

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 this Bureau, 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 rather unsatisfactory, and it is believed that the method referred to above will give a result as nearly correct as is possible.

§ 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 1909 (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 ...	80	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	3,353,246
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	8,322,866
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			
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.
Argentine Rep. ...	1907	22,994,473	4.1	Italy ...	1907	46,017,355	1.4
Belgium ...	1907	26,959,216	3.8	Japan ...	1907	40,439,536	0.8
Canada ...	1908	19,765,876	2.8	Natal ...	1908	5,018,084	4.2
Cape Colony ...	1907	5,813,305	2.3	New Zealand ...	1909	2,517,813	2.6
Commonwealth ...	1909	8,516,751	1.9	Norway ...	1907	8,824,784	3.8
Denmark ...	1907	15,870,364	6.0	Sweden ...	1907	19,664,893	3.7
France ...	1907	53,555,473	1.4	United K'dom ...	1909	133,267,682	3.0
Germany ...	1907	44,760,240	0.7	United States ...	1909	59,847,186*	0.7

* 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 672 shews the tonnage of vessels which were recorded as having cleared the Commonwealth for the particular countries, while on page 673 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, 1905 to 1909.

ENTERED.

Country.	1905.	1906.	1907.	1908.	1909.
United Kingdom ...	1,003,226	997,344	1,093,866	1,146,118	1,243,115
Canada ...	57,499	64,506	87,696	87,682	89,990
Cape Colony ...	218,257	165,691	128,498	55,779	80,088
Fiji ...	43,625	48,760	56,861	44,016	54,462
Hong Kong ...	94,268	128,480	104,959	66,114	41,521
India and Ceylon ...	75,973	89,199	69,705	95,709	89,377
Mauritius ...	24,889	23,461	8,005	8,137	35,366
Natal ...	111,971	89,360	68,541	32,898	127,531
New Zealand ...	637,094	647,862	702,373	794,488	737,899
Papua ...	7,220	12,046	16,438	30,369	42,803
South Sea Islands ...	25,305	48,765	34,049	57,694	57,341
Straits Settlements ...	81,791	118,049	72,407	133,601	104,284
Other British Countries ...	6,894	9,801	18,909	13,389	14,695
Total British Countries ...	2,388,012	2,443,324	2,462,297	2,565,994	2,718,472
Africa, Portuguese East ...	58,774	81,389	29,350	32,180	89,506
Belgium ...	3,327	11,062	...	17,242	11,548
Chile ...	45,196	147,761	414,804	238,460	81,433
Dutch East Indies ...	31,420	63,258	20,364	27,831	78,203
France ...	82,054	76,217	101,439	81,713	113,964
Germany ...	198,363	275,676	287,850	270,135	276,021
Hawaiian Islands ...	18,569	20,787	53,584	21,138	38,011
Japan ...	156,697	180,314	189,747	185,633	136,340
Mexico ...	17,026	18,201	50,208	21,562	36,443
New Caledonia ...	73,359	64,296	64,401	57,630	63,250
Norway ...	37,322	44,894	29,000	29,417	36,094
Peru ...	19,123	25,573	75,850	47,247	50,291
Philippine Islands ...	91,699	114,897	113,904	174,042	75,977
South Sea Islands (foreign) ...	19,427	15,656	19,661	30,899	30,990
Sweden ...	4,004	16,108	25,193	33,589	46,317
United States ...	391,731	332,516	411,636	354,625	290,520
Other Foreign Countries ...	89,983	74,216	122,778	106,342	187,814
Total Foreign Countries ...	1,337,074	1,562,821	2,009,769	1,729,685	1,642,722
Total all Countries ...	3,725,086	4,006,145	4,472,066	4,295,679	4,361,194

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

CLEARED.

Country.	1905.	1906.	1907.	1908.	1909.
United Kingdom ...	967,499	1,024,906	1,077,830	963,548	1,239,669
Canada ...	31,490	36,483	43,423	51,248	53,541
Cape Colony ...	120,341	68,714	53,073	36,980	43,682
Fiji ...	53,613	54,167	67,750	66,890	49,890
Hong Kong ...	117,561	113,787	100,056	66,083	48,751
India and Ceylon ...	145,479	143,451	129,064	173,530	153,863
Mauritius ...	13,469	23,483	1,992	2,687	5,048
Natal ...	50,984	35,048	18,384	13,559	4,803
New Zealand ...	751,280	757,414	821,719	873,077	880,668
Papua ...	7,269	14,400	18,313	25,232	43,802
South Sea Islands ...	29,404	38,425	22,886	50,397	31,707
Straits Settlements ...	79,065	155,004	101,750	165,313	139,313
Other British Countries ...	2,167	...	4,452	...	...
Total British Countries	2,369,621	2,465,282	2,460,692	2,488,544	2,694,737
Africa, Portuguese East ...	24,935	14,511	25,103	8,535	19,697
Belgium ...	37,264	33,500	65,890	102,187	128,670
Chile ...	290,491	403,900	556,005	457,477	300,451
Dutch East Indies ...	23,177	34,608	24,099	59,412	61,753
France ...	113,034	66,756	85,710	81,226	63,490
Germany ...	186,537	234,325	236,617	252,881	279,526
Hawaiian Islands ...	79,499	48,097	42,245	46,009	26,253
Japan ...	40,004	54,822	56,243	110,486	90,732
Mexico ...	23,993	46,650	21,166	31,455	9,675
New Caledonia ...	76,191	80,606	59,805	67,668	72,234
Peru ...	81,270	87,641	78,664	59,530	36,568
Philippine Islands ...	116,274	155,214	151,202	178,631	124,816
South Sea Islands (foreign) ...	16,846	13,698	32,769	34,452	39,175
Sweden ...	...	1,411	...	2,530	4,084
United States ...	160,733	120,454	395,192	200,628	142,274
Other Foreign Countries ...	74,462	99,038	59,398	103,821	61,422
Total Foreign Countries	1,349,710	1,495,231	1,890,108	1,796,928	1,460,820
Total all Countries	3,719,331	3,960,513	4,350,800	4,285,472	4,155,557

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, 1905 to 1909.**

Country.	1905.	1906.	1907.	1908.	1909.
United Kingdom	1,970,725	2,022,250	2,171,696	2,109,666	2,482,784
Canada	88,989	100,989	131,109	138,930	143,531
Cape Colony	338,598	234,405	181,571	92,759	123,770
Fiji	97,238	102,927	124,611	110,906	104,352
Hong Kong	211,829	242,267	205,015	132,197	93,272
India and Ceylon	221,452	232,650	198,769	269,239	243,240
Mauritius	33,358	46,944	9,997	10,924	40,414
Natal	162,955	124,408	86,925	46,457	132,334
New Zealand	1,388,374	1,405,276	1,524,092	1,667,565	1,618,567
Papua	14,489	26,446	34,751	55,601	86,605
South Sea Islands	54,709	87,190	56,935	108,091	89,048
Straits Settlements	160,656	273,053	174,157	298,814	243,597
Other British Countries	9,061	9,801	23,361	13,369	14,695
Total British Countries	4,757,633	4,908,606	4,922,989	5,054,538	5,413,209
Africa, Portuguese East	83,709	95,900	54,453	40,715	109,203
Belgium	40,591	44,562	65,890	119,429	140,218
Chile	335,687	551,661	970,809	695,937	381,884
Dutch East Indies	54,597	97,866	44,463	87,243	139,956
France	195,088	142,973	187,149	162,939	177,454
Germany	384,900	510,001	524,467	523,016	555,547
Hawaiian Islands	98,068	68,884	95,829	67,147	64,264
Japan	196,701	235,136	245,990	296,119	227,072
Mexico	46,019	64,851	71,374	53,017	46,118
New Caledonia	149,550	144,902	124,206	125,298	135,484
Norway	37,322	44,894	29,800	29,417	38,506
Peru	100,393	113,214	154,514	106,777	86,850
Philippine Islands	207,973	270,111	265,106	352,673	200,793
South Sea Islands (foreign)	36,273	29,354	52,430	65,351	70,165
Sweden	4,004	17,519	25,193	36,119	50,401
United States	552,464	452,970	806,828	555,253	432,794
Other Foreign Countries	163,445	173,254	182,176	210,163	246,824
Total Foreign Countries	2,686,784	3,058,052	3,899,877	3,526,613	3,103,542
Total all Countries	7,444,417	7,966,658	8,822,866	8,581,151	8,516,751

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 1909 with similar records for 1905 shews an increase of 1,072,334 tons, or 14.40 per cent., vessels with cargo having increased by 1,054,437 tons, or 17.23 per cent., and vessels in ballast by 17,897, or 1.35 per cent. This increase has been general in all directions except that of Africa and North America, the largest increase during the period being in the trade with the United Kingdom and European countries.

(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 1909 amounted to 3,488,878 tons, or 40.9 per cent. of the total oversea shipping of the Commonwealth, and was recorded against the several countries as follows:—United Kingdom, 2,482,784 tons (71.2 per cent.); Germany, 555,547 tons (15.9 per cent.); France, 177,454 tons (5.1 per cent.); Belgium, 140,218 tons (4.0 per cent.); other European countries, 132,875 tons (3.8 per cent.).

The foregoing figures appear to shew that while the tonnage between the Commonwealth and the United Kingdom increased by 512,059 tons, equal to an increase of 25.98 per cent., the tonnage between the Commonwealth and European continental countries has increased by 314,902 tons, or by 45.44 per cent., or in other words that 61.92 per cent. of the increase was credited to the United Kingdom and 38.08 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 1909 embarked or landed at those ports 3920 passengers for or from Australia, and also carried a direct trade valued at £486,480 between Italy and the Commonwealth, the records for the year shew only seven 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 1,388,374 tons in 1905 to 1,618,567 tons in 1909, an increase of 230,193 tons, or 16.6 per cent., during the four years, though the figures for the later year are somewhat lower than in 1908. The shipping with New Zealand represented 19.0 per cent. of the total shipping of the Commonwealth during 1909.

(iv.) *Shipping with Asiatic Countries and Islands in the Pacific.* The total tonnage between the Commonwealth and Eastern countries during 1909 amounted to 1,726,743 tons, or 20.3 per cent. of the whole, representing an increase of 169,858 tons, or 10.91 per cent., as compared with 1905. The principal countries responsible for this increase and the amount of the same due to each, were:—Japan, 30,371 tons, Straits Settlements, 82,741 tons; South Sea Islands (including Ocean Island), 68,231 tons; India and Ceylon, 21,788 tons; Dutch East Indies, 85,359 tons; Fiji, 7,114 tons; and Papua, 72,116 tons. 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. With the exception of one vessel of 3460 tons the whole of the shipping which was recorded as entered the Commonwealth during 1909 from the Philippines (75,977 tons) was in ballast, and of the 124,816 tons which was recorded as cleared for that country, 102,273 tons cleared from Newcastle with coal. The decline in the shipping tonnage between the Commonwealth and Asiatic countries and Pacific Islands in 1909 as compared with 1908, was largely due to the smaller coal trade, which was in some measure caused by the strike of the New South Wales miners.

(v.) *Shipping with Africa.* The shipping tonnage recorded between the Commonwealth and African countries during 1909 amounted to 454,083 tons, a decrease as compared with 1905 of 195,719 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 1909 indicate a very material increase. 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 364,281 tons was from Africa to Australia, with only 89,802 the other way. Moreover, of the 364,281 tons which entered the Commonwealth from Africa, 336,605 tons, or 92.4 per cent., was 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 1909 amounted to 622,443 tons (7.3 per cent. of the whole) representing a decrease of 86,728 tons, or 12.2 per cent., as compared with 1905, and a decline of 130,683 tons, or 17.35 per cent., as compared with 1908. The large tonnage between the Commonwealth and North America during 1907 was due to unusually heavy exports of coal to the United States. The 622,443 tons of shipping with North and Central America during 1909 were recorded against the several countries as follows:—United States, 432,794 tons (69.5 per cent.); Canada, 143,531 tons (23.1 per cent.); and Mexico, 46,118 tons (7.4 per cent.).

(vii.) *Shipping with South America.* The shipping between the Commonwealth and South American countries during 1909—606,037 tons—was 27 per cent. greater than in 1905, though much less than in any year since 1905. The shipping in this direction during 1909 was mainly engaged in the carriage of coal and wheat to Chile and Peru, and its decline as compared with 1908 is due to the smaller export of coal. Of the total shipping tonnage between the Commonwealth and South America during 1909, 457,437 tons, or 75.5 per cent., is credited to the coal port of Newcastle, 144,558 tons having entered and 312,879 tons having cleared at that port, while of the same total 34,225 tons entered and 5263 tons cleared at the port of Sydney. Of the South American countries, Chile is responsible for 381,884 tons (63.0 per cent.); Peru, 86,859 tons (14.3 per cent.); Argentine Republic, 62,913 tons (10.3 per cent.); Brazil, 34,853 tons (5.8 per cent.); Uruguay, 25,195 tons (4.2 per cent.); and Ecuador, 14,333 tons (2.4 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 back freights from that country. Of the 249,737 tons of shipping which entered the Common-

wealth from South America during 1909 only three vessels, totalling 6189 tons, carried cargo.

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH, 1905 to 1909.

TONNAGE ENTERED.

Countries.	—	1905.	1906.	1907.	1908.	1909.
United Kingdom & European Countries	Cargo...	1,263,010	1,350,946	1,418,211	1,449,331	1,604,822
	Ballast	84,364	76,946	124,691	142,454	151,792
New Zealand	Cargo...	505,898	529,494	547,065	606,555	610,138
	Ballast	131,196	118,368	155,308	187,933	197,761
Asiatic Countries & Islds. in the Pacific	Cargo...	390,154	479,032	485,703	554,319	620,699
	Ballast	355,994	466,893	381,509	413,089	215,111
Africa	Cargo...	45,335	83,948	22,830	13,506	27,676
	Ballast	380,424	341,761	220,908	133,898	336,605
North and Central America	Cargo...	355,821	372,906	351,223	418,775	350,074
	Ballast	121,402	42,917	200,407	45,094	68,879
South America	Cargo...	1,714	2,154	3,754	9,565	6,189
	Ballast	89,774	191,980	560,467	327,160	243,548
	Cargo...	2,561,932	2,767,280	2,828,786	3,046,051	3,219,498
	Ballast	1,163,154	1,233,865	1,643,280	1,249,628	1,141,696
Total ... ..	...	3,725,086	4,006,145	4,472,066	4,295,679	4,361,194

TONNAGE CLEARED.

United Kingdom & European Countries	Cargo...	1,315,543	1,382,948	1,479,952	1,414,973	1,732,264
	Ballast	—	74	6,188	5,195	—
New Zealand	Cargo...	664,411	712,153	742,257	814,667	807,791
	Ballast	86,869	45,261	79,462	58,410	72,377
Asiatic Countries & Islds. in the Pacific	Cargo...	777,016	906,065	794,069	999,148	841,078
	Ballast	33,721	32,998	23,946	66,934	49,955
Africa	Cargo...	220,560	152,465	106,843	75,559	89,650
	Ballast	3,483	—	—	2,835	152
North and Central America	Cargo...	202,523	192,590	392,118	212,355	144,491
	Ballast	23,425	19,807	75,600	76,902	60,999
South America	Cargo...	376,654	508,972	639,544	545,225	338,304
	Ballast	9,126	7,180	10,821	13,269	17,996
	Cargo...	3,556,707	3,855,193	4,154,783	4,061,927	3,953,578
	Ballast	162,624	105,320	196,017	223,545	201,979
Total ... ..	...	3,719,331	3,960,513	4,350,800	4,285,472	4,155,557

TONNAGE ENTERED AND CLEARED.

Countries.	1905.	1906.	1907.	1908.	1909.	1909 Compared with 1905.
United Kingdom & European Countries	2,662,917	2,810,914	3,029,032	3,005,953	3,468,878	+ 825,961
New Zealand	1,388,374	1,405,276	1,524,092	1,667,565	1,618,567	+ 230,193
Asiatic Countries and Islands in the Pacific	1,556,885	1,894,988	1,685,227	2,033,490	1,726,743	+ 169,858
Africa	649,802	527,574	350,581	225,798	454,083	— 195,719
North and Central America	700,171	627,620	1,019,348	753,126	622,443	— 86,728
South America	477,268	710,286	1,214,586	895,219	606,037	+ 128,769
Cargo	6,118,639	6,622,473	6,983,569	7,107,978	7,173,076	+ 1,054,437
Ballast	1,325,778	1,344,185	1,839,297	1,473,173	1,343,675	+ 17,897
Total	7,444,417	7,966,658	8,822,866	8,581,151	8,516,751	+ 1,072,334

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 1909 British shipping represented 72.67 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, 1905 to 1909.

Nationality.	Tonnage.				
	1905.	1906.	1907.	1908.	1909.
BRITISH—					
Australian	569,210	642,422	624,658	657,833	720,183
United Kingdom... ..	4,201,185	4,341,502	4,944,495	4,715,393	4,470,679
New Zealand	752,325	800,402	817,389	926,669	988,006
Other British	22,642	18,626	13,842	18,726	10,628
Cargo	4,670,049	4,929,499	5,250,818	5,437,831	5,426,643
Ballast	875,313	873,453	1,149,566	880,790	762,853
Total British	5,545,362	5,802,952	6,400,384	6,318,621	6,189,496
Per cent. to total	74.49	72.84	72.54	73.63	72.67
FOREIGN—					
Austrian	—	9,982	6,121	4,341	—
Danish	20,310	11,758	15,656	11,869	8,848
Dutch	19,989	20,392	29,118	56,162	132,954
French	517,154	475,839	561,151	521,235	559,383
German	633,197	836,793	851,237	910,289	845,758
Italian	106,017	81,195	130,569	88,364	86,521
Japanese	—	61,054	78,157	82,209	79,120
Norwegian	263,103	366,978	479,932	463,705	440,727
Russian	41,033	55,138	50,721	39,999	46,041
Swedish	29,963	31,085	35,141	35,117	49,587
United States	268,289	208,228	173,588	106,888	56,148
Other Foreign	—	5,264	11,091	42,352	22,168
Cargo	1,448,590	1,692,974	1,732,751	1,670,147	1,746,433
Ballast	450,465	470,732	689,731	592,383	580,822
Total Foreign	1,899,055	2,163,706	2,422,482	2,262,530	2,327,255
Per cent. to total	25.51	27.16	27.46	26.37	27.33
Cargo	6,118,639	6,622,473	6,983,569	7,107,978	7,173,076
Per cent. to total... ..	82.19	83.12	79.15	82.83	84.22
Ballast	1,325,778	1,344,185	1,839,297	1,473,173	1,343,675
Per cent. to total... ..	17.81	16.88	20.85	17.17	15.78
Grand Total	7,444,417	7,966,658	8,822,866	8,581,151	8,516,751

The tonnage of Australian-owned vessels engaged in the oversea trade represents 8.46 per cent. of the total, and the tonnage of New Zealand vessels 11.60 per cent. Both are engaged mainly in the trade with New Zealand and eastern countries. An examination of the figures in the above table shows that, of the increase in tonnage in 1909 as compared with 1905, viz., 1,072,334 tons, 644,134 tons (*i.e.*, 60.06 per cent.) were British and 428,200 tons (*i.e.*, 39.94 per cent.) were foreign. But to sustain the proportion of British tonnage as in 1905 it was necessary that 74.49 per cent. of the increase should be British.

If, however, the tonnage of ships carrying cargo only is considered as indicating more closely the proportion of the actual carrying trade done, the proportion of British vessels in 1909 is practically equal to the average proportion of the previous five years. 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, 1905 to 1909.**

Nationality.	1905.	1906.	1907.	1908.	1909.
British	76.30	74.42	75.19	76.50	75.65
Foreign	23.70	25.58	24.81	23.50	24.35
Total	100.00	100.00	100.00	100.00	100.00

That the proportion of foreign tonnage should increase is 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 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-six years.

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA AND OTHER COUNTRIES DURING 1909.

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	48,730	62,451	4,403	26,848	9,119	48,647
Belgium	4,177	2,235	3,451	5,710	3,920	4,727
France	104,377	40,760	...	...	...	3,342
Germany	6,199	...	252,187	251,595	...	...
Norway ... ..	...	...	8,417	...	4,261	...
Sweden ... ..	...	...	16,679	...	8,755	2,299
Other European Countries ...	7,246	...	1,636	...	3,398	...
NEW ZEALAND ... ..	...	..	4,974	2,403	24,849	21,003
ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—						
Japan	3,852	1,916	12,612	16,193	2,327	...
New Caledonia	54,289	61,656	2,632	2,632	...	...
Philippine Islands ... ..	...	...	2,872	10,626	2,357	2,781
South Sea Islands	900	10,756	1,078	1,078	29,157	23,481
Straits Settlements ... ..	...	...	2,435	21,827	1,480	1,479
Other Asiatic Countries ...	8,410	2,099	19,398	12,563	4,064	9,125
AFRICAN COUNTRIES—						
Africa, Portuguese East ...	...	...	870	...	7,494	7,481
Cape Colony ... ..	...	...	6,758	...	22,073	16,437
Natal ... ..	...	...	...	...	12,676	2,486
Other African Countries ...	2,256	...	...	...	6,261	1,207
NTH. AMERICAN COUNTRIES—						
United States	30,028	84,564	36,713	5,244	10,842	2,313
Other Nth. Amer. Countries...	...	1,726	19,852	...	9,374	844
STH. AMERICAN COUNTRIES—						
Chile	5,174	15,582	24,326	46,137	5,196	37,394
Peru ... ..	...	...	6,420	5,798	18,324	10,261
Other Sth. Amer. Countries ...	...	...	8,521	870	48,295	11,198
With Cargo	128,297	197,242	341,583	409,524	89,290	195,437
In Ballast	147,341	86,503	94,651	...	144,932	11,068
Total	275,638	283,745	436,234	409,524	234,222	206,505

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 1905-9. Steam tonnage during 1909 was 1,639,586 tons greater than in 1905, 1,215,265 tons (*i.e.*, 74.12 per cent.) of the increase being British, and 424,321 tons (*i.e.*, 25.88 per cent.) being foreign. The tonnage of sailing vessels shews a decrease during the same period of 567,252 tons, for while British tonnage fell by 571,131 tons, that of foreign nations shews a small increase of 3879 tons.

The following table shews also 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 29 per cent. to 19 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, 1905 to 1909.

Description and Nationality of Vessels.	1905.		1906.		1907.		1908.		1909.	
	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.
Steam—										
British ...	4,368,183	83	4,743,416	80	5,290,986	82	5,723,288	82	5,583,448	81
Foreign ...	901,202	17	1,186,767	20	1,162,413	18	1,259,714	18	1,325,523	19
Total steam	5,269,385	100 (71)	5,930,183	100 (74)	6,453,399	100 (73)	6,983,002	100 (81)	6,908,971	100 (81)
Sailing—										
British ...	1,177,179	54	1,059,536	52	1,109,398	47	595,333	37	606,048	38
Foreign ...	997,853	46	976,939	48	1,260,069	53	1,002,816	63	1,001,732	62
Total sailing	2,175,032	100 (29)	2,036,475	100 (26)	2,369,467	100 (27)	1,598,149	100 (19)	1,607,780	100 (19)
Steam and Sailing—										
British ...	5,545,362	74	5,802,952	73	6,400,384	73	6,318,621	74	6,189,496	73
Foreign ...	1,899,055	26	2,163,706	27	2,422,482	27	2,262,530	26	2,327,255	27
Total ...	7,444,417	100	7,966,658	100	8,822,866	100	8,581,151	100	8,516,751	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 1905-9. Of the total British tonnage which entered during 1909, 21.06 per cent. was in ballast, and of foreign tonnage 39.80 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1909, 26.18 per cent. was in ballast, while of the tonnage cleared 4.86 per cent. only was without cargo.

TONNAGE ENTERED AND CLEARED IN BALLAST, 1905 to 1909.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
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
1907 ...	1,043,383	599,897	1,643,280	106,188	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

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1905 to 1909.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
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
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

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 1909 was as follows :—

**TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE OF
THE COMMONWEALTH DURING THE YEAR 1909.**

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Tonnage	617,161	49,727	25,560	214,325	145,776	89,147	1,141,696
Percentage of total ...	54.05	4.36	2.24	18.77	12.77	7.81	100

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1909, 617,161 tons, or 54.1 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 471,446 tons having entered at the coal port of Newcastle. The proportion of ballast tonnage entering Newcastle during 1909 was much lower than usual in consequence of the coal miners' strike. 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 1909, 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, 1909.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	6,088,313	London	19,293,133
Melbourne	4,835,021	Liverpool (inc. Birkenhead)	14,038,692
Port Adelaide	2,591,699*	Tyne ports	11,567,762
Brisbane... ..	2,068,598	Cardiff	11,465,794
Newcastle	1,987,994	Southampton	6,384,352
Fremantle	1,695,805	Hull	5,448,462
Townsville	1,092,765	Plymouth	4,456,384
Albany	933,029	Newport	3,131,140
Hobart	788,065	Middlesbrough	3,040,941
Rockhampton	697,152	Sunderland	3,022,356
Mackay	686,589	Swansea	2,820,599
Cairns	652,278	Blyth	2,338,816
Geelong	480,061	Manchester	2,234,805
Port Pirie	435,678	Dover	1,846,718
Bowen	430,274	Grimsby	1,634,561
Thursday Island	319,374	SCOTLAND—	
Wallaroo	275,941	Glasgow	5,532,488
NEW ZEALAND—		Leith	2,282,818
Wellington	2,775,902	IRELAND—	
Lyttelton	2,130,978	Cork (inc. Queenstown) ...	4,284,763
Auckland	1,520,040	Belfast	3,015,138
Dunedin	983,773	Dublin	2,627,710

* 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 five ports in the United Kingdom, viz., London, Liverpool, the Tyne, Cardiff, and Southampton.

§ 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 1909 are as follows:—

VESSELS ON THE REGISTER, 1901 to 1909.*

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
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

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

2. **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 1909:—

VESSELS BUILT AND REGISTERED, 1901 to 1909.

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
1907 ...	26	1,108	19	593	45	1,701
1908 ...	20	1,014	20	424	40	1,438
1909 ...	29	1,164	23	523	52	1,687

§ 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 1909.—NUMBER OF VESSELS.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1909.
New South Wales	1,603	1,692	1,470	1,611	1,575	1,585
Victoria	1,433	1,525	1,280	1,502	1,561	1,551
Queensland	615	376	439	430	478	488
South Australia and Northern Territory	550	611	823	650	752	724
Western Australia	187	149	520	446	335	332
Tasmania	576	680	567	713	840	853
Total	4,964	5,033	5,099	5,352	5,541	5,533

CLEARED.

New South Wales	1,402	1,415	1,275	1,473	1,417	1,447
Victoria	1,615	1,733	1,380	1,569	1,610	1,645
Queensland	712	389	455	395	431	470
South Australia and N. Territory	620	716	918	756	802	811
Western Australia	156	158	496	456	363	350
Tasmania	615	679	573	694	809	835
Total	5,120	5,090	5,097	5,343	5,432	5,558

TOTAL.

New South Wales	3,005	3,107	2,745	3,084	2,992	3,032
Victoria	3,048	3,258	2,660	3,071	3,171	3,196
Queensland	1,327	765	894	825	909	958
South Australia and N. Territory	1,170	1,327	1,741	1,406	1,554	1,535
Western Australia	343	307	1,016	902	698	682
Tasmania	1,191	1,359	1,140	1,407	1,649	1,688
Total	10,084	10,123	10,196	10,695	10,973	11,091

TONNAGE.—ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1909.
New South Wales	1,181,495	1,617,559	1,589,753	2,031,089	2,456,269	2,879,661
Victoria	1,072,381	1,392,818	1,486,624	1,956,900	2,473,771	2,672,849
Queensland	355,930	267,753	343,026	545,469	692,354	778,180
S. Aust. and N. Ter.	437,502	658,600	1,051,893	1,124,499	1,582,802	1,678,399
Western Australia	127,098	237,708	683,918	973,474	968,664	1,068,197
Tasmania	221,061	371,205	281,029	485,023	721,240	811,851
Total	3,895,467	4,545,643	5,436,243	7,116,454	8,895,100	9,889,137

INTERSTATE SHIPPING.

TONNAGE—(Continued).

State.	1886.	1891.	1896.	1901.	1906.	1909.
CLEARED.						
New South Wales	1,014,900	1,314,339	1,341,635	1,856,501	2,177,496	2,600,361
Victoria ...	1,257,967	1,692,189	1,599,065	2,038,424	2,617,966	2,920,526
Queensland ...	411,275	302,723	359,046	440,659	578,561	729,260
S. Aust. and N. Ter.	485,368	829,616	1,203,830	1,365,668	1,772,356	1,959,102
Western Australia	116,101	269,256	687,632	977,846	1,051,629	1,101,516
Tasmania ...	251,620	352,406	250,557	433,735	636,944	710,018
Total ...	3,537,231	4,760,529	5,441,765	7,112,833	8,834,952	10,020,783

TOTAL.

New South Wales	2,196,395	2,931,898	2,931,388	3,887,590	4,633,765	5,480,022
Victoria ...	2,330,348	3,085,007	3,085,689	3,995,324	5,091,737	5,593,375
Queensland ...	767,205	570,476	702,072	986,128	1,270,915	1,507,440
S. Aust. and N. Ter.	922,870	1,488,216	2,255,723	2,490,167	3,355,158	3,637,501
Western Australia	243,199	506,964	1,371,550	1,951,320	2,020,293	2,169,713
Tasmania ...	472,681	723,611	531,586	918,758	1,358,184	1,521,869
Total ...	6,932,698	9,306,172	10,878,008	14,229,287	17,730,052	19,909,920

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 1909, 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, 1909.

State.	Entered.		Cleared.		Total.		
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
New South Wales ...	455	1,553,973	445	1,507,499	900	3,061,372	
Victoria ...	386	1,301,797	375	1,282,088	761	2,583,885	
Queensland ...	167	572,689	173	612,848	340	1,185,537	
South Australia ...	189	721,335	135	516,682	324	1,238,017	
Western Australia ...	8	16,776	9	16,667	17	33,443	
Tasmania ...	...	...	21	102,604	21	102,604
Total ...	1909	1,205	4,166,470	1,158	4,038,388	2,363	8,204,858
	1906	1,045	3,349,036	1,107	3,442,747	2,152	6,791,783

2. **Total Interstate Movement of Shipping.**—The table hereunder shows the total interstate shipping, including all interstate movements of vessels from and to oversea countries, via other Commonwealth States, for the year 1909:—

TOTAL INTERSTATE MOVEMENT OF SHIPPING, 1909.

State.	Entered.		Cleared.		Total.		
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
New South Wales ...	2,040	4,433,534	1,892	4,107,860	3,932	8,541,394	
Victoria ...	1,937	3,974,646	2,020	4,202,614	3,957	8,177,260	
Queensland ...	655	1,350,869	643	1,342,108	1,298	2,692,977	
South Australia ...	913	2,399,734	946	2,475,784	1,859	4,875,518	
Western Australia ...	340	1,084,973	359	1,118,183	699	2,203,156	
Tasmania ...	853	811,851	856	812,622	1,709	1,624,473	
Total ...	1909	6,738	14,055,607	6,716	14,059,171	13,454	28,114,778
	1906	6,586	12,244,136	6,539	12,277,699	13,125	24,521,835

The necessary data are not available to enable a similar adjustment to be made for earlier 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 years 1906 to 1909 will be found to be as follows:—

NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE 1906-1909.

Year	Entered.		Cleared.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1906 ...	4,434	5,452,353	4,387	5,485,916	8,821	10,938,269
1907 ...	4,614	5,582,571	4,566	5,580,963	9,180	11,163,534
1908 ...	4,706	5,961,617	4,654	5,916,339	9,360	11,877,956
1909 ...	4,375	5,850,749	4,353	5,854,313	8,728	11,705,062

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 1909 the total net tonnage owned by the eleven companies from whom returns have been received amounted to 156,870 tons. A summary of the various mail services carried on during the year 1909 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 1904 to 1909:—

PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND COASTAL SERVICES IN THE COMMONWEALTH, 1901 to 1909.

Particulars.	1901.	1904.	1905.	1906.	1907.	1908.	1909.
Number of companies making returns	11	11	11	11	11	11	11
Number of steamships	113	113	117	122	131	135	138
Tonnage { Gross	184,574	196,057	198,338	207,320	227,605	242,766	262,655
{ Net	114,080	118,612	120,470	125,560	137,573	145,917	156,870
Horse-power { Nominal	18,237	19,031	19,180	20,258	21,735	22,699	25,350
{ Indicated	122,519	138,422	141,054	149,345	163,166	175,270	221,105
Number of passengers { 1st class	4,617	5,536	5,764	6,077	6,399	6,689	6,766
{ 2nd class and carry	4,490	5,645	5,745	5,906	6,026	6,115	6,398
Complement { Masters and officers	403	404	410	431	458	478	494
{ Engineers	332	343	343	360	388	411	430
of Crew	2,875	3,153	3,181	3,351	3,625	3,721	3,900

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 1909 :—

NUMBER AND TONNAGE OF VESSELS WRECKED, 1901 to 1909.

Year.	Class of Vessel.	Number and Tonnage of Vessels.									Passengers and Crew.	Lives Lost.	
		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	250	40
	Sailing ...	11	217	6	765	5	5,800	...	...	22	6,802	173	10
	Total ...	18	406	11	1,734	7	8,611	...	...	36	10,751	422	50
1902	Steam ...	2	83	1	340	4	3,173	...	...	7	3,596	157	25
	Sailing ...	12	221	4	369	3	3,142	1	2,103	20	5,835	161	4
	Total ...	14	304	5	709	7	6,315	1	2,103	27	9,431	318	29
1903	Steam ...	2	61	5	1,753	2	2,377	...	...	9	4,191	200	11
	Sailing ...	18	306	4	551	2	1,924	...	...	24	2,781	217	10
	Total ...	20	367	9	2,304	4	4,301	...	...	33	6,972	417	21
1904	Steam ...	1	35	2	204	1	886	1	3,702	5	4,827	363	31
	Sailing ...	14	238	6	765	5	4,646	1	2,413	26	8,062	227	59
	Total ...	15	273	8	969	6	5,532	2	6,115	31	12,889	590	90
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	160	57
	Total ...	13	209	7	1,369	3	3,678	2	5,501	25	10,757	577	57
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	3,106	88	6
	Total ...	7	211	6	721	3	4,063	1	2,286	17	7,181	219	46

* 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.