

SECTION XVI.

SHIPPING.

§ 1. General.

1. **Historical.**—It has been found impracticable to give a general account of the development of shipping in this issue of the Year Book.

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 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 two above, it is obviously impossible to now 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 for 1901 to 1903, so as to extend the comparative results to those years. It is thought that 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.

§ 2. Oversea Shipping.

1. **Total Oversea Shipping.**—In order to extend, as indicated, the comparison of the oversea shipping so as to include the years 1901 to 1903, as well as the succeeding years, 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.

TOTAL OVERSEA SHIPPING, 1901 TO 1906.

Year.	...	...	1901.*	1902.*	1903.*	1904.	1905.	1906.
Vessels ...	...	...	3,890	3,700	3,580	3,700	4,088	4,115
Tons ...	...	...	6,340,000	6,243,000	6,249,000	6,682,011	7,444,417	7,966,657

* The figures for these years have been estimated.

Although, as explained, there is no absolute record for the years prior to 1904, it may be safely affirmed that the tonnage of the oversea shipping of the Commonwealth for the year 1906 has never before been attained. In this respect the shipping returns are in harmony with those relating to trade, which shew the value of oversea trade for 1906 to be the highest yet recorded.

2. Growth of Oversea Shipping.—Although as already pointed out the records of the oversea shipping of the Commonwealth do not admit of a direct comparison beyond a period of three years, a fairly accurate measure of the relative increase of shipping during a longer period may be obtained by continuing the method in vogue before 1904, with its defects of multiple record, to the year 1906. This has been done for the quinquennia between 1886 to 1906, the results being as follows:—

AGGREGATE OF OVERSEA SHIPPING, ENTERED AND CLEARED, OF THE SEVERAL STATES OF THE COMMONWEALTH, 1886 TO 1906.

Year.	...	...	Vessels.	Tonnage.	Percentage Increase of Tonnage since 1886.	Annual Rate of Increase during each Quinquennial Period.
1886	...	...	4,558	4,924,025	100	...
1891	...	...	4,838	6,601,173	134	6.04
1896	...	...	4,578	7,230,366	147	1.84
1901	...	...	6,122	11,761,729	239	10.22
1906	...	...	6,367	14,778,441	300	4.67

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 for the last twenty years, they furnish the best available indication of the growth of Australian oversea shipping.

3. 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. ...	1904	19,648,389	4.0	Japan ...	1905	28,568,908	0.6
Belgium ...	1905	23,170,224	3.3	Natal ...	1906	2,778,113	2.4
Canada ...	1906	15,588,455	2.7	New Zealand	1906	2,481,866	2.8
Cape Colony ...	1906	6,877,324	2.8	Norway ...	1905	8,165,688	3.5
Commonwealth	1906	7,966,658	2.0	Spain ...	1905	33,037,622	1.7
Denmark ...	1905	13,839,942	5.4	Sweden ...	1905	18,183,459	3.4
France ...	1905	44,116,004	1.1	United K'dom	1906	120,790,310	2.8
Germany ...	1905	38,325,260	0.6	United States	1906	54,371,320	0.7
Italy ...	1905	39,849,276	1.1				

4. **Shipping Communication with various Countries.**—Particulars of the number and tonnage of vessels trading between Australia and various countries, distinguishing British from foreign countries, are given in the following tables, the table on page 530 shewing the tonnage entered and cleared, and that on page 531 the total tonnage, together with the number of vessels entered and cleared, and the total thereof:—

SHIPPING TONNAGE ENTERED AND CLEARED FROM AND TO VARIOUS COUNTRIES.

Country.	1904.		1905.		1906.	
	Tonnage.		Tonnage.		Tonnage.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
United Kingdom ...	965,420	1,155,731	1,003,226	967,499	997,344	1,024,906
Canada ...	48,128	30,961	57,499	31,490	64,506	36,483
Cape Colony ...	215,647	104,253	218,257	120,341	165,691	68,714
Fiji ...	34,146	52,108	43,625	53,613	48,760	54,167
Hong Kong ...	45,329	46,096	94,268	117,561	128,480	113,787
India and Ceylon ...	67,193	113,503	75,973	145,479	89,199	143,451
Mauritius ...	13,027	21,973	24,889	13,469	23,461	23,483
Natal... ..	70,552	36,579	111,971	50,984	89,360	35,048
New Guinea ...	26,629	21,056	7,220	7,269	12,046	14,400
New Zealand ...	584,204	595,203	637,094	751,280	647,862	757,414
South Sea Islands ...	15,285	18,054	25,305	29,404	48,765	38,425
Straits Settlements ...	99,036	80,320	81,791	79,065	118,049	155,004
Other British Countries ...	699	4,390	6,894	2,167	9,801	...
Total British Countries ...	2,185,295	2,280,227	2,388,012	2,369,621	2,443,324	2,465,282
Africa, Portuguese East... ..	68,865	22,869	58,774	24,935	81,389	14,511
Belgium ...	5,334	25,638	3,327	37,264	11,062	33,500
Chile ...	54,268	291,240	45,196	290,491	147,761	403,900
Dutch East Indies ...	21,207	19,658	31,420	23,177	63,258	34,608
France ...	45,354	44,954	82,054	113,034	76,217	66,756
Germany ...	200,911	170,860	198,363	186,537	275,676	234,325
Hawaiian Islands ...	8,966	42,706	18,569	79,499	20,787	48,097
Japan ...	86,416	46,265	156,697	40,004	180,314	54,822
Mexico ...	27,077	16,191	17,026	28,993	18,201	46,650
New Caledonia ...	55,309	57,737	73,359	76,191	64,296	80,606
Norway ...	43,912	...	37,322	...	44,894	...
Peru ...	9,965	37,480	19,123	81,270	25,573	87,641
Philippine Islands ...	41,272	76,583	91,699	116,274	114,897	155,214
South Sea Islands (foreign)	32,156	18,162	19,427	16,846	15,656	13,698
United States ...	399,416	166,375	391,731	160,733	332,516	120,454
Other Foreign Countries... ..	43,976	35,367	92,987	74,462	90,324	100,449
Total Foreign Countries... ..	1,144,404	1,072,085	1,337,074	1,349,710	1,562,821	1,495,231
Total all Countries ...	3,329,699	3,352,312	3,725,086	3,719,331	4,006,145	3,960,513

SHIPPING ENTERED AND CLEARED FROM AND TO VARIOUS COUNTRIES.

Country.	1904.				1905.				1906.			
	Vessels.			Total T'nn'ge.	Vessels.			Total T'nn'ge.	Vessels.			Total T'nn'ge.
	Ent.	Cld.	Tot.		Ent.	Cld.	Tot.		Ent.	Cld.	Tot.	
United Kingdom...	300	477	738	2,121,151	326	364	690	1,970,725	307	366	673	2,022,250
Canada ...	23	13	36	79,089	29	13	42	88,989	32	15	47	100,989
Cape Colony ...	148	76	224	319,900	140	85	225	338,598	109	58	167	234,405
Fiji ...	33	47	80	86,254	34	49	83	97,238	41	47	88	102,927
Hong Kong ...	29	25	48	91,425	47	54	101	211,820	61	53	114	242,267
India and Ceylon ...	28	43	71	189,696	31	54	85	221,452	34	52	86	232,650
Mauritius ...	10	16	26	35,000	10	12	22	33,358	20	20	40	46,944
Natal ...	49	20	69	107,131	62	22	84	162,955	49	17	66	124,408
New Guinea ...	105	96	201	47,685	89	89	178	14,489	78	79	157	28,446
New Zealand ...	413	393	806	1,179,407	454	468	922	1,388,374	435	490	885	1,405,276
South Sea Islands ...	12	19	31	39,339	28	37	65	54,709	56	55	111	87,190
Straits Settlements ...	58	47	105	179,356	46	47	93	160,856	63	78	141	273,053
Other British Countries ...	1	2	3	5,089	4	1	5	9,061	7	...	7	9,801
Total British Countries	1,212	1,274	2,486	4,465,522	1,304	1,295	2,599	4,757,633	1,292	1,290	2,582	4,908,606
Africa, Portuguese East ...	48	12	60	91,734	39	11	50	83,709	56	8	64	95,900
Belgium ...	3	12	15	30,972	1	15	16	40,591	5	12	17	44,562
Chile ...	29	167	196	345,508	23	168	191	335,687	76	232	308	551,661
Dutch East Indies ...	15	13	29	40,865	24	139	163	54,597	45	41	86	97,866
France ...	21	19	40	90,308	38	42	80	105,088	32	24	56	142,973
Germany ...	66	49	115	371,771	64	54	118	384,900	94	71	165	510,001
Hawaiian Islands ...	5	40	45	51,672	11	51	62	98,068	9	29	38	68,884
Japan ...	40	23	63	132,681	61	21	82	196,701	68	22	90	235,136
Mexico ...	13	10	23	43,263	10	16	26	46,019	7	25	32	64,851
New Caledonia ...	41	43	84	113,046	47	48	95	149,550	41	52	93	144,902
Norway ...	29	...	24	43,912	26	...	26	37,322	27	...	27	44,894
Pern ...	7	28	35	47,445	11	54	65	100,393	15	69	74	113,214
Philippine Islands ...	19	36	55	117,855	37	50	87	207,973	47	66	113	270,111
South Sea Islands (foreign) ...	46	35	81	50,318	38	38	76	36,273	31	29	60	29,354
United States ...	195	85	280	565,791	189	69	249	552,464	145	50	195	452,970
Other Foreign Countries ...	38	27	65	79,343	62	41	103	167,449	53	62	115	160,773
Total Foreign Countries	615	599	1,214	2,216,489	672	817	1,489	2,686,784	751	782	1,533	3,058,052
Total all Countries	1,827	1,873	3,700	6,682,011	1,976	2,112	4,088	7,444,417	2,043	2,072	4,115	7,966,658

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.

5. General Trend of Shipping.—A grouping of countries into larger geographical units shews more rapidly the general direction in which Australian shipping has expanded during the past two years. This is illustrated in the tables on page 532.

These tables shew that while the increase, with the exception of Africa and North America, has been general, the greatest expansion has been in the direction of Eastern countries. As an examination of the preceding table will shew, Hong Kong, India and Ceylon, Straits Settlements, Dutch East Indies, Japan, and the Philippine Islands, are the countries most concerned. South American countries shew an increase for 1906 of 289,940 tons and 233,018 tons as compared with the years 1904 and 1905 respectively.

Of the increase over 1904, 206,153 tons was with Chile, 65,769 with Peru, and 14,955 with the Argentine Republic. Vessels arriving in Australia from South American ports are almost without exception in ballast.

Shipping with African countries—mainly confined to Cape Colony, Natal, Portuguese East Africa and Madagascar—rose from 565,759 tons in 1904 to 649,802 tons in 1905, but fell to 525,574 tons in 1906. Of the total tonnage entering Australia from African countries 91 per cent., equal to 65 per cent. of the total tonnage between the two continents, was in ballast:—

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH.

Countries.		1904.		1905.		1906.	
		Tonnage.		Tonnage.		Tonnage.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
United Kingdom and Euro- pean Countries	Cargo...	1,243,845	1,396,385	1,263,010	1,315,543	1,350,946	1,382,948
	Ballast	33,415	4,655	84,364	—	76,946	74
New Zealand	Cargo...	464,404	576,448	505,898	664,411	529,494	712,153
	Ballast	119,800	18,755	131,196	86,869	118,363	45,261
Asiatic Countries and Islands in the Pacific	Cargo...	388,850	565,748	390,154	777,016	479,032	906,065
	Ballast	158,493	28,947	355,994	33,721	466,893	32,998
Africa	Cargo...	44,241	191,881	45,335	220,560	33,348	152,465
	Ballast	323,850	5,787	380,424	3,483	341,761	—
North and Central America...	Cargo...	392,612	218,502	355,821	202,523	372,306	192,590
	Ballast	83,319	1,728	121,402	29,425	42,917	19,807
South America	Cargo...	2,118	343,476	1,714	376,654	2,154	508,972
	Ballast	74,752	—	89,774	9,126	191,980	7,180
Total	Cargo...	2,536,070	3,292,440	2,561,932	3,556,707	2,767,280	3,855,193
	Ballast	793,629	59,872	1,163,154	162,624	1,233,865	105,320
Total		3,329,699	3,352,312	3,725,086	3,719,331	4,006,145	3,960,513

TONNAGE—ENTERED AND CLEARED.

Countries.	1904.	1905.	1906.	1906 Compared with—	
				1904.	1905.
United Kingdom & European Countries	2,678,300	2,662,917	2,810,914	+ 132,614	+ 147,997
New Zealand	1,179,407	1,388,374	1,405,276	+ 225,869	+ 16,902
Asiatic Countries & Islands in the Pacific	1,142,038	1,556,885	1,884,988	+ 742,950	+ 328,103
Africa	565,759	649,802	527,574	— 38,185	— 122,228
North and Central America	696,161	709,171	627,620	— 63,541	— 81,551
South America	420,346	477,268	710,286	+ 289,940	+ 233,018
Cargo	5,828,510	6,118,639	6,622,473	+ 793,963	+ 503,834
Ballast	853,501	1,325,778	1,344,185	+ 490,684	+ 18,407
Total	6,682,011	7,444,417	7,966,658	+ 1,284,647	+ 522,241

6. Nationality of Oversea Shipping.—The greater part of the oversea carrying trade of the Commonwealth—72.84 per cent. in 1906—is done by vessels of British nationality, but that the foreign nations have secured a steadily increasing proportion of the Australian trade during the past two years will be readily seen from the following table:—

NATIONALITY OF ALL VESSELS WHICH ENTERED AND CLEARED THE
COMMONWEALTH FROM AND TO OVERSEA COUNTRIES, 1904 TO
1906.

Nationality.	Tonnage.			Percentage.		
	1904.	1905.	1906.	1904.	1905.	1906.
BRITISH—						
Australian ...	548,039	569,210	642,422	8.20	7.65	8.06
United Kingdom ...	3,827,883	4,201,185	4,341,502	57.28	56.43	54.50
New Zealand ...	646,287	752,325	800,402	9.67	10.11	10.05
Other British ...	12,813	22,642	18,626	0.20	0.30	0.23
Total British ...	5,035,022	5,545,362	5,802,952	75.35	74.49	72.84
FOREIGN—						
Austrian ...	9,103	—	9,982	0.14	—	0.12
Danish ...	11,082	20,310	11,758	0.17	0.27	0.15
Dutch ...	15,085	19,989	20,392	0.23	0.27	0.26
French ...	296,179	517,154	475,839	4.43	6.95	5.87
German ...	597,795	633,197	836,793	8.95	8.51	10.50
Italian ...	128,575	106,017	81,195	1.92	1.42	1.02
Japanese ...	14,981	—	61,054	0.22	—	0.77
Norwegian ...	224,391	263,103	366,978	3.36	3.54	4.61
Russian ...	44,581	41,033	55,138	0.67	0.55	0.69
Swedish ...	17,351	29,963	31,085	0.26	0.40	0.39
United States ...	280,198	268,289	208,228	4.19	3.60	2.61
Other Foreign ...	7,668	—	5,264	0.11	—	0.07
Total Foreign ...	1,646,989	1,899,055	2,163,706	24.65	25.51	27.16
Grand Total ...	6,682,011	7,444,417	7,966,658	100	100	100

The tonnage of Australian-owned vessels engaged in the oversea trade represents about 8 per cent. of the total, and the tonnage of New Zealand vessels about 10 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 1906 as compared with 1904, viz., 1,284,647 tons, 767,930 tons (*i.e.*, 59.78 per cent.) was British and 516,717 tons (*i.e.*, 40.22 per cent.) was foreign, and that the increase of 1906 over 1905 was only 49.32 per cent. for British vessels. But to sustain the proportion of British tonnage as in 1904 it was necessary that 75.35 per cent. of the increase should be British. 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 this trade. 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-five years:—

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA
AND OTHER COUNTRIES DURING 1906.

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	32,119	47,461	4,385	43,978	3,202	22,029
Belgium	4,262	9,317	4,804	8,849	...	...
France	69,999	43,445	...	3,249	...	...
Germany	2,664	...	250,751	234,325	1,039	...
Norway ... ..	...	...	5,235	...	15,865	...
Sweden ... ..	...	...	8,273	...	1,754	...
Other European Countries ... ..	...	...	1,748	...	...	2,044
NEW ZEALAND	9,223	2,932	2,804	2,804	12,037	10,545
ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—						
Japan ... ..	...	1,779	28,886	21,621	2,296	...
New Caledonia	61,532	78,926	...	...	...	...
Philippine Islands ... ..	...	...	2,575	7,539	20,649	20,116
South Sea Islands ... ..	...	...	1,927	1,617	8,801	12,065
Straits Settlements ... ..	...	...	13,290	13,246	7,945	4,729
Other Asiatic Countries	15,328	5,236	21,969	10,057	10,608	7,667
AFRICAN COUNTRIES—						
Africa, Portuguese East ... ..	...	...	10,818	...	16,262	3,769
Cape Colony	8,387	...	12,793	2,782	40,557	40,324
Natal ... ..	...	...	6,951	...	6,218	1,565
Other African Countries	3,411	...	...	...	11,316	4,047
NTH. AMERICAN COUNTRIES—						
United States	16,510	30,477	3,366	...	9,356	2,419
Other Nth. Amer. Countries... ..	1,779	...	13,215	...	2,433	4,831
STH. AMERICAN COUNTRIES—						
Chile	12,238	23,814	23,178	49,122	...	28,702
Peru ... ..	...	...	3,163	13,544	...	11,716
Other Sth. Amer. Countries ... ..	...	...	779	3,150	8,219	11,853
Total	237,452	238,387	420,910	415,883	178,557	188,421
In ballast	121,666	36,205	100,654	...	128,635	3,555

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 1904-6. Steam tonnage during 1906 was 1,422,707 greater than in 1904, 1,000,918 tons (*i.e.*, 70.35 per cent.) of the increase being British, and 421,789 tons (*i.e.*, 29.65 per cent.) being foreign, thus reducing the proportion of British steamers from 83 per cent. in 1904 to 80 per cent. in 1906. The tonnage of sailing vessels shews a decrease during the same period of 138,060 tons, British tonnage falling by 232,988 tons, while that of foreign nations increased by 94,928 tons.

The table on page 535 shews the proportion of steam and sailing vessels engaged in the Australian trade. As might be expected, the proportion of sailing vessels is shewn to be a decreasing one, falling during the period under review from 33 per cent. to 26 per cent. of the total tonnage.

STEAM AND SAILING VESSELS ENTERED AND CLEARED, 1904 TO 1906.

Description and Nationality of Vessels.	1904.			1905.			1906.		
	Tonnage.	Percentages.		Tonnage.	Percentages.		Tonnage.	Percentages.	
		Total of Kind.	Grand Total.		Total of Kind.	Grand Total.		Total of Kind.	Grand Total.
Steam—									
British	3,742,498	83	...	4,368,183	83	...	4,743,416	80	...
Foreign	764,978	17	...	901,202	17	...	1,186,767	20	...
Total steam ...	4,507,476	100	67	5,269,385	100	71	5,930,183	100	74
Sailing—									
British	1,292,524	59	...	1,177,179	54	...	1,059,536	52	...
Foreign	882,011	41	...	997,853	46	...	976,939	48	...
Total sailing ...	2,174,535	100	33	2,175,032	100	29	2,036,475	100	26
Steam and Sailing—									
British	5,035,022	75	...	5,545,362	74	...	5,802,952	73	...
Foreign	1,646,989	25	...	1,899,055	26	...	2,163,706	27	...
Total	6,682,011	100	100	7,444,417	100	100	7,966,658	100	100

7. Tonnage in Ballast.—The following table shews the tonnage of oversea vessels which entered and cleared the Commonwealth in ballast during the years 1904-6. Of the total British tonnage which entered during 1906, 27.28 per cent. was in ballast, and of foreign tonnage 39.88 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1906, 30.92 per cent. was in ballast, while of the tonnage cleared 2.66 per cent. only was without cargo :—

TONNAGE ENTERED AND CLEARED IN BALLAST, 1904 TO 1906.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1904	508,237	285,392	793,629	54,569	5,303	59,872
1905	772,423	390,731	1,163,154	102,890	59,734	162,624
1906	808,190	430,675	1,238,865	65,263	40,057	105,320

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1904 TO 1906.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1904	per cent. 20.15	per cent. 35.35	per cent. 23.84	per cent. 2.17	per cent. 0.63	per cent. 1.79
1905	27.84	41.08	31.22	3.71	6.30	4.37
1906	27.28	39.88	30.92	2.30	3.70	2.66

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 1906 was as follows :—

TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE OF THE COMMONWEALTH DURING THE YEAR 1906.

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Tonnage	845,686	20,830	42,076	162,914	108,035	59,324	1,238,865
Percentage of total ...	68.26	1.68	3.40	13.15	8.72	4.79	100.00

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1906, 845,686 tons, or 68.26 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 673,747 tons having entered at the coal port of Newcastle. The heavy exports during 1906 of wheat, wool, and timber have also furnished freights for vessels arriving in ballast in various parts of the Commonwealth.

8. **Shipping at 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 1906, together with similar information in regard to some of the ports of New Zealand and of the United Kingdom. The figures for the United Kingdom ports are for the year 1905, the latest available :—

SHIPPING OF PORTS, AUSTRALIA AND VARIOUS COUNTRIES.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	5,430,498	London	17,188,947
Melbourne	4,310,914	Liverpool (including	
Port Adelaide	2,877,702*	Birkenhead)	11,015,451
Newcastle	2,124,279	Cardiff	9,016,262
Brisbane	1,645,422	Newcastle and N. & S.	
Fremantle	1,556,444	Shields	8,822,498
Townsville	872,393	Southampton	3,502,566
Albany	763,456	Hull	3,296,759
Hobart	684,313	Dover	3,119,918
Geelong	477,228	Newport	2,712,627
Rockhampton	536,771	Sunderland	2,668,573
Mackay	515,252	Middlesborough	2,077,865
Cairns	468,271	Blyth	2,005,976
Port Pirie	359,030	Bristol	1,886,596
Bowen	291,336	Swansea	1,652,326
Bunbury	288,462	Manchester	1,647,774
Launceston	243,875	SCOTLAND—	
NEW ZEALAND—		Glasgow	4,038,269
Wellington	2,893,242	Leith	1,787,638
Auckland	1,471,586	IRELAND—	
Lyttelton	1,954,576	Belfast	2,729,907
Dunedin	868,369	Dublin	2,465,610

* Exclusive of coastwise shipping confined to the State of South Australia.

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

9. **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 1906 are as follows :—

VESSELS ON THE REGISTER, 1901 TO 1906.*

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	1,483	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

* Prior to 1904 vessels registered in the Northern Territory of South Australia are not included.

10. **Vessels Built.**—The following table shows the number and net tonnage of steam and sailing vessels built and registered in Australia during the years 1901 to 1906:—

VESSELS BUILT AND REGISTERED, 1901 TO 1906.

Year.	Steam.		Sailing.		Total.	
	Number.	Net Tonnage.	Number.	Net Tonnage.	Number.	Net Tonnage.
1901	16	1,533	35	960	51	2,493
1902	21	1,195	58	1,574	79	2,769
1903	35	1,536	51	1,160	86	2,696
1904	16	730	54	1,079	70	1,809
1905	29	1,375	12	417	41	1,792
1906	28	874	17	1,109	45	1,983

§ 3. Interstate Shipping.

1. **Total Vessels and Tonnage.**—In the following table 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 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 1906.—NUMBER OF VESSELS.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.
New South Wales	1,603	1,692	1,470	1,611	1,575
Victoria	1,433	1,525	1,280	1,502	1,561
Queensland	615	376	439	430	478
South Australia and Northern Territory	671	761	1,000	719	838
Western Australia	187	149	520	446	335
Tasmania	576	680	567	713	840
Commonwealth	5,085	5,183	5,276	5,421	5,627

INTERSTATE SHIPPING.

NUMBER OF VESSELS.—CLEARED.

New South Wales	1,402	1,415	1,275	1,473	1,417
Victoria	1,615	1,733	1,380	1,569	1,610
Queensland	712	389	455	395	431
South Australia and Northern Territory	743	865	1,083	826	890
Western Australia	156	158	496	456	363
Tasmania	615	679	573	694	809
Commonwealth	5,243	5,239	5,262	5,413	5,520

TOTAL.

New South Wales	3,005	3,107	2,745	3,084	2,992
Victoria	3,048	3,258	2,660	3,071	3,171
Queensland	1,327	765	894	825	909
South Australia and Northern Territory	1,414	1,626	2,083	1,545	1,728
Western Australia	343	307	1,016	902	698
Tasmania	1,191	1,359	1,140	1,407	1,649
Commonwealth	10,328	10,422	10,538	10,834	11,147

TONNAGE.—ENTERED.

State.	1886.	1891.	1896.	1901.	1906.
New South Wales	1,181,495	1,617,559	1,589,753	2,031,089	2,456,269
Victoria	1,072,381	1,392,818	1,486,624	1,956,900	2,473,771
Queensland	355,930	267,753	343,026	545,469	692,354
South Aust. and N. Territory	455,596	683,095	1,083,632	1,135,714	1,596,957
Western Australia	127,098	237,708	683,918	973,474	968,664
Tasmania	221,061	371,205	281,029	485,023	721,240
Commonwealth	3,413,561	4,570,138	5,467,982	7,127,669	8,909,255

CLEARED.

New South Wales	1,014,900	1,314,330	1,341,635	1,856,501	2,177,496
Victoria	1,257,967	1,692,189	1,599,065	2,038,424	2,617,966
Queensland	411,275	302,723	359,046	440,659	578,561
South Aust. and N. Territory	503,393	854,236	1,231,927	1,377,399	1,787,009
Western Australia	116,101	269,256	687,632	977,846	1,051,629
Tasmania	251,620	352,406	250,557	433,735	636,944
Commonwealth	3,555,256	4,785,149	5,469,862	7,124,564	8,849,605

TOTAL.

New South Wales	2,196,395	2,031,898	2,931,388	3,887,590	4,633,765
Victoria	2,330,348	3,085,007	3,085,689	3,995,324	5,091,737
Queensland	767,205	570,476	702,072	986,128	1,270,915
South Aust. and N. Territory	958,989	1,537,331	2,315,559	2,513,113	3,383,966
Western Australia	243,199	506,964	1,371,550	1,951,320	2,020,293
Tasmania... ..	472,681	723,611	531,586	918,758	1,358,184
Commonwealth	6,968,817	9,355,287	10,937,844	14,252,233	17,758,860

The figures presented in the above table include oversea vessels—largely mail boats—passing from one State to another. This renders them 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 by the Department of Trade and Customs 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 1906, 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, 1906.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	402	1,267,882	412	1,310,185	814	2,578,067
Victoria ...	343	1,069,125	370	1,068,459	713	2,137,584
Queensland ...	129	359,913	165	492,236	294	852,149
South Australia ...	171	652,116	140	483,892	311	1,136,008
Western Australia ...	—	—	—	—	—	—
Tasmania ...	—	—	20	87,975	20	87,975
Commonwealth ...	1,045	3,349,036	1,107	3,442,747	2,152	6,791,783

2. Total Interstate Movement of Shipping.—The table hereunder shews the total interstate shipping, including all interstate movements of vessels from and to oversea countries, *via* other Commonwealth States, for the year 1906:—

TOTAL INTERSTATE MOVEMENT OF SHIPPING, 1906.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	1,977	3,724,151	1,829	3,487,681	3,806	7,211,832
Victoria ...	1,904	3,542,896	1,980	3,686,425	3,884	7,229,321
Queensland ...	607	1,052,267	596	1,070,797	1,203	2,123,064
South Australia ...	1,009	2,249,073	1,030	2,270,901	2,039	4,519,974
Western Australia ...	335	968,664	363	1,051,629	698	2,020,293
Tasmania ...	840	721,240	829	724,919	1,669	1,446,159
Commonwealth ...	6,672	12,258,291	6,627	12,292,352	13,299	24,550,643

The necessary data are not available to enable a similar adjustment to be made for past years.

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 also eliminating all interstate movements of oversea vessels, the number and tonnage of vessels engaged solely in the interstate trade during the year 1906 will be found to be:—Entered, 4520 vessels, 5,466,508 tons; cleared, 4475 vessels, 5,500,569 tons; entered and cleared, 8995 vessels, 10,967,077 tons.

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 1906 the total net tonnage owned by the eleven companies from whom returns have been received amounted to 125,560 tons. A summary of the various mail services carried on during the 1907 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 year from 1901 to 1906, inclusive:—

PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND COASTAL SERVICES IN THE COMMONWEALTH, 1901 TO 1906.

Particulars.	1901.	1902.	1903.	1904.	1905.	1906.
Number of companies making returns	11	11	11	11	11	11
Number of steamships	113	113	114	113	117	122
Tonnage { Gross	184,574	184,858	193,262	195,057	198,338	207,320
Net	114,080	113,726	118,514	118,612	120,470	125,560
Horse-power { Nominal	18,237	18,377	18,828	19,031	19,180	20,258
{ Indicated	122,519	126,012	133,125	138,422	141,954	149,345
Number of passengers { 1st class	4,617	4,953	5,314	5,535	5,764	6,077
for which licensed to { 2nd class						
carry { and Steerage	4,390	4,750	5,494	5,645	5,745	5,906
Complement { Masters and Officers	403	403	408	404	410	431
{ Engineers	332	334	342	343	343	360
of Crew { Crew	2,875	2,958	3,106	3,153	3,181	3,351