

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, and, although reintroduced in 1908, and again in 1910, was not passed until 24th December, 1912. The Bill is reserved for Royal assent. The Bill has been drawn largely on the Merchants Shipping Acts and the Acts of New Zealand and New South Wales, and contains 425 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.

In consideration of the doubt existing as to the extent of the powers of the Commonwealth in relation to shipping it has been provided in the Act itself as follows:—Section (2) "This Act shall be read and construed subject to the Constitution, and so as not to exceed the legislative power of the Commonwealth, to the intent that where any enactment thereof would, but for this sub-section, have been construed as being in excess of that power, it shall nevertheless be a valid enactment to the extent to which it is not in excess of that power."

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 overseas country. Thus a mail steamer from the United Kingdom, which made Fremantle her first port of call in Australia, would be recorded not only there, but also again in Adelaide, Melbourne and Sydney, as an arrival from the United Kingdom. Consequently any aggregation, especially of the recent shipping records of the different States, would repeatedly include a large proportion of the shipping visiting Australia. In earlier years, when many vessels sailed from the

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

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

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

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

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

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

§ 2. Oversea Shipping.

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

TOTAL OVERSEA SHIPPING ENTERED AND CLEARED THE COMMONWEALTH, 1822 to 1911 (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	3,853,246
1827 ...	95	29,301	1857 ...	2,842	1,530,202	1887 ...	3,454	3,764,430
1828 ...	124	38,367	1858 ...	2,607	1,378,050	1888 ...	3,933	4,464,895
1829 ...	185	56,735	1859 ...	2,759	1,403,210	1889 ...	3,897	4,460,426
1830 ...	195	56,185	1860 ...	2,464	1,288,518	1890 ...	3,363	4,150,027
1831 ...	185	52,414	1861 ...	2,466	1,149,476	1891 ...	3,778	4,726,307
1832 ...	206	59,628	1862 ...	2,917	1,389,231	1892 ...	3,432	4,239,500
1833 ...	241	72,647	1863 ...	3,378	1,564,369	1893 ...	3,046	4,150,433
1834 ...	249	77,068	1864 ...	3,344	1,537,433	1894 ...	3,397	4,487,546
1835 ...	310	96,928	1865 ...	3,005	1,317,934	1895 ...	3,331	4,567,883
1836 ...	310	93,974	1866 ...	3,378	1,470,728	1896 ...	3,309	4,631,266
1837 ...	442	113,432	1867 ...	2,927	1,277,679	1897 ...	3,279	4,709,697
1838 ...	471	132,038	1868 ...	3,080	1,350,573	1898 ...	3,222	4,681,398
1839 ...	652	191,507	1869 ...	3,107	1,472,837	1899 ...	3,356	5,244,197
1840 ...	915	277,335	1870 ...	2,877	1,381,878	1900 ...	3,719	5,894,173
1841 ...	900	278,738	1871 ...	2,748	1,312,642	1901 ...	4,028	6,541,991
1842 ...	862	232,827	1872 ...	2,788	1,380,466	1902 ...	3,608	6,234,460
1843 ...	736	183,427	1873 ...	3,159	1,609,067	1903 ...	3,441	6,027,843
1844 ...	629	155,654	1874 ...	3,153	1,728,269	1904 ...	3,700	6,682,011
1845 ...	735	164,221	1875 ...	3,437	1,914,462	1905 ...	4,088	7,444,417
1846 ...	888	211,193	1876 ...	3,295	1,863,343	1906 ...	4,155	7,966,658
1847 ...	1,033	245,358	1877 ...	3,157	1,930,434	1907 ...	4,394	8,822,866
1848 ...	1,182	305,840	1878 ...	3,372	2,127,518	1908 ...	4,051	8,581,151
1849 ...	1,137	355,886	1879 ...	3,344	2,151,338	1909 ...	3,910	8,516,751
1850 ...	1,300	425,206	1880 ...	3,078	2,177,877	1910 ...	4,048	9,333,146
1851 ...	1,576	515,061	1881 ...	3,284	2,549,364	1911 ...	4,174	9,984,801

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

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

OVERSEA SHIPPING OF VARIOUS COUNTRIES.

Country.	Year.	Tonnage Entered and Cleared.		Country.	Year.	Tonnage Entered and Cleared.	
		Total.	Per Inhabitant.			Total.	Per Inhabitant.
Argentina Rep. ...	1907	22,994,473	4.1	Japan ...	1910	40,391,341	0.8
Belgium ...	1910	30,175,232	4.0	New Zealand ...	1911	2,953,438	2.9
Canada ...	1910	22,297,186	3.1	Norway ...	1910	9,922,385	4.1
Commonwealth ...	1911	9,984,801	2.2	S. African Un. ...	1911	10,856,610	1.8
Denmark ...	1910	16,503,364	6.0	Sweden ...	1909	20,243,350	3.7
France ...	1910	58,733,994	1.5	United K'dom ...	1911	138,909,341	3.1
Germany ...	1909	44,611,618	0.7	United States ...	1911	64,755,736*	0.7
Italy ...	1909	51,733,416	1.5				

* 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 653 shews the tonnage of vessels which were recorded as having cleared the Commonwealth for the particular countries, while on page 654 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, 1907 to 1911.**

ENTERED.

Country.	1907.	1908.	1909.	1910.	1911.
United Kingdom ...	1,093,866	1,146,118	1,243,115	1,377,151	1,464,057
Canada ...	87,686	87,682	89,990	108,727	107,932
Fiji ...	56,861	44,016	54,462	49,493	77,745
Hong Kong ...	104,959	66,114	41,521	22,327	17,880
India and Ceylon ...	81,679	105,728	99,762	169,800	99,196
Mauritius ...	8,005	8,137	35,366	43,133	23,443
New Zealand ...	702,373	794,488	737,899	766,777	841,746
Papua ...	16,438	30,369	42,803	47,881	78,468
South African Union ...	197,039	88,677	207,619	208,140	289,229
South Sea Islands ...	34,049	57,694	57,341	64,164	61,983
Straits Settlements ...	72,407	133,601	104,284	89,731	97,735
Other British Countries ...	6,935	3,370	4,310	13,588	324
Total British Countries ...	2,462,297	2,565,994	2,718,472	2,960,912	3,159,738
Africa, Portuguese East ...	29,350	32,180	89,506	96,966	74,083
Belgium... ..	...	17,242	11,548	15,273	18,734
Chile ...	414,804	238,460	81,433	111,504	182,460
Dutch East Indies ...	20,364	27,831	78,203	72,212	43,458
France ...	101,439	81,713	113,964	99,308	83,627
Germany ...	287,850	270,135	276,021	290,834	314,167
Hawaiian Islands ...	53,584	21,138	38,011	32,020	17,167
Japan ...	189,747	185,633	136,340	153,547	157,533
Mexico ...	50,208	21,562	36,443	24,366	16,481
New Caledonia ...	64,401	57,630	63,250	62,542	71,390
Norway ...	29,000	29,417	36,094	37,201	40,204
Peru ...	75,850	47,247	50,291	27,051	32,922
Philippine Islands ...	113,904	174,042	75,977	28,550	56,603
South Sea Islands (foreign)...	19,661	30,899	30,990	37,684	56,878
Sweden ...	25,193	33,589	46,317	41,231	77,983
United States ...	411,636	354,625	290,520	338,587	389,208
Other Foreign Countries ...	122,778	106,342	187,814	178,032	200,584
Total Foreign Countries...	2,009,769	1,729,685	1,642,722	1,646,908	1,833,482
Total all Countries ...	4,472,066	4,295,679	4,361,194	4,607,820	4,993,220

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

CLEARED.

Country.	1907.	1908.	1909.	1910.	1911.
United Kingdom ...	1,077,830	963,548	1,239,669	1,467,925	1,537,084
Canada ...	43,423	51,248	53,541	50,510	54,732
Fiji ...	67,750	66,890	49,890	53,713	90,574
Hong Kong ...	100,056	66,083	48,751	31,145	19,155
India and Ceylon ...	131,194	173,530	153,863	139,584	143,632
Mauritius ...	1,992	2,687	5,048	9,396	2,953
New Zealand ...	821,719	873,077	880,668	975,121	1,044,013
Papua ...	18,313	25,232	43,802	50,552	71,811
South African Union ...	71,457	50,539	48,485	92,070	85,346
South Sea Islands ...	22,886	50,397	31,707	43,539	38,133
Straits Settlements ...	101,750	165,313	139,313	156,704	127,725
Other British Countries ...	2,322	...	...	2,924	...
Total British Countries	2,460,692	2,488,544	2,694,737	3,073,183	3,215,158
Africa, Portuguese East ...	25,103	8,535	19,697	18,716	6,949
Belgium ...	65,890	102,187	128,670	115,121	168,397
Chile ...	556,005	457,477	300,451	342,478	393,642
Dutch East Indies ...	24,099	59,412	61,753	105,293	115,499
France ...	85,710	81,226	63,490	113,226	155,506
Germany ...	236,617	252,881	279,526	312,128	321,502
Hawaiian Islands ...	42,245	46,009	26,253	32,520	26,200
Japan ...	56,243	110,486	90,732	102,183	103,550
Mexico ...	21,166	31,455	9,675	13,146	13,565
New Caledonia ...	59,805	67,668	72,234	47,071	62,165
Peru ...	78,664	59,530	36,568	52,243	70,960
Philippine Islands ...	151,202	178,631	124,816	106,087	102,748
South Sea Islands (foreign) ...	32,769	34,452	39,175	57,790	50,022
Sweden ...	...	2,530	4,084	...	...
United States ...	395,192	200,628	142,274	184,153	145,926
Other Foreign Countries	59,398	103,821	61,422	49,988	39,792
Total Foreign Countries	1,890,108	1,796,928	1,460,820	1,652,143	1,776,423
Total all Countries ...	4,350,800	4,285,472	4,155,557	4,725,326	4,991,581

The figures in the above table represent the tonnage of shipping recorded as having cleared the Commonwealth for 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, 1907 to 1911.

Country.	1907.	1908.	1909.	1910.	1911.
United Kingdom	2,171,696	2,109,666	2,482,784	2,845,076	3,001,141
Canada	131,109	138,930	143,531	159,237	162,664
Fiji	124,611	110,908	104,352	103,206	168,319
Hong Kong	205,015	132,197	90,272	53,472	37,035
India and Ceylon	198,769	269,239	243,240	309,384	242,828
Mauritius	9,997	10,824	40,414	52,529	26,396
New Zealand	1,524,092	1,667,565	1,618,567	1,741,898	1,885,759
Papua	34,751	55,601	86,605	98,433	150,279
South African Union	268,496	139,216	256,104	300,210	374,575
South Sea Islands	56,935	108,091	89,048	107,703	100,116
Straits Settlements	174,157	298,914	243,597	246,435	225,460
Other British Countries	23,361	13,389	14,695	16,512	324
Total British Countries	4,922,989	5,054,538	5,413,209	6,034,095	6,374,896
Africa, Portuguese East	54,453	40,715	109,203	115,682	81,032
Belgium	65,890	119,429	140,218	130,394	187,131
Chile	970,809	695,937	381,884	453,982	576,102
Dutch East Indies	44,463	87,243	139,956	177,505	158,957
France	187,149	162,939	177,454	212,534	239,133
Germany	524,467	523,016	555,547	602,962	635,669
Hawaiian Islands	95,829	67,147	64,264	61,540	43,367
Japan	245,990	296,119	227,072	255,730	261,083
Mexico	71,374	53,017	46,118	37,513	30,046
New Caledonia	124,206	125,298	135,484	109,613	133,555
Norway	29,000	29,417	38,506	37,201	40,204
Peru	154,514	106,777	86,859	79,294	103,882
Philippine Islands	265,106	352,673	200,793	134,637	159,351
South Sea Islands (foreign)	52,430	65,351	70,165	95,474	106,900
Sweden	25,193	36,119	50,401	41,231	77,983
United States	806,828	555,253	432,794	522,740	535,134
Other Foreign Countries	182,176	210,163	246,824	228,020	240,376
Total Foreign Countries	3,899,877	3,526,613	3,103,542	3,299,051	3,609,905
Total all Countries	8,822,866	8,581,151	8,516,751	9,333,146	9,984,801

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 1911 with similar records for 1907 shews an increase of 1,161,935 tons, or 13.17 per cent., vessels with cargo having increased by 1,800,228 tons, or 25.78 per cent., while vessels in ballast decreased by 638,293 tons, or 34.70 per cent. The increase of shipping since 1907 between the Commonwealth and the United Kingdom and European countries represents a tonnage greater than the aggregate increase during the same period, the tonnage to and from the American continent having materially declined.

(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 1911 amounted to 4,212,805 tons, or 42.2 per cent. of the total oversea shipping of the Commonwealth, and was recorded against the several countries as follows:—United Kingdom, 3,001,141 tons (71.2 per cent.); Germany, 635,669 tons (15.1 per cent.); France, 239,133 tons (5.7 per cent.); Belgium, 187,131 tons (4.4 per cent.); other European countries, 149,731 tons (3.6 per cent.).

The foregoing figures appear to shew that while the tonnage between the Commonwealth and the United Kingdom increased by 829,445 tons, equal to an increase of 38.19 per cent., the tonnage between the Commonwealth and European continental countries has increased by 354,328 tons, or by 41.33 per cent., or in other words that 70.07 per cent. of the increase was credited to the United Kingdom and 29.93 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 1911 embarked or landed at those ports 4051 passengers for or from Australia, and also carried a direct trade valued at £802,160 between Italy and the Commonwealth, the records for the year shew only two 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 1,524,092 tons in 1907, to 1,885,759 tons in 1911, an increase of 361,667 tons, or 23.73 per cent., during the four years. The shipping with New Zealand represented 18.89 per cent. of the total shipping of the Commonwealth during 1911.

(iv.) *Shipping with Asiatic Countries and Islands in the Pacific.* The total tonnage between the Commonwealth and Eastern countries during 1911 amounted to 1,822,057 tons, or 18.25 per cent. of the whole, representing an increase of 136,830 tons, or 8.12 per cent., as compared with 1907. The tonnage between China, Singapore, and Hong Kong collectively fell, largely in consequence of smaller exports of coal, from 412,796 tons in 1907 to 267,465 tons in 1911, while Japan increased by 15,093 tons (6.14 per cent.). The tonnage recorded as to and from India and Ceylon rose from 198,769 tons in 1907 to 242,828 tons in 1911. This tonnage, which is much below that of the previous year, does not, of course, include steamers to or from the United Kingdom or other countries calling at Colombo *en route*. The tonnage recorded as to and from the Philippines shews a very rapid decline during the years 1909 and 1910, though some increase again appears in 1911. The shipping tonnage between Australia and the Philippines has also been affected largely by the coal trade, which has been latterly of much smaller dimensions than in 1907. Owing to the limitation of the records, already alluded to, the figures given in the tables do not represent the full volume of the shipping between the Commonwealth and the Philippines. In addition to the shipping recorded to the Philippine Islands the regular steam lines between the Commonwealth and Japan make Manila a regular port of call, and it is by these vessels that the general trade—apart from the coal trade—is

chiefly carried. The whole of the shipping which was recorded as entering the Commonwealth during 1911 from the Philippines (56,603 tons) was with the exception of 3584 tons, in ballast, and of the 102,748 tons which was recorded as cleared for that country, 78,249 tons cleared from the coal port of Newcastle. The tonnage between the Commonwealth and Papua has increased rapidly, though consistently, during the past five years, in 1907 the tonnage recorded between these two countries being 34,751 tons, and 150,279 tons in 1911. There has also been a very marked expansion of the shipping to and from the Dutch East Indies during later years, the tonnage having increased from 44,463 in 1907 to 158,957 in 1911. The shipping with the South Sea Islands, too, shews an expanding trade.

(v.) *Shipping with Africa.* The shipping tonnage recorded between the Commonwealth and African countries during 1911 amounted to 501,789 tons, an increase as compared with 1907 of 151,208 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 1911 indicate a very material increase during recent years. An inspection of the following tables, however, shews that these figures are of no significance as an index of the transport requirements between the two countries, inasmuch as of the total tonnage passing between the two countries 395,468 tons were from Africa to Australia, with only 106,321 the other way. Moreover, of the 395,468 tons which entered the Commonwealth from Africa, 368,750 tons, or 93.2 per cent., were represented by vessels in ballast seeking freights from Australian ports.

(vi.) *Shipping with North and Central America.* The shipping of the Commonwealth with these countries during 1911 amounted to 727,844 tons (7.3 per cent. of the whole) representing as compared with 1907 a decline of 291,504 tons. The large tonnage between the Commonwealth and North America during 1907 was due to unusually heavy exports of coal to the United States. The 727,844 tons of shipping with North and Central America during 1911 were recorded against the several countries as follows:—United States, 535,134 tons (73.5 per cent.); Canada, 162,664 tons (22.4 per cent.); and Mexico, 30,046 tons (4.1 per cent.).

(vii.) *Shipping with South America.* The shipping between the Commonwealth and South American countries during 1911—834,547 tons—was 37 per cent. greater than in 1909, though still less than in 1908. The shipping in this direction during 1911 was mainly engaged in the carriage of coal and wheat to Chile and Peru, and its decline as compared with the earlier years under review is due to the smaller export of coal. Of the total shipping tonnage between the Commonwealth and South America during 1911, 631,570 tons, or 75.7 per cent., is credited to the coal port of Newcastle, 217,507 tons having entered and 414,063 tons having cleared at that port, while of the same total 56,836 tons entered and 11,394 tons cleared at the port of Sydney. Of the South American countries, Chile is responsible for 576,102 tons (69.0 per cent.); Peru, 103,882 tons (12.4 per cent.); Argentine Republic, 62,221 tons (7.5 per cent.); Brazil, 45,840 tons (5.5 per cent.); Uruguay, 40,720 tons (4.9 per cent.); and Ecuador, 5782 tons (0.7 per cent.).

An important fact, from its bearing on freight rates and its consequent possible effect on the coal trade of New South Wales with South America, is the absence of return freights from that country. Of the 354,357 tons of shipping which entered the Commonwealth from South America during 1911 only five vessels, totalling 13,114 tons, carried cargo.

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH, 1907 to 1911.

TONNAGE ENTERED.

Countries.	—	1907.	1908.	1909.	1910.	1911.
United Kingdom & European Countries	Cargo...	1,418,211	1,443,331	1,604,822	1,770,356	1,953,962
	Ballast	124,681	142,454	151,792	120,542	68,193
New Zealand	Cargo...	547,065	606,555	610,138	654,215	676,235
	Ballast	155,308	187,933	127,761	112,562	165,511
Asiatic Countries & Islds. in the Pacific	Cargo...	485,703	554,319	620,599	706,226	765,373
	Ballast	381,509	413,089	215,111	156,165	100,500
Africa	Cargo...	22,830	13,506	27,676	30,038	26,718
	Ballast	220,908	133,898	336,605	323,960	368,750
North and Central America	Cargo...	351,223	418,775	350,074	420,021	479,282
	Ballast	200,407	45,094	66,879	43,529	34,239
South America	Cargo...	3,754	9,565	6,189	14,698	13,114
	Ballast	560,467	327,160	243,548	246,508	341,243
		Cargo...	3,046,051	3,219,498	3,604,554	3,914,784
		Ballast	1,643,280	1,141,696	1,003,266	1,078,436
Total ... ..	...	4,472,066	4,295,679	4,361,194	4,607,820	4,993,220

TONNAGE CLEARED.

United Kingdom & European Countries	Cargo...	1,479,952	1,414,973	1,732,264	2,019,567	2,190,650
	Ballast	6,186	5,195	—	—	—
New Zealand	Cargo...	742,257	814,667	807,791	920,939	981,126
	Ballast	79,462	58,410	72,877	54,182	62,887
Asiatic Countries & Islds. in the Pacific	Cargo...	794,069	999,148	841,078	856,486	932,091
	Ballast	23,946	66,934	49,355	76,409	24,093
Africa	Cargo...	106,843	75,559	59,650	136,042	106,321
	Ballast	—	2,835	152	—	—
North and Central America	Cargo...	392,118	212,355	144,491	194,697	182,440
	Ballast	75,600	76,902	60,999	53,112	31,783
South America	Cargo...	639,544	545,225	333,304	407,911	476,385
	Ballast	10,821	13,269	17,996	5,981	3,805
		Cargo...	4,154,783	4,061,927	4,535,642	4,869,013
		Ballast	196,017	223,545	189,684	122,568
Total ... ..	...	4,350,800	4,285,472	4,155,557	4,725,326	4,991,581

TONNAGE ENTERED AND CLEARED.

Countries.	1907.	1908.	1909.	1910.	1911.	1911 Compared with 1907.
United Kingdom & European Countries	3,029,032	3,005,953	3,488,878	3,910,465	4,212,805	+ 1,183,773
New Zealand	1,524,092	1,667,565	1,618,567	1,741,898	1,885,759	+ 361,667
Asiatic Countries and Islands in the Pacific	1,685,227	2,033,490	1,726,743	1,795,286	1,822,057	+ 136,830
Africa	350,581	225,798	454,083	490,040	501,769	+ 151,208
North and Central America	1,019,348	753,126	622,443	720,359	727,844	+ 291,504
South America	1,214,586	895,219	606,037	675,098	834,547	— 380,039
Cargo	6,983,569	7,107,978	7,173,076	8,140,196	8,783,797	+ 1,800,228
Ballast	1,839,297	1,473,173	1,343,675	1,192,950	1,201,004	— 638,293
Total	8,822,866	8,581,151	8,516,751	9,333,146	9,984,801	+ 1,161,935

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 1911 British shipping represented 74.18 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, 1907 to 1911.

Nationality.	Tonnage.				
	1907.	1908.	1909.	1910.	1911.
BRITISH—					
Australian ...	624,658	657,833	720,183	742,772	848,240
United Kingdom...	4,944,495	4,715,393	4,470,679	5,252,308	5,511,504
New Zealand ...	817,389	926,669	988,006	968,551	1,008,036
Other British ...	13,842	18,726	10,628	26,223	38,871
Cargo ...	5,250,818	5,437,831	5,426,643	6,295,935	6,656,932
Ballast ...	1,149,566	880,790	762,853	693,919	749,719
Total British ...	6,400,384	6,318,621	6,189,496	6,989,854	7,406,651
Per cent. to total	72.54	73.63	72.67	74.89	74.18
FOREIGN—					
Austrian ...	6,121	4,341	—	30,059	—
Danish ...	15,636	11,869	8,848	4,010	10,510
Dutch ...	29,118	56,162	132,954	153,255	199,606
French ...	561,151	521,235	559,383	457,676	424,461
German ...	851,237	910,289	845,758	868,263	1,005,986
Italian ...	130,569	88,364	86,521	93,978	65,415
Japanese ...	78,157	82,209	79,120	89,358	158,047
Norwegian ...	479,932	463,705	440,727	462,637	582,352
Russian ...	50,721	39,999	46,041	33,145	38,463
Swedish ...	35,141	35,117	49,587	51,601	50,207
United States ...	173,588	106,888	56,148	48,477	67,745
Other Foreign ...	11,091	42,352	22,168	30,833	35,358
Cargo ...	1,732,751	1,670,147	1,746,433	1,844,261	2,126,865
Ballast ...	689,731	592,383	580,822	499,031	451,285
Total Foreign ...	2,422,482	2,262,530	2,327,255	2,343,292	2,578,150
Per cent. to total	27.46	26.37	27.33	25.11	25.82
Cargo ...	6,983,569	7,107,978	7,173,076	8,140,196	8,783,797
Per cent. to total...	79.15	82.83	84.22	87.22	87.97
Ballast ...	1,839,297	1,473,173	1,343,675	1,192,950	1,201,004
Per cent. to total...	20.85	17.17	15.78	12.78	12.03
Grand Total ...	8,822,866	8,581,151	8,516,751	9,333,146	9,984,801

The tonnage of Australian-owned vessels engaged in the oversea trade represents 8.49 per cent. of the total, and the tonnage of New Zealand vessels 10.10 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 1911 as compared with 1907, viz., 1,161,935 tons, 1,006,267 tons (*i.e.*, 86.60 per cent.) were British and 155,668 tons (*i.e.*, 13.40 per cent.) were foreign, or, in other words, the British tonnage in 1911 shewed an increase of 15.72 per cent. over 1907, while that of foreign countries only increased by 6.43 per cent. The proportion of British tonnage in the shipping of the Commonwealth was slightly lower during 1911 than in 1910, though higher than in any other year since 1904.

If, however, the tonnage of ships carrying cargo only is considered as indicating more closely the proportion of the actual carrying trade done than does the total tonnage, British shipping does not appear to the same advantage in 1911 as in 1910, the relative proportion of vessels with cargo having fallen from 77.34 per cent. to 75.79 per cent., though the latter proportion shews some advance on that of 1907. The tonnage of British vessels carrying cargo to and from the Commonwealth during 1911, as compared with 1907, shews an increase of 1,406,114 tons, equal to 26.77 per cent., while foreign tonnage with cargo increased by 394,114 tons, or 22.74 per cent. The relative proportion of British and foreign tonnage which entered and cleared the Commonwealth with cargo during the past five years was as follows:—

**PROPORTION OF TONNAGE OF BRITISH AND FOREIGN NATIONALITY ENTERED
AND CLEARED THE COMMONWEALTH WITH CARGO, 1907 to 1911.**

Nationality.	1907.	1908.	1909.	1910.	1911.
British	75.19	76.50	75.65	77.34	75.79
Foreign	24.81	23.50	24.35	22.66	24.21
Total	100.00	100.00	100.00	100.00	100.00

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

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

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA AND OTHER COUNTRIES DURING 1911.

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	25,923	39,387	6,881	38,234	12,499	102,572
Belgium ... ..	...	...	13,116	17,079	2,289	3,559
France	74,374	42,525	...	5,578	1,407	4,119
Germany	2,228	3,520	302,735	291,053	...	...
Norway	1,949	...	1,391	...	27,356	...
Sweden ... ..	...	...	30,598	...	24,206	...
Other European Countries ...	3,847	...	2,470	...	1,799	...
NEW ZEALAND	5,107	3,082	5,373	5,373	18,759	7,518
ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—						
Japan ... ..	...	...	23,669	23,644	...	...
New Caledonia	54,512	59,413	...	...	...	...
Philippine Islands ... ..	...	...	...	4,515	...	...
South Sea Islands	12,082	8,115	4,596	2,024	4,890	7,472
Straits Settlements ... ..	...	...	1,275	16,996	...	...
Other Asiatic Countries ...	3,082	3,082	1,895	18,620	10,012	13,831
AFRICAN COUNTRIES—						
Africa, Portuguese East ...	...	...	3,953	...	12,338	...
South African Union ... ..	...	...	5,799	...	33,216	12,144
Other African Countries ...	...	...	...	...	6,215	...
NTH. AMERICAN COUNTRIES—						
United States	16,367	41,520	46,803	...	33,128	10,509
Other Nth. Amer. Countries...	...	2,036	9,901	...	12,186	9,342
STH. AMERICAN COUNTRIES—						
Chile	3,965	13,510	33,314	70,526	28,518	69,714
Peru ... ..	...	...	...	3,427	22,702	34,855
Other South American Countries ...	4,835	...	15,148	...	53,947	6,250
With Cargo	131,646	180,602	427,173	497,069	126,013	278,333
In Ballast	76,625	35,588	81,744	...	174,454	3,552
Total	208,271	216,190	508,917	497,069	300,467	281,885

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 1907-11. Steam tonnage during 1911 was 2,067,734 tons greater than in 1907, 1,621,099 tons (i.e., 78.40 per cent.) of the increase being British, and 446,635 tons (i.e., 21.60 per cent.) being foreign. The tonnage of sailing vessels shews a decrease during the same period of 905,799 tons, British tonnage having fallen by 614,832 tons, and that of foreign nations by 290,967 tons.

As might be expected, the proportion of sailing vessels engaged in carrying the trade of the Commonwealth is shewn to be rapidly decreasing, having fallen during the period under review from 27 per cent. to 15 per cent. of the total tonnage. In this branch of shipping the foreign element is stronger than the British.

STEAM AND SAILING VESSELS ENTERED AND CLEARED, 1907 to 1911.

Description and Nationality of Vessels.	1907.		1908.		1909.		1910.		1911.	
	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.
Steam—										
British	5,290,986	82	5,723,288	82	5,583,448	81	6,432,290	82	6,912,085	81
Foreign	1,162,413	18	1,259,714	18	1,325,523	19	1,436,917	18	1,609,048	19
Total steam	6,453,399	100 (73)	6,983,002	100 (81)	6,908,971	100 (81)	7,869,207	100 (84)	8,521,133	100 (85)
Sailing—										
British	1,109,398	47	595,333	37	606,048	38	557,564	38	494,566	34
Foreign	1,260,069	53	1,002,816	63	1,001,732	62	906,375	62	969,102	66
Total sailing	2,369,467	100 (27)	1,598,149	100 (19)	1,607,780	100 (19)	1,463,939	100 (16)	1,463,668	100 (15)
Steam and Sailing—										
British	6,400,384	73	6,318,621	74	6,189,496	73	6,989,854	75	7,406,651	74
Foreign	2,422,482	27	2,262,530	26	2,327,255	27	2,343,292	25	2,578,150	26
Total	8,822,866	100	8,581,151	100	8,516,751	100	9,333,146	100	9,984,801	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 1907-11. Of the total British tonnage which entered during 1911, 18.09 per cent. was in ballast, and of foreign tonnage 31.61 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1911, 21.60 per cent. was in ballast, while of the tonnage cleared 2.46 per cent. only was without cargo.

TONNAGE ENTERED AND CLEARED IN BALLAST, 1907 to 1911.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1907	1,043,383	599,897	1,643,280	106,183	89,834	196,017
1908	794,745	454,883	1,249,628	86,045	137,500	223,545
1909	667,478	474,218	1,141,696	95,375	106,604	201,979
1910	603,511	399,755	1,003,266	90,408	99,276	189,684
1911	668,599	409,837	1,078,436	81,120	41,448	122,568

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1907 to 1911.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
1907	32.23	48.60	36.75	3.36	7.56	4.51
1908	25.05	40.51	29.09	2.74	12.07	5.22
1909	21.06	39.80	26.18	3.16	9.39	4.86
1910	17.52	34.38	21.77	2.55	8.41	4.01
1911	18.09	31.61	21.60	2.19	3.23	2.46

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 1911, was as follows:—

**TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE OF
THE COMMONWEALTH DURING THE YEAR 1911.**

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Tonnage	587,439	35,149	2,363	242,969	151,652	58,864	1,078,436
Percentage of total ...	54.47	3.26	0.22	22.53	14.06	5.46	100

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1911, 587,439 tons, or 54.47 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 446,709 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 into Western Australia for timber. 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 1911, 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, 1911.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	7,769,040	London	19,662,664
Melbourne	5,928,065	Liverpool (inc. Birkenhead)	14,612,751
Newcastle	3,807,094	Tyne ports	11,802,365
Port Adelaide	3,104,641*	Cardiff	10,738,059
Brisbane	2,452,782	Southampton	6,841,982
Fremantle	2,038,422	Hull	5,165,763
Townsville	1,222,603	Plymouth	4,475,991
Albany	1,164,389	Newport	3,162,545
Hobart	862,746	Sunderland	3,110,372
Mackay	794,631	Middlesbrough	3,046,712
Rockhampton	756,904	Swansea	2,956,782
Cairns	682,801	Manchester	2,452,647
Port Pirie	576,913	Blyth	2,369,536
Geelong	556,548	Dover	2,332,304
Bowen	514,994	Grimsby	1,875,100
Thursday Island	409,282	SCOTLAND—	
Burnie	333,717	Glasgow	5,695,542
NEW ZEALAND—		Leith	2,350,805
Wellington	2,995,826	IRELAND—	
Lyttelton	2,137,051	Cork (inc. Queenstown)	4,230,153
Auckland	1,822,824	Belfast	3,105,624
Dunedin	1,084,269	Dublin	2,641,944

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

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

§ 4. Vessels Built and Registered.

1. Vessels Registered. In the course of recent investigations it has been discovered that the Registers of Shipping in the various States contain particulars of vessels which have been wrecked, broken up, or converted into hulks, etc., and which should have been removed from the registers. The figures hitherto published have consequently been in excess of the truth. A revised statement shewing the number and tonnage of vessels on the Commonwealth Registers will be published in the Appendix to this volume.

2. Vessels Built.—The following tables shew the number and tonnage of vessels built in the Commonwealth during each of the years 1901-1911, so far as such information can be ascertained from the Shipping Registers of the various States. The Merchant Shipping Act, under which vessels are registered in Australia, however, does not make it compulsory to register vessels under 15 tons burthen if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners. As the Shipping Registers have been, and are, the source of information, it follows that the figures given below will be subject to additions in the future, inasmuch as vessels already built may be added to the register at some future date.

VESSELS BUILT IN THE COMMONWEALTH.

NUMBER.

Year.	Steamers Built of—					Oil Motor Vessels.	Sailing.	Pontoons, Dredges, etc.	Total.
	Wood.	Iron.	Steel.	Com-posite.	Total.				
1901 ...	18	...	1	...	19	4	37	...	60
1902 ...	26	...	...	1	27	8	72	1	108
1903 ...	15	1	2	...	18	17	148	2	185
1904 ...	14	...	1	1	16	11	74	...	101
1905 ...	15	...	4	...	19	22	15	2	58
1906 ...	12	1	1	...	14	21	17	3	55
1907 ...	16	...	...	1	17	11	31	1	60
1908 ...	13	...	2	...	15	18	15	1	49
1909 ...	10	...	...	...	10	11	29	1	51
1910 ...	9	3	2	...	14	8	31	2	55
1911 ...	12	...	1	1	14	6	28	3	51

TONNAGE.

Year.	Steamers.		Oil Motor Vessels.		Sailing.		Pontoons, Dredges, etc.		Total.	
	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.
1901 ...	2,270	1,251	41	33	1,052	927	...	...	3,363	2,211
1902 ...	2,827	1,627	96	82	2,374	2,052	64	64	5,361	3,825
1903 ...	1,569	956	624	455	3,047	2,599	385	350	5,625	4,360
1904 ...	1,994	1,240	134	100	1,607	1,388	...	...	3,735	2,728
1905 ...	2,444	1,462	291	214	328	280	967	896	4,030	2,852
1906 ...	1,426	735	201	141	466	397	546	536	2,639	1,809
1907 ...	2,288	1,251	97	86	753	698	152	145	3,290	2,180
1908 ...	2,161	1,238	265	199	461	387	179	179	3,066	2,003
1909 ...	1,351	735	180	148	707	592	98	98	2,336	1,573
1910 ...	1,944	1,105	99	89	751	636	405	363	3,199	2,193
1911 ...	1,946	1,038	130	103	651	578	683	641	3,410	2,360

§ 5. 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 1911.—NUMBER OF VESSELS.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1911.
New South Wales ...	1,603	1,692	1,470	1,611	1,575	1,791
Victoria ...	1,433	1,525	1,280	1,502	1,561	1,648
Queensland ...	615	376	439	430	478	567
South Australia ...	550	611	823	650	752	789
Western Australia ...	187	149	520	446	335	415
Tasmania ...	576	680	567	713	840	864
Northern Territory ...	*	*	*	*	*	39
Total ...	4,964	5,033	5,099	5,352	5,541	6,113

CLEARED.

State.	1886.	1891.	1896.	1901.	1906.	1911.
New South Wales ...	1,402	1,415	1,275	1,473	1,417	1,728
Victoria ...	1,615	1,733	1,380	1,569	1,610	1,765
Queensland ...	712	389	455	395	431	572
South Australia ...	620	716	918	756	802	900
Western Australia ...	156	158	496	456	363	394
Tasmania ...	615	679	573	694	809	836
Northern Territory ...	*	*	*	*	*	40
Total ...	5,120	5,090	5,097	5,343	5,432	6,235

TOTAL.

State.	1886.	1891.	1896.	1901.	1906.	1911.
New South Wales ...	3,005	3,107	2,745	3,084	2,992	3,519
Victoria ...	3,048	3,258	2,660	3,071	3,171	3,413
Queensland ...	1,327	765	894	825	909	1,139
South Australia ...	1,170	1,327	1,741	1,406	1,554	1,689
Western Australia ...	343	307	1,016	902	698	809
Tasmania ...	1,191	1,359	1,140	1,407	1,649	1,700
Northern Territory ...	*	*	*	*	*	79
Total ...	10,084	10,123	10,196	10,695	10,973	12,348

* Included with South Australia.

INTERSTATE SHIPPING, 1886 to 1911.—TONNAGE.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1911.
New South Wales	1,181,495	1,617,559	1,589,753	2,031,089	2,456,269	3,318,605
Victoria ...	1,072,381	1,392,818	1,486,624	1,956,900	2,473,771	2,959,551
Queensland ...	355,930	267,753	343,026	545,469	692,354	840,052
South Australia ...	437,502	658,600	1,051,893	1,124,499	1,582,802	1,970,490
Western Australia	127,098	237,708	683,918	973,474	968,664	1,378,800
Tasmania ...	221,061	371,205	281,029	485,023	721,240	895,546
North'n Territory	*	*	*	*	*	64,518
Total ...	3,395,467	4,545,643	5,436,243	7,116,454	8,895,100	11,427,562

CLEARED.

New South Wales	1,014,900	1,314,339	1,341,635	1,856,501	2,177,496	3,209,723
Victoria ...	1,257,967	1,692,189	1,599,065	2,038,424	2,617,966	3,233,531
Queensland ...	411,275	302,723	359,046	440,659	578,561	855,776
South Australia ...	485,368	829,616	1,203,830	1,365,668	1,772,356	2,343,269
Western Australia	116,101	269,256	687,632	977,846	1,051,629	1,303,359
Tasmania ...	251,620	352,406	250,557	433,735	636,944	728,170
North'rn Territory	*	*	*	*	*	66,357
Total ...	3,537,231	4,760,529	5,441,765	7,112,833	8,834,952	11,740,185

TOTAL.

New South Wales	2,196,395	2,931,898	2,931,388	3,887,590	4,633,765	6,528,328
Victoria ...	2,330,348	3,085,007	3,085,689	3,995,324	5,091,737	6,193,082
Queensland ...	767,205	570,476	702,072	986,128	1,270,915	1,695,828
South Australia ...	922,870	1,488,216	2,255,723	2,490,167	3,355,158	4,313,759
Western Australia	243,199	506,964	1,371,550	1,951,320	2,020,293	2,682,159
Tasmania ...	472,681	723,611	531,586	918,758	1,358,184	1,623,716
North'rn Territory	*	*	*	*	*	130,875
Total ...	6,932,698	9,306,172	10,878,008	14,229,287	17,730,052	23,167,747

* Included with South Australia.

The figures presented in the above table include overseas 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 1911, 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, 1911.**

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	523	1,866,050	486	1,717,154	1,009	3,583,204
Victoria ...	453	1,596,579	420	1,524,099	873	3,120,678
Queensland ...	208	793,196	191	763,004	399	1,556,200
South Australia ...	224	972,278	173	659,600	397	1,531,878
Western Australia ...	11	29,929	16	40,777	27	70,706
Tasmania ...	5	12,134	33	174,859	38	186,993
Total ...	1911 1,424	5,170,166	1,319	4,879,493	2,743	10,049,659
	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, 1907 to 1911.

	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Oversea vessels moving interstate ...	5,582,571	5,961,617	5,850,749	6,384,108	6,548,069
Vessels solely interstate	7,514,089	8,258,018	8,204,858	9,223,166	10,049,659
Total ...	13,096,660	14,219,635	14,055,607	15,607,274	16,597,728

The following table shews the number and tonnage of vessels which entered and cleared each State during 1911, including the coastal movements of oversea vessels :—

INTERSTATE SHIPPING OF EACH STATE, 1911.

State.		Entered.		Cleared.		Total.	
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales	...	2,314	5,184,655	2,214	4,926,877	4,528	10,111,532
Victoria	...	2,101	4,556,130	2,185	4,757,630	4,286	9,313,760
Queensland	...	775	1,633,248	763	1,618,780	1,538	3,252,028
South Australia	...	1,013	2,842,768	1,073	3,002,869	2,086	5,845,637
Western Australia	...	426	1,403,729	410	1,344,136	836	2,752,865
Tasmania	...	869	907,680	869	903,029	1,738	1,810,709
Northern Territory	...	39	64,518	40	66,357	79	130,875
Total...	1911	7,537	16,597,728	7,554	16,619,678	...	...
	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 1907 to 1911 will be found to be as follows :—

NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE,
1907 to 1911:

Year.	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
1907	4,614	5,582,571	4,566	5,580,963
1908	4,706	5,961,617	4,654	5,916,339
1909	4,375	5,850,749	4,353	5,854,313
1910	4,645	6,384,108	4,674	6,471,566
1911	4,794	6,548,069	4,811	6,570,019

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

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

and Melbourne. This service was commenced in 1852, and was thus the first regular interstate service in Australia. About this time the great influx of population and the increase in commerce, caused chiefly by the gold discoveries, emphasised the desirability of establishing more regular and quicker means of communication between the principal ports of Australia, and in 1862 the regular interstate service between New South Wales and Victoria was inaugurated by the s.s. *You Yangs*, which was put into commission in regular service between Melbourne, Sydney, and Newcastle. In 1875 a company was formed in Adelaide for the purpose of supplying suitable steamers for the requirements of the trade between Adelaide and Melbourne. The first two steamers of the company were named the *South Australian* and the *Victorian*, and were small vessels of only 400 tons burthen. From the start success attended these enterprises, and the services thus initiated were rapidly extended and their operations broadened. Numerous other companies were formed to cope with the increasing trade between ports in the Commonwealth, and the companies engaged from time to time added to their fleets of steamers by the acquisition of more modern and rapid vessels, until at the end of the year 1910 the total net tonnage owned by the twenty-four companies from whom returns have been received amounted to 172,410 tons. A summary of the various mail services carried on during the year 1911 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 1907 to 1911. The figures for 1907 and subsequent years include particulars relating to a number of smaller companies which did not supply returns for 1901, though they were, for the most part, carrying on business in that year.

**PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND
COASTAL SERVICES IN THE COMMONWEALTH, 1901 to 1911.**

Particulars.	1901.	1907.	1908.	1909.	1910.	1911.
Number of companies making returns ...	11	*22	23	23	24	24
Number of steamships ...	113	163	175	181	180	178
Tonnage { Gross ...	184,574	239,548	261,862	283,276	291,470	288,181
Net ...	114,080	146,143	156,502	168,206	172,410	170,062
Horse-power { Nominal ...	18,237	24,151	25,582	28,477	29,128	29,456
Indicated ...	122,519	176,485	192,140	238,610	245,698	249,388
Number of passengers { 1st class ...	4,617	6,558	7,100	7,087	7,041	8,616
for which licensed to { 2nd class and carry ...	4,490	6,041	6,156	6,460	6,395	6,256
Complement { Masters and officers ...	408	535	575	598	600	590
of Crew { Engineers ...	332	437	471	495	499	491
Crew ...	2,875	3,949	4,121	4,347	4,440	4,369

* See letterpress above.

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

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

§ 6. Shipwrecks.

The following statement shews the number and tonnage of vessels wrecked, or otherwise lost, on the coast of the Commonwealth, or under the jurisdiction of the several States, during the years 1901 to 1911 :—

NUMBER AND TONNAGE OF VESSELS WRECKED,* 1901 and 1903 to 1911.

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	785	5	5,800	...	...	22	6,802	172	10
	Total ...	18	406	11	1,734	7	8,611	...	...	36	10,751	422	50
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	3,206	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

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

§ 7. Wages of Employees on Coastal Vessels.

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

MONTHLY WAGES.—MASTERS AND NAVIGATING OFFICERS.

(By Judgment delivered 25th April, 1912.)

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

MONTHLY WAGES.—ENGINEERS.

(By Judgment delivered 5th May, 1909.)

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

MONTHLY WAGES.—SEAMEN, Etc.

(By Judgment delivered 30th November, 1911.)

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

MONTHLY WAGES.—MARINE COOKS, Etc.

(By Judgment delivered 27th October, 1908.)

PASSENGER VESSELS—INTERSTATE.

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

PASSENGER VESSELS TRADING WITHIN THE LIMITS OF SOME ONE STATE.

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

CARGO AND COLLIER VESSELS.

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

(By Judgment delivered 10th May, 1910.)

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