5	7,836	...	...	12	8,287	111	19
	Total ...	5	55	9	1,273	5	7,836	1	2,182	20	11,346	338	170
1913	Steam ...	1	25	2	237	...	...	...	...	3	262	23	...
	Sailing ...	10	175	5	359	...	...	...	...	15	534	51	7
	Total ...	11	200	7	596	...	...	...	...	18	796	74	7
1914	Steam ...	3	130	4	926	2	2,721	1	3,558	10	7,335	205	18
	Sailing ...	10	184	11	1,124	2	2,297	...	...	23	3,605	160	34
	Total ...	13	314	15	2,050	4	5,018	1	3,558	‡33	10,940	365	52

* 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. ‡ Not including two dredges, particulars of whose tonnage are not available.