

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 had not been passed into law when the session of Parliament was closed. 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 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 and crew, and also the port of embarkation and nationality of any passengers carried. 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 1907. (MULTIPLE RECORD EXCLUDED BY ESTIMATION PRIOR TO 1904.)**

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1822	73	30,683	1851	1,576	515,061	1880	3,078	2,177,877
1823	76	30,543	1852	1,896	844,243	1881	3,284	2,549,364
1824	71	29,029	1853	3,364	1,490,422	1882	3,652	3,010,944
1825	80	30,786	1854	3,781	1,744,251	1883	3,857	3,433,102
1826	65	23,587	1855	3,239	1,449,657	1884	4,315	4,064,947
1827	95	29,301	1856	2,669	1,195,794	1885	4,052	3,999,917
1828	124	38,367	1857	2,842	1,530,202	1886	3,793	3,853,246
1829	185	56,735	1858	2,607	1,378,050	1887	3,454	3,764,430
1830	195	56,185	1859	2,759	1,403,210	1888	3,933	4,464,895
1831	185	52,414	1860	2,464	1,288,518	1889	3,897	4,460,426
1832	206	59,628	1861	2,466	1,149,476	1890	3,363	4,150,027
1833	241	72,647	1862	2,917	1,389,231	1891	3,778	4,726,307
1834	249	77,066	1863	3,378	1,564,369	1892	3,432	4,239,500
1835	310	96,928	1864	3,344	1,537,433	1893	3,046	4,150,433
1836	310	93,974	1865	3,005	1,317,934	1894	3,397	4,487,546
1837	442	113,432	1866	3,378	1,470,728	1895	3,331	4,567,883
1838	471	132,038	1867	2,927	1,277,679	1896	3,309	4,631,266
1839	652	191,507	1868	3,080	1,350,573	1897	3,279	4,709,697
1840	915	277,335	1869	3,107	1,472,837	1898	3,222	4,681,398
1841	900	278,738	1870	2,877	1,381,878	1899	3,356	5,244,197
1842	862	232,827	1871	2,748	1,312,642	1900	3,719	5,894,173
1843	736	183,427	1872	2,788	1,380,466	1901	4,028	6,541,991
1844	629	155,654	1873	3,159	1,609,067	1902	3,608	6,234,460
1845	735	164,221	1874	3,153	1,728,269	1903	3,441	6,027,843
1846	888	211,193	1875	3,437	1,914,462	1904	3,700	6,683,011
1847	1,033	245,358	1876	3,295	1,863,343	1905	4,088	7,444,417
1848	1,132	305,840	1877	3,157	1,930,434	1906	4,155	7,966,657
1849	1,137	355,886	1878	3,372	2,127,518	1907	4,394	8,822,866
1850	1,300	425,206	1879	3,344	2,151,338			

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.	1904	19,648,389	4.0	Japan	1905	28,568,908	0.6
Belgium	1905	23,170,224	3.3	Natal	1906	4,405,379	3.8
Canada	1906	16,843,429	2.8	New Zealand	1906	2,481,866	2.8
Cape Colony	1906	8,504,590*	3.4	Norway	1905	8,165,688	3.5
Commonwealth	1907	8,822,866	2.1	Spain	1905	33,037,622	1.7
Denmark	1905	13,839,942	5.4	Sweden	1905	18,183,459	3.4
France	1905	44,116,004	1.1	United K'dom	1906	120,790,310	2.8
Germany	1905	38,325,260	0.6	United States	1906	54,371,320	0.7
Italy	1905	39,849,276	1.1				

* These figures, as far as they relate to steam vessels, represent gross tonnage.

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 FROM AND TO VARIOUS COUNTRIES.

ENTERED.

Country.	1904.	1905.	1906.	1907.
United Kingdom ...	965,420	1,003,226	997,344	1,093,866
Canada ...	48,128	57,499	64,506	87,686
Cape Colony ...	215,647	218,257	165,691	128,498
Fiji ...	34,146	43,625	48,760	56,861
Hong Kong ...	45,329	94,268	128,480	104,959
India and Ceylon ...	67,193	75,973	89,199	69,705
Mauritius ...	13,027	24,889	23,461	8,005
Natal ...	70,552	111,971	89,360	68,541
New Guinea ...	26,629	7,220	12,046	16,438
New Zealand ...	584,204	637,094	647,862	702,373
South Sea Islands ...	15,285	25,305	48,765	34,049
Straits Settlements ...	99,036	81,791	118,049	72,407
Other British Countries ...	699	6,894	9,801	18,909
Total British Countries ...	2,185,295	2,388,012	2,443,324	2,462,297
Africa, Portuguese East ...	68,865	58,774	81,389	29,350
Belgium... ..	5,334	3,327	11,062	...
Chile ...	54,268	45,196	147,761	414,804
Dutch East Indies ...	21,207	31,420	63,258	20,364
France ...	45,354	82,054	76,217	101,439
Germany ...	200,911	198,363	275,676	287,850
Hawaiian Islands ...	8,966	18,569	20,787	53,584
Japan ...	86,416	156,697	180,314	189,747
Mexico ...	27,077	17,026	18,201	50,208
New Caledonia ...	55,309	73,359	64,296	64,401
Norway ...	43,912	37,322	44,894	29,000
Peru ...	9,965	19,123	25,573	75,850
Philippine Islands ...	41,272	91,699	114,897	113,904
South Sea Islands (foreign)...	32,156	19,427	15,656	19,661
Sweden ...	9,983	4,004	16,108	25,193
United States ...	399,416	391,731	332,516	411,636
Other Foreign Countries ...	33,993	88,983	74,216	122,778
Total Foreign Countries...	1,144,404	1,337,074	1,562,821	2,009,769
Total all Countries ...	3,329,699	3,725,086	4,006,145	4,472,066

SHIPPING TONNAGE ENTERED AND CLEARED, ETC.—Continued.

CLEARED.

Country.	1904.	1905.	1906.	1907.
United Kingdom ...	1,155,731	967,499	1,024,906	1,077,830
Canada ...	30,961	31,490	36,483	43,423
Cape Colony ...	104,253	120,341	68,714	53,073
Fiji ...	52,108	53,613	54,167	67,750
Hong Kong ...	46,096	117,561	113,787	100,056
India and Ceylon ...	113,503	145,479	143,451	129,064
Mauritius ...	21,973	13,469	23,483	1,992
Natal ...	36,579	50,984	35,048	18,384
New Guinea ...	21,056	7,269	14,400	18,313
New Zealand ...	595,203	751,280	757,414	821,719
South Sea Islands ...	18,054	29,404	38,425	22,886
Straits Settlements ...	80,320	79,065	155,004	101,750
Other British Countries ...	4,390	2,167	...	4,452
Total British Countries ...	2,280,227	2,369,621	2,465,282	2,460,692
Africa, Portuguese East ...	22,869	24,935	14,511	25,103
Belgium... ..	25,838	37,264	33,500	65,890
Chile ...	291,240	290,491	403,900	556,005
Dutch East Indies ...	19,658	23,177	34,608	24,099
France ...	44,954	113,034	66,756	85,710
Germany ...	170,860	186,537	234,325	236,617
Hawaiian Islands... ..	42,706	79,499	48,097	42,245
Japan ...	46,265	40,004	54,822	56,243
Mexico ...	16,191	28,993	46,650	21,166
New Caledonia ...	57,737	76,191	80,606	59,805
Peru ...	37,480	81,270	87,641	78,664
Philippine Islands ...	76,583	116,274	155,214	151,202
South Sea Islands (foreign)... ..	18,162	16,846	13,698	32,769
Sweden ...	...	...	1,411	...
United States ...	166,375	160,733	120,454	395,192
Other Foreign Countries ...	35,367	74,462	99,038	59,398
Total Foreign Countries...	1,072,085	1,349,710	1,495,231	1,890,108
Total all Countries ...	3,352,312	3,719,331	3,960,513	4,350,800

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 the following section.

SHIPPING ENTERED AND CLEARED FROM AND TO VARIOUS COUNTRIES.

1904 TO 1907.

Country.	1904.		1905.		1906.		1907.	
	Vessels.		Vessels.		Vessels.		Vessels.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
United Kingdom ...	786	2,121,151	690	1,970,725	673	2,022,250	708	2,171,696
Canada ...	36	79,089	42	88,989	47	100,989	59	131,109
Cape Colony ...	224	319,900	225	338,598	167	234,403	115	181,571
Fiji ...	50	56,254	83	97,238	58	102,027	100	124,611
Hong Kong ...	48	91,425	101	211,829	114	242,297	98	205,015
India and Ceylon ...	71	180,696	85	221,452	86	232,650	72	198,769
Mauritius ...	26	35,000	31	38,358	40	46,944	10	9,997
Natal ...	69	107,131	84	162,955	66	124,408	47	86,925
New Guinea ...	201	47,685	178	14,489	157	26,448	166	34,751
New Zealand ...	806	1,179,407	922	1,368,374	885	1,405,276	896	1,524,092
South Sea Islands ...	31	38,339	60	54,709	111	87,190	56	56,935
Straits Settlements	105	179,356	93	160,856	141	273,053	99	174,157
Other British Countries	3	5,089	5	9,061	7	9,801	10	23,361
Total British Countries...	2,486	4,465,522	2,599	4,757,633	2,582	4,908,606	2,439	4,922,989
Africa, Portuguese East ...	60	91,734	50	83,709	64	95,900	31	54,453
Belgium ...	15	30,972	16	40,591	17	44,562	24	65,890
Chile ...	196	345,508	191	335,687	305	551,661	530	970,809
Dutch East Indies ...	28	40,865	163	54,597	86	97,866	54	44,463
France ...	40	90,308	80	195,088	56	142,973	74	187,149
Germany ...	115	371,771	118	384,900	165	510,001	172	524,467
Hawaiian Islands ...	45	51,672	62	98,068	38	68,884	44	95,829
Japan ...	63	132,681	82	196,701	90	235,136	93	245,990
Mexico ...	23	43,268	26	46,019	32	64,851	31	71,374
New Caledonia ...	84	113,046	95	149,550	93	144,902	75	124,206
Norway ...	29	43,912	26	37,322	27	44,894	21	29,000
Peru ...	35	47,445	65	100,393	74	113,214	102	154,514
Philippine Islands	55	117,855	87	207,973	113	270,111	107	265,106
South Sea Islands (foreign)	81	50,318	76	36,273	60	29,354	105	52,430
Sweden ...	10	9,983	4	4,004	10	17,519	13	25,193
United States ...	280	565,791	249	552,464	195	452,970	358	806,828
Other Foreign Countries	55	69,360	99	163,445	105	173,254	121	182,176
Total Foreign Countries	1,214	2,216,489	1,489	2,686,784	1,533	3,058,052	1,955	3,899,877
Total all Countries	3,700	6,682,011	4,088	7,444,417	4,115	7,966,658	4,394	8,822,866

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 1907 with similar records for 1904 shews an increase of 2,140,855, or 32.04 per cent., vessels with cargo having increased by 1,155,059 tons, or 19.82 per cent., and vessels in ballast by 985,796, or 115.5 per cent. This increase has been general in all directions except that of Africa, the largest increase during the period being with South America.

(ii.) *Shipping with the United Kingdom and European Countries.* The shipping between the Commonwealth and the United Kingdom and European countries during the past four years shews that steady increase which indicates the consistent development of a well established trade. The shipping in this direction during 1907 amounted to 3,029,032 tons, or 34.3 per cent. of the total oversea shipping of the Commonwealth, and was recorded against the several countries as follows:—United Kingdom, 2,171,696 tons (71.7 per cent.); Germany, 524,467 tons (17.3 per cent.); France, 187,149 tons (6.2 per cent.); Belgium, 65,890 tons (2.2 per cent.); other European countries, 79,830 tons (2.6 per cent.)

The increases of tonnage during 1907 and the relative increases per cent., compared with 1904, for the same countries were respectively:—United Kingdom, 50,545 tons, or 2.4 per cent.; Germany, 152,696, or 41.1 per cent.; France, 96,841, or 107.2 per cent.; Belgium, 34,918, or 112.7 per cent.

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 1907 embarked or landed at those ports 3503 passengers for or from Australia, and also carried a direct trade valued at £432,961 between Italy and the Commonwealth, the records for the year shew only one vessel of 1095 tons (a sailing vessel in ballast) as passing between the two countries. Italian merchants complain that the space at their disposal in the mail boats is frequently insufficient, and a direct line of subsidised steamers was recently spoken of.

(iii.) *Shipping with New Zealand.* The tonnage of shipping between the Commonwealth and New Zealand shews a very satisfactory expansion from 1,179,407 tons in 1904 to 1,524,092 tons in 1907, an increase of 344,685 tons, or 29.2 per cent., during the three years, while the figures for the later year are 118,816 tons, or 8.5 per cent., greater than in 1906. The shipping with New Zealand represented 17.3 per cent. of the total shipping of the Commonwealth during 1907.

(iv.) *Shipping with Asiatic Countries and Islands in the Pacific.* The total tonnage between the Commonwealth and Eastern countries during 1907 amounted to 1,685,227 tons, or 19.1 per cent. of the whole, which, although nearly 200,000 tons less than in 1906, represents an increase of 543,189 tons, or 47.6 per cent., as compared with 1904. The principal countries responsible for this increase and the amount of the same due to each, were:—Philippine Islands, 147,251 tons; Hong Kong, 113,590 tons; Japan, 113,309 tons; Hawaiian Islands, 44,157 tons; and Fiji, 38,357 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. The whole of the shipping which was recorded as entered the Commonwealth during 1907 from the Philippines (113,904 tons) was in ballast, and of the 151,202 tons which was recorded as cleared for that country, 120,124 tons cleared from Newcastle with coal.

(v.) *Shipping with Africa.* The shipping tonnage recorded between the Commonwealth and African countries during 1907 amounted to only 350,581 tons, a decrease as compared with 1904 of 215,178 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, and to 350,581 tons in 1907.

Of the 243,738 tons of shipping which entered the Commonwealth from Africa during 1907, 220,908 tons, or 90.6 per cent.—equal to 63.0 per cent. of the total tonnage recorded between the two countries—was in ballast.

(vi.) *Shipping with North and Central America.* The shipping of the Commonwealth with these countries during 1907 amounted to 1,019,348 tons (11.55 per cent. of the whole) representing an increase of 323,187 tons, or 46.4 per cent., as compared with 1904. Compared with 1906 the increase is even greater, amounting to 391,728 tons, or 62.4 per cent. The shipping between the Commonwealth and the United States during 1906, however, was unusually small, mainly in consequence of the smaller number of vessels arriving in Australia from the latter country in ballast during that year. The 1,019,348 tons of shipping with North and Central America during 1907 were recorded against the several countries as follows:—United States, 806,828 tons (79.2 per cent.); Canada, 131,109 tons (12.9 per cent.); Mexico, 71,374 tons (7.0 per cent.), the balance of 10,037 tons being distributed against the Central American States and the Island of St. Vincent.

(vii.) *Shipping with South America.*—The greatest increase in the shipping of the Commonwealth during the past three years has been in the direction of South America. The shipping in this direction, which during 1907 was engaged almost exclusively in the carriage of coal from the State of New South Wales to Chile and Peru, has been nearly trebled within the past three years, having increased from 420,346 tons in 1904 to 1,214,586 tons in 1907, an increase of 189 per cent. Of the total shipping tonnage between the Commonwealth and South America during 1907, 825,409 tons, or 68.0 per cent., is credited to the coal port of Newcastle, 334,381 tons having entered and 491,028 tons having cleared at that port, while of the same total 186,380 tons entered and 103,541 tons cleared at the port of Sydney. Of the South American countries, Chile is responsible for 970,809 tons (79.9 per cent.); Peru, 154,514 tons (12.7 per cent.); Argentine Republic, 38,445 tons (3.2 per cent.); Uruguay, 30,822 tons (2.5 per cent.); Ecuador, 11,231 tons; and Brazil, 8765 tons.

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 564,221 tons of shipping which entered the Commonwealth from South America during 1907, only two vessels, totalling 3754 tons, carried cargo.

GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH.

TONNAGE ENTERED.

Countries.	—	1904.	1905.	1906.	1907.
United Kingdom and European Countries	Cargo...	1,243,845	1,263,010	1,350,946	1,418,211
	Ballast	33,415	84,364	76,946	124,681
New Zealand	Cargo...	464,404	505,898	529,494	547,065
	Ballast	119,800	131,196	118,366	155,308
Asiatic Countries and Islands in the Pacific	Cargo...	388,850	390,154	479,032	485,703
	Ballast	158,493	355,994	466,893	381,509
Africa	Cargo...	44,241	45,335	33,348	22,830
	Ballast	323,850	380,424	341,761	229,908
North and Central America	Cargo...	392,612	355,821	372,306	351,223
	Ballast	83,319	121,402	42,917	200,407
South America	Cargo...	2,118	1,714	2,154	3,754
	Ballast	74,752	89,774	191,980	560,467
	Cargo...	2,536,070	2,561,032	2,767,280	2,828,786
	Ballast	793,629	1,163,154	1,238,865	1,643,280
Total		3,329,699	3,725,086	4,006,145	4,472,066

TONNAGE CLEARED.

United Kingdom and European Countries	Cargo...	1,396,385	1,315,543	1,382,948	1,479,952
	Ballast	4,655	—	74	6,188
New Zealand	Cargo...	576,448	664,411	712,153	742,257
	Ballast	18,755	86,869	45,261	79,482
Asiatic Countries and Islands in the Pacific	Cargo...	565,748	777,016	906,065	794,069
	Ballast	28,947	33,721	32,998	23,946
Africa	Cargo...	191,881	220,560	152,465	106,848
	Ballast	5,787	3,483	—	—
North and Central America	Cargo...	218,502	202,523	192,590	392,118
	Ballast	1,728	29,425	19,807	75,600
South America	Cargo...	343,476	376,654	508,972	639,544
	Ballast	—	9,126	7,180	10,821
	Cargo...	3,292,440	3,556,707	3,855,193	4,154,783
	Ballast	59,872	162,624	105,320	196,017
Total		3,352,312	3,719,331	3,960,513	4,350,800

TONNAGE ENTERED AND CLEARED.

Countries.	1904.	1905.	1906.	1907.	1907 Compared with—	
					1904.	1906.
United Kingdom & European Countries	2,678,300	2,662,017	2,810,914	3,029,032	+ 350,732	+ 218,118
New Zealand	1,179,407	1,368,374	1,405,276	1,524,092	+ 344,656	+ 118,816
Asiatic Countries and Islands in the Pacific	1,142,038	1,556,885	1,884,988	1,685,227	+ 543,189	— 199,761
Africa	565,759	649,802	527,574	350,581	— 215,178	— 176,983
North and Central America	696,161	709,171	627,620	1,019,348	+ 323,187	+ 391,728
South America	420,346	477,268	710,286	1,214,586	+ 794,240	+ 504,300
Cargo	5,828,510	6,118,639	6,622,478	6,983,569	+ 1,155,059	+ 361,096
Ballast	853,501	1,325,778	1,344,185	1,839,297	+ 985,796	+ 495,112
Total	6,682,011	7,444,417	7,966,668	8,822,866	+ 2,140,855	+ 856,208

5. **Nationality of Oversea Shipping.**—The greater part of the shipping visiting the Commonwealth is of British nationality, though, as will be seen from the following table, the proportion has gradually diminished during the period under review from 75.35 per cent. in 1904 to 72.54 per cent. in 1907. Of the increase in tonnage in 1907 as compared with 1904, viz., 2,140,855 tons, 1,365,362 tons (63.77 per cent.) was British and 775,493 tons (36.23 per cent.) was foreign. Compared with 1906 British vessels accounted for 69.78 per cent. of the increase.

NATIONALITY OF ALL VESSELS WHICH ENTERED AND CLEARED THE COMMONWEALTH FROM AND TO OVERSEA COUNTRIES, 1904 to 1907.

Nationality.	Tonnage.				Percentage.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
BRITISH—								
Australian ...	548,039	569,210	642,422	624,658	8.20	7.65	8.06	7.08
United Kingdom ...	3,827,883	4,201,185	4,341,502	4,944,495	57.28	56.43	54.50	56.04
New Zealand ...	646,287	752,325	800,402	817,389	9.67	10.11	10.05	9.26
Other British ...	12,813	22,642	18,626	13,842	0.20	0.30	0.23	0.16
Cargo	4,472,216	4,670,049	4,929,499	5,250,818	66.93	62.73	61.87	59.51
Ballast	562,806	875,313	873,453	1,149,566	8.42	11.76	10.97	13.03
Total British	5,035,022	5,545,362	5,802,952	6,400,384	75.35	74.49	72.84	72.54
FOREIGN—								
Austrian ...	9,103	—	9,982	6,121	0.14	—	0.12	0.07
Danish ...	11,052	20,310	11,758	15,656	0.17	0.27	0.15	0.18
Dutch ...	15,085	19,989	20,392	29,118	0.23	0.27	0.26	0.33
French ...	296,179	517,154	475,839	561,151	4.43	6.95	5.97	6.36
German ...	597,795	633,197	836,793	851,237	8.95	8.51	10.50	9.65
Italian ...	128,575	106,017	81,195	130,569	1.92	1.42	1.02	1.48
Japanese ...	14,981	—	61,054	78,157	0.22	—	0.77	0.88
Norwegian ...	224,391	263,103	366,978	479,932	3.36	3.54	4.61	5.44
Russian ...	44,581	41,033	55,138	50,721	0.67	0.55	0.69	0.57
Swedish ...	17,351	29,963	31,085	35,141	0.26	0.40	0.39	0.40
United States ...	280,198	268,289	208,228	173,588	4.19	3.60	2.61	1.97
Other Foreign ...	7,668	—	5,264	11,091	0.11	—	0.07	0.13
Cargo	1,356,294	1,448,590	1,692,974	1,732,751	20.30	19.46	21.25	19.64
Ballast	290,695	450,465	470,732	689,731	4.35	6.05	5.91	7.82
Total Foreign	1,646,989	1,899,055	2,163,706	2,422,482	24.65	25.51	27.16	27.46
Cargo	5,828,510	6,118,639	6,622,473	6,983,569	87.23	82.19	83.12	79.15
Ballast	853,501	1,325,778	1,344,185	1,839,297	12.77	17.81	16.88	20.85
Grand Total	6,682,011	7,444,417	7,966,658	8,822,866	100	100	100	100

The tonnage of Australian-owned vessels engaged in the overseas trade represents about 7 per cent. of the total, and the tonnage of New Zealand vessels about 9 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 1907 as compared with 1904, viz., 2,140,855 tons, 1,365,362 tons (*i.e.*, 63.77 per cent.) was British and 775,493 tons (*i.e.*, 36.23 per cent.) was foreign, and that of the increase of 1907 over 1906 only 69.78 per cent. was for British vessels. But to sustain the proportion of British tonnage as in 1904 it was necessary that 75.35 per cent. of the increase should be British.

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 is higher and the fall between the years 1904 and 1907 is slightly less marked. The relative proportion of British and foreign tonnage which entered and cleared the Commonwealth with cargo during the past four years was as follows :—

**PROPORTION OF TONNAGE ENTERED AND CLEARED THE COMMONWEALTH WITH
CARGO OF BRITISH AND FOREIGN NATIONALITY, 1904 to 1907.**

Nationality.					1904.	1905.	1906.	1907.
British	...	...	...	...	76.73	76.30	74.42	75.19
Foreign	...	...	...	...	23.27	23.70	25.58	24.81
Total	...	...	...	...	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 the countries desire to increase their mercantile marine, and it is therefore natural that the increased direct trade between those countries and Australia should be carried by their own vessels rather than by the vessels of a third country. During the last year, 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-five years :—

SHIPPING OF PRINCIPAL FOREIGN NATIONS BETWEEN AUSTRALIA AND OTHER COUNTRIES DURING 1907.

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
EUROPEAN COUNTRIES—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	42,222	58,311	3,252	23,272	4,493	24,442
Belgium ... ..	...	3,520	...	14,768	...	...
France	92,589	43,927	...	2,704	...	...
Germany	4,285	...	263,321	235,070	...	1,547
Norway ... ..	...	...	...	...	19,130	...
Sweden ... ..	...	...	8,532	...	6,107	...
Other European Countries ...	1,972	...	...	...	1,030	1,395
NEW ZEALAND ...	3,074	3,074	5,723	711	8,027	8,724
ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—						
Japan	5,299	...	19,872	17,021	12,556	...
New Caledonia	62,678	55,434	...	...	...	2,129
Philippine Islands ... ..	...	...	...	7,348	2,191	6,739
South Sea Islands	540	12,172	1,617	1,229	12,916	10,214
Straits Settlements ... ..	...	...	...	...	...	2,276
Other Asiatic Countries ...	4,768	...	10,765	3,578	16,477	7,573
AFRICAN CUNTRIES—						
Africa, Portuguese East ...	...	...	1,428	...	4,254	...
Cape Colony ... ..	...	...	4,045	...	32,329	30,547
Natal ... ..	...	...	...	...	8,467	1,853
Other African Countries ...	1,906	...	2,733	...	...	...
NTH. AMERICAN COUNTRIES—						
United States	25,103	86,362	26,909	11,210	12,117	44,911
Other Nth. Amer. Countries...	1,858	...	23,004	7,652	14,909	4,015
STH. AMERICAN COUNTRIES—						
Chile	26,475	23,886	59,363	80,684	52,376	53,658
Peru ... ..	...	...	5,089	3,834	20,559	26,604
Other Sth. Amer. Countries ...	1,696	...	6,503	...	18,548	6,819
With Cargo ...	116,674	209,643	320,506	407,006	71,276	227,377
In Ballast ...	157,791	77,043	121,650	2,075	175,210	6,069
Total ...	274,465	286,686	442,156	409,081	246,486	233,446

A further analysis is appended, distinguishing between steam and sailing vessels of British and foreign nationality, which entered and cleared the Commonwealth during the years 1904-7. Steam tonnage during 1907 was 1,945,923 greater than in 1904, 1,548,488 tons (i.e., 90.9 per cent.) of the increase being British, and 397,435 tons (i.e., 9.1 per cent.) being foreign. The tonnage of sailing vessels shews an increase during the same period of 194,932 tons, for while British tonnage fell by 183,126 tons, that of foreign nations increased by 378,058 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 33 per cent. to 27 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, 1904 to 1907.

Description and Nationality of Vessels.	1904.		1905.		1906.		1907.	
	Tonnage.	Per- centages.	Tonnage.	Per- centages.	Tonnage.	Per- centages.	Tonnage.	Per- centages.
Steam—								
British	3,742,498	83	4,368,183	83	4,743,416	80	5,290,986	82
Foreign	764,978	17	901,202	17	1,186,767	20	1,162,413	18
Total steam	4,507,476	100 (87)	5,269,385	100 (71)	5,930,183	100 (74)	6,453,399	100 (79)
Sailing—								
British	1,292,524	59	1,177,179	54	1,059,536	52	1,109,398	47
Foreign	882,011	41	997,853	46	976,939	48	1,260,069	53
Total sailing	2,174,535	100 (83)	2,175,032	100 (29)	2,036,475	100 (26)	2,369,467	100 (27)
Steam and Sailing—								
British	5,035,022	75	5,545,362	74	5,802,952	78	6,400,384	73
Foreign	1,646,989	25	1,899,055	26	2,163,706	27	2,422,492	27
Total	6,682,011	100	7,444,417	100	7,966,658	100	8,822,866	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 1904-7. Of the total British tonnage which entered during 1907, 32.23 per cent. was in ballast, and of foreign tonnage 48.60 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1907, 36.75 per cent. was in ballast, while of the tonnage cleared 4.51 per cent. only was without cargo :—

TONNAGE ENTERED AND CLEARED IN BALLAST, 1904 to 1907.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1904	508,237	285,392	793,629	54,569	5,303	59,872
1905	772,423	390,731	1,163,154	102,890	59,734	162,624
1906	808,190	430,675	1,238,865	65,263	40,057	105,320
1907	1,043,383	599,897	1,643,280	106,183	89,834	196,017

PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1904 to 1907.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
1904	20.15	35.35	23.84	2.17	0.63	1.79
1905	27.84	41.08	31.22	3.71	6.30	4.37
1906	27.28	39.88	30.92	2.30	3.70	2.66
1907	32.23	48.60	36.75	3.36	7.56	4.51

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 1907 was as follows :—

TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE OF THE COMMONWEALTH DURING THE YEAR 1907.

State	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Tonnage	1,258,900	36,342	37,942	135,287	75,436	99,373	1,643,280
Percentage of total ...	76.61	2.21	2.31	8.23	4.59	6.05	100

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1907, 1,258,900 tons, or 76.61 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 935,886 tons having entered at the coal port of Newcastle. The heavy exports during 1907 of wheat and wool have also furnished freights for vessels arriving in ballast in various parts of 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 at Ports.**—Appended is an abstract of the total shipping tonnage—over-sea and coastwise—which entered the more important ports of Australia during the year 1907, together with similar information in regard to some of the ports of New Zealand and of the United Kingdom. The figures for the United Kingdom ports are for the year 1906, the latest available:—

SHIPPING OF PORTS, AUSTRALIA AND VARIOUS COUNTRIES.

Port.	Tonnage Entered.	Port.	Tonnage Entered.
AUSTRALIA—		ENGLAND AND WALES—	
Sydney	5,963,016	London	17,596,315
Melbourne	4,654,356	Liverpool (inc. Birkenhead)	11,395,620
Port Adelaide	2,320,871*	Cardiff	9,952,109
Newcastle	2,046,253	Newcastle and N. & S. Shields	8,732,342
Brisbane	1,837,099	Southampton	3,631,513
Fremantle	1,591,675	Hull	3,924,294
Townsville	941,958	Dover	2,752,387
Albany	858,072	Newport	2,857,864
Hobart	766,583	Sunderland	2,700,185
Mackay	631,491	Middlesbrough	2,353,537
Rockhampton	581,620	Blyth	2,080,938
Cairns	522,197	Bristol	1,939,963
Port Pirie	440,222	Swansea	1,978,805
Geelong	429,021	Manchester	1,767,017
Bowen	347,981	SCOTLAND—	
Bunbury	206,621	Glasgow	4,266,925
Launceston	245,789	Leith	1,994,573
NEW ZEALAND—		IRELAND—	
Wellington	2,687,741	Belfast	2,846,212
Lyttelton	1,913,488	Dublin	2,525,867
Auckland	1,469,203		
Dunedin	939,027		

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

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

§ 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 1907 are as follows:—

VESSELS ON THE REGISTER, 1901 to 1907.*

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

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

2. **Vessels Built.**—The following table shews the number and net tonnage of steam and sailing vessels built and registered in Australia during the years 1901 to 1907:—

VESSELS BUILT AND REGISTERED, 1901 to 1907.

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

§ 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 1907.—NUMBER OF VESSELS.

ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1907.
New South Wales	1,603	1,692	1,470	1,611	1,575	1,698
Victoria	1,433	1,525	1,280	1,502	1,561	1,634
Queensland	615	376	439	430	478	517
South Australia and Northern Territory	671	761	1,000	719	838	810
Western Australia	187.	149	520	446	335	343
Tasmania	576	680	567	713	840	871
Commonwealth	5,085	5,183	5,276	5,421	5,627	5,873

CLEARED.

New South Wales	1,402	1,415	1,275	1,473	1,417	1,550
Victoria	1,615	1,733	1,380	1,569	1,610	1,691
Queensland	712	389	455	395	431	481
South Australia and N. Territory	743	865	1,083	826	890	883
Western Australia	156	158	496	456	363	361
Tasmania	615	679	573	694	809	834
Commonwealth	5,243	5,239	5,262	5,413	5,520	5,800

TOTAL.

New South Wales	3,005	3,107	2,745	3,084	2,992	3,248
Victoria	3,048	3,258	2,660	3,071	3,171	3,325
Queensland	1,327	765	894	825	909	998
South Australia and N. Territory	1,414	1,626	2,083	1,545	1,728	1,693
Western Australia	343	307	1,016	902	698	704
Tasmania	1,191	1,359	1,140	1,407	1,649	1,705
Commonwealth	10,328	10,422	10,538	10,834	11,147	11,673

TONNAGE.—ENTERED.

State.	1886.	1891.	1896.	1901.	1906.	1907.
New South Wales	1,181,495	1,617,559	1,589,753	2,031,089	2,456,269	2,758,367
Victoria	1,072,381	1,392,818	1,486,624	1,956,900	2,473,771	2,592,742
Queensland	355,930	267,753	343,026	545,469	692,354	715,454
S. Aust. and N. Ter.	455,596	683,095	1,083,632	1,135,714	1,596,957	1,611,416
Western Australia	127,098	237,708	683,918	973,474	968,664	990,664
Tasmania	221,061	371,205	281,029	485,023	721,240	760,192
Commonwealth	3,413,561	4,570,138	5,467,982	7,127,669	8,909,255	9,428,835

INTERSTATE SHIPPING, 1886 TO 1907.—TONNAGE.—Continued.

State.	1886.	1891.	1896.	1901.	1906.	1907.
CLEARED.						
New South Wales	1,014,900	1,314,339	1,341,635	1,856,501	2,177,496	2,419,481
Victoria ...	1,257,967	1,692,189	1,599,065	2,038,424	2,617,966	2,726,400
Queensland ...	411,275	302,723	359,046	440,659	578,561	660,830
S. Aust. and N. Ter.	503,393	854,236	1,231,927	1,377,399	1,787,009	1,809,521
Western Australia	116,101	269,256	687,632	977,846	1,051,629	1,008,024
Tasmania ...	251,620	352,406	250,557	433,735	636,944	652,237
Commonwealth ...	3,555,256	4,785,149	5,469,862	7,124,564	8,649,605	9,276,493

TOTAL.

New South Wales	2,196,395	2,931,898	2,931,388	3,887,590	4,633,765	5,177,848
Victoria ...	2,330,348	3,085,007	3,085,689	3,995,324	5,091,737	5,319,142
Queensland ...	767,205	570,476	702,072	986,128	1,270,915	1,376,284
S. Aust. and N. Ter.	958,989	1,537,331	2,315,559	2,513,113	3,383,966	3,420,937
Western Australia	243,199	506,964	1,371,550	1,951,320	2,020,293	1,998,688
Tasmania ...	472,681	723,611	531,586	918,758	1,358,184	1,412,429
Commonwealth ...	6,968,817	9,355,287	10,937,844	14,252,233	17,758,860	18,705,328

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

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

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

To ascertain the aggregate movement of shipping between the States during the year 1907, 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, 1907.**

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	431	1,367,490	469	1,502,675	900	2,870,165
Victoria ...	341	1,092,124	369	1,177,430	710	2,269,554
Queensland ...	152	452,264	156	490,991	308	943,255
South Australia ...	223	767,502	156	550,486	379	1,317,988
Western Australia ...	...	...	...	...	...	...
Tasmania ...	1	2,304	26	110,823	27	113,127
Commonwealth { 1907	1,148	3,681,684	1,176	3,832,405	2,324	7,514,089
{ 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 shews the total interstate shipping, including all interstate movements of vessels from and to oversea countries, via other Commonwealth States, for the year 1907:—

TOTAL INTERSTATE MOVEMENT OF SHIPPING, 1907.

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	2,129	4,125,857	2,019	3,922,156	4,148	8,048,013
Victoria ...	1,975	3,684,866	2,060	3,903,830	4,035	7,588,696
Queensland ...	669	1,167,718	637	1,151,821	1,306	2,319,539
South Australia ...	1,033	2,378,918	1,039	2,360,007	2,072	4,738,925
Western Australia ...	343	990,664	361	1,008,024	704	1,998,688
Tasmania ...	872	762,496	860	763,060	1,732	1,525,556
Commonwealth { 1907	7,021	13,110,519	6,976	13,108,898	13,997	26,219,417
{ 1906	6,672	12,258,291	6,627	12,292,352	13,299	24,550,643

The necessary data are not available to enable a similar adjustment to be made for 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 and 1907 will be found to be:—

**NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE.
1906 and 1907.**

Year.	Entered.		Cleared.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1906	4,520	5,466,508	4,475	5,500,569	8,995	10,967,077
1907	4,697	5,596,430	4,652	5,594,809	9,349	11,191,239

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 1907 the total net tonnage owned by the eleven companies from whom returns have been received amounted to 125,560 tons. A summary of the various mail services carried on during the year 1908 is given in Section XVIII. of this work.

The subjoined table gives particulars, so far as they are available, of all steamships engaged in regular interstate or coastal services at the end of each year from 1901 to 1907, inclusive:—

**PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND
COASTAL SERVICES IN THE COMMONWEALTH, 1901 to 1907.**

Particulars.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Number of companies making returns	11	11	11	11	11	11	11
Number of steamships	113	113	114	113	117	122	131
Tonnage { Gross	184,574	184,858	193,262	195,057	198,338	207,320	227,605
Net	114,080	113,726	118,514	118,612	120,470	125,560	137,573
Horse-power { Nominal	18,237	18,377	18,828	19,031	19,180	20,258	21,735
Indicated	122,519	126,012	133,125	138,422	141,054	149,345	163,166
Number of passengers { 1st class	4,617	4,953	5,314	5,536	5,764	6,077	6,309
for which licensed to { 2nd class and							
carry { Steerage	4,490	4,750	5,494	5,645	5,745	5,906	6,026
Complement { Masters and Officers	403	403	408	404	410	431	458
of Crew { Engineers	332	334	342	343	343	360	388
Crew	2,875	2,958	3,106	3,153	3,181	3,351	3,625

§ 6. Lighthouses and Lights.

The following summary gives particulars of lighthouses and lights on the coast of each State :—

LIGHTHOUSES AND LIGHTS ON THE COASTS OF THE COMMONWEALTH, 1907.

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
QUEENSLAND.			
6 small lights at entrance to the Norman River			
Booby Island	2nd order dioptric; revolving flash; circular tower	White	16
Goode Island	4th order dioptric; fixed; circular tower	Red and white sectors	24
Piper Island... ..	4th order dioptric; fixed; lightship	White, with red sect'rs	10
1 jetty light at Thursday Is.			
Claremont Island	4th order dioptric; fixed; lightship	White, with red sect'rs	10
Pipon Island	4th order dioptric; fixed; iron skeleton tower	White, with red sect'rs	13
Grassy Hill	4th order dioptric; fixed; circular tower	White	...
2 small lights in Cook Harb.			
Rocky Islet	4th ord. holophote; circular tower	White	14
Archer Point	4th ord. holophotal; circular tower	Condensing; white, red and green	20
Low Island	3rd order dioptric; revolving every minute; circular tower	White	14
Island Point (Port Douglas)... ..	5th order dioptric; fixed; circular tower	Red	8
2 small lights Dickson Inlet (Magazine Island)			
North Barnard Island	6th order dioptric; fixed; circular lantern on concrete base	White	14
Bay Rock	4th order dioptric; fixed; circular tower	Red and white	15
14 smaller lights in Hinchinbrook Channel and Cairns Harbour			
Cape Cleveland	4th order dioptric; revolving every 20 seconds; iron tower	Red and white	20
Cape Bowling Green	3rd order dioptric; revolving every minute; iron tower	White	14
North Head, Bowen... ..	5th order dioptric; fixed; hexagonal wooden tower	Red and white	11
6 smaller lights in Bowen Harbour			
Dent Island	4th order dioptric; revolving every 30 seconds; iron tower	White	16
Flat-top Islet	4th order dioptric; fixed; iron tower	Red and white sectors	19
13 smaller lights in the Pioneer River			
Pine Islet	2nd order dioptric; fixed and flash; iron tower	Red and white	20
North Reef	2nd order dioptric; fixed and flash; iron tower	White	13
Balaclava	4th order dioptric lights in each tower; 2 square skeleton towers	White	15 and 10
23 smaller lights on beacons in Fitzroy River			
Sea Hill	4th order dioptric; circular tower	White and red sectors	17
Entrance to Middle Channel, Broadmount, 7 lights			
Pilot station, Keppel Bay	6th order catoptric; fixed	White	7
Gas buoy at Timandra Bank	Occulting	White light	...
Gas buoy (ent. to Fitzroy R.)	Occulting	White light	...
Cape Capricorn	3rd order dioptric; revolving every minute; iron tower	White	23
" " (2)	One reflector and one 4th order holophote; light-rooms	White	...
South Channel, Port Curtis... ..	Two 4th and two 6th order holophotes	White	...
(entrance leading lights)			
Gatecombe Head	5th order dioptric; fixed; hexagonal wooden tower	Red and white	...
3 small lights in Port Curtis			
Bustard Head	2nd order dioptric; fixed and flash; iron tower	White and red	24
" "	5th order dioptric; fixed; sq. tower	White	...
" "	Catoptric; fixed; mast	White	...
Burnett Heads (South Head)	5th order dioptric; fixed; hexagonal wooden tower	White	10
14 smaller lights on beacons in the Burnett River			
Lady Elliot Island	4th order dioptric; flash every 30 seconds; iron tower	White	12
Sandy Cape	1st order dioptric; revolving every 1½ minutes; iron tower	White	27

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
Woody Island (middle) ...	4th order dioptric; fixed; hexagonal wooden tower	Red and white sectors	19
51" smaller lights in Wide Bay, Sandy St., & Mary R. Double Island Point ...	4th order dioptric; fixed; hexagonal wooden tower	Red and white sectors	16
Fisherman's Island (front) ...	3rd order dioptric; revolving every 30 seconds; circular tower	White	24
(back) ...	5th order holophote; iron tower	Red	...
30" smaller lights on beacons in the Brisbane River and Moreton Bay	5th order dioptric; iron tower	Red and white sectors	...
Pile lighthouse ...	4th order dioptric; occulting; hexagonal, on screw piles	Red and white sectors	...
Cleveland Point ...	6th order dioptric; fixed; hexagonal wooden tower	White	8
North-west Channel, Moreton Bay (gas buoys)	Steel buoys; 2 black, 1 red; 2 fixed, 1 occulting	White	...
Bribie Island—Front leading light ...	4th order dioptric, condensing; lantern and storeroom on skeleton wood tower	White	12
Back leading light ...	4th order holophote; skeleton wood tower	White	15
Caloundra Head ...	4th order dioptric, condensing; circular wood and iron tower	White, with red sectors	16
Howard Range ...	4th order holophote; square wooden light-room	White	...
Tangaluma ...	Biform (2 holophotes, 4th order); square wooden light-room	White	23
Cowan Cowan ...	4th order dioptric; fixed; wooden tower	Red and white sectors	12
Comboyuro ...	4th order dioptric; fixed; wooden tower	Red and white sectors	9
Yellow Patch ...	4th order dioptric; fixed; square wooden light-room	Red and white sectors	11
North Point ...	6th order dioptric; fixed; square wooden light-room	White sector	7
Cape Moreton ...	1st order catoptric; revolving every minute; circular stone tower	White	26
NEW SOUTH WALES.			
Tweed River (Fingal Head) ...	4th order catadioptric; fixed	White	12
Cape Byron ...	1st order dioptric; flashing—flash $\frac{1}{2}$ sec. dura., eclipse $4\frac{1}{2}$ secs. dura.	White	26
" " (same tower) ...	4th order dioptric; fixed	Red	...
Richmond River (2) ...	4th order catadioptric; fixed	White	12
Clarence River *	4th order catadioptric; fixed	White	10
South Solitary Is. (summit) ...	1st order dioptric; revolving—flash every half minute	White (incandescent petroleum)	12
Laggar's Point (Trial Bay) ...	Catoptric; fixed	White	5
Smoky Cape ...	1st order dioptric; group flashing	White	28
Tacking Point ...	4th order catadioptric; fixed	White	12
Crowdy Head (summit) ...	4th order catadioptric; fixed	White and red	12
Sugarloaf Point (Seal Rocks) ...	1st order dioptric; revolving—flash every half minute	White	23
" " (same tower) ...	4th order catadioptric; fixed	Green	...
Nelson Head (summit) ...	Catoptric; fixed	White and red	8
Port Stephens (Stephens' Pt.) ...	2nd order catoptric; revolving—red and white light alternately, short eclipse between the 2 colors	Red and white alternately	W. 17 R. 12
Port Hunter, Newcastle—			
Nobby's Head (summit) ...	2nd order dioptric; fixed	White	17
Leadg. lights (2) off Stockton	Dioptric; fixed	Green	...
Stony Point, S. breakwater	Dioptric; fixed	Red	...
Fairway leading lights (2) ...	Fixed	White and red	...
Beacon north of lifeboat station and fog bell	Fixed	Red	...
Leading lights (2) for north harbour	Fixed	White and red	...
Outer breakwater light and fog bell	Fixed	Red	...
Norah Head ...	2nd order dioptric; flashing—flash $\frac{1}{2}$ sec. duration, eclipse $4\frac{1}{2}$ sec.	White	18
Broken Bay (Barrenjoey) ...	2nd order dioptric; fixed	Red	15
Port Jackson, Sydney—			
Macquarie (Outer S. Head)	1st order dioptric; revolving—flash every minute	White	26
Hornby (Inner Sth. Head)	Catoptric; fixed	White	15
Leading lights (2) East chnl.	Oil lamps; fixed	Red	...

* Leading lights are exhibited at Maclean, Lawrence, Elizabeth Island, and Ulmarra for navigating the river.

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
Sow and Pigs lightship (2)...	Clustered oil lamps and reflectors; fixed	White	6
South-east Edge of Shoal ...	Oil lamp; fixed	Orange	5
Bradley's Head ...	Cluster; fixed	White	5
Shark Island ...	Dioptric; fixed	White	5
Fort Denison ...	Cluster; fixed	Red	5
Dawes' Point ...	Single; fixed	Red	5
" (inner light) ...	Single; fixed in cage beacon	Red	...
Miller's Point ...	Single arc; fixed	Red and white	5
Goar Island (leading lights)	Two arc; fixed	Green	5
Cook River (Botany Bay) ...	Fixed	White	...
Wollongong ...	4th order dioptric; fixed	White	10
" leading lights (2)	Fixed	Red	...
Kiama ...	4th order dioptric; fixed	Green	9
" Breakwater ...	Fixed	Green	...
" Crookhaven River ...	4th order dioptric; fixed	Red	7
Jervis Bay (Pt. Perpendicular)	1st order dioptric; group flashing	White	24
Ulladulla (Warden Head) ...	4th order dioptric; fixed	White	12
" Harbour ldg. lights (2)	Fixed	1 red, 1 white	...
Montagu Island—summit ...	1st order dioptric; fixed & flashing	White	22
Twofold Bay (Eden) Look-out Point	4th order catoptric; fixed	Red	7
Green Cape ...	1st order dioptric; revolving—flash 50 sec.	White	19
VICTORIA.			
Gabo Island ...	Catadioptric; fixed	White	20
" auxiliary ...	Fixed	Red	3
Cape Everard ...	Holophotal; double flashing	White	21
" auxiliary ...	Fixed	Red	2
Cliffy Island ...	Dioptric; flashing	White	15
Wilson's Promontory ...	Catoptric; fixed	White	24
Cape Schanck ...	Catadioptric; fixed and flashing	White	23
" auxiliary ...	Fixed	Red	3
Port Phillip—			
Point Lonsdale ...	Dioptric; occulting	White and red	17
Queenscliff (high) ...	Catadioptric; fixed	White	17
" (low) ...	Dioptric; fixed	Red and white	10 and 14
West Channel Pile Light ...	Dioptric; fixed	Red and white	11
South Channel (east. light)	Dioptric; fixed	Red and white	13
" (pile light)	Dioptric; fixed	Red and white	10
Schnapper Point ...	Dioptric; fixed	White	10
Gellibrand Point (pile light)	Dioptric; occulting	Red and white	12
Split Point ...	Dioptric; fixed	Red	18
" auxiliary ...	Fixed	White	3
Cape Otway ...	Dioptric; triple flashing	White	24
" auxiliary ...	Fixed	Red	4 to 8
Warrnambool (upper light) ...	Dioptric; fixed	White	14
" (lower light) ...	Dioptric; fixed	Red	5
Port Fairy (Griffith Island) ...	Dioptric; fixed and flashing	Red	9
Portland ...	Dioptric; fixed	Green	12
Cape Nelson ...	Dioptric; fixed	White	19
" auxiliary ...	Fixed	Red	3
SOUTH AUSTRALIA.			
Cape Northumberland ...	Revolving—every minute	White	20
Cape Banks, near Carpenter Rocks	Revolving—every 20 secs.	Two white, one red	R 8, W 10
Penguin I., N. end Rivoli Bay	Revolving—every 10 secs. stone tower	White	12
Beachport, end of jetty ...	Fixed	Red	7
Robe Jetty, Rocky Point ...	Fixed	Red and white	5
Cape Jaffa ...	1st order dioptric; revolving—every 30 secs.	White	18
Kingston Jetty, Lacepede B.	Fixed; iron tower	White	10
Pt. Malcolm, L. Alexandrina	Fixed	White	10
Milang Jetty ...	Fixed	White	5
Port Victor, E. end Granite I.	Fixed	White	10
Cape Willoughby, Kangaroo Island	1st order catoptric; revolving—every 1½ min.; circular stone tower	White	24
Cape Borda, W. end Kangaroo Island	1st order catoptric; revolving—alternate red and white every minute; square tower of stone	Red and white	White 30 Red 15
Kingscote Jetty, Kangaroo I.	Fixed	White at shore end of jetty, red at seaward end	8

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
Gulf of St. Vincent—			
Cape Jervis, Backstairs Pas.	Fixed; circular tower of stone ...	White	10
Glennel Jetty ...	Fixed	Red	8
Semaphore, end jetty, Le Fevre Peninsula	Fixed	Green	5
Semaphore, leading lights, Semaphore timeball twr. and water tower...	Fixed	Red	...
Port Adelaide—			
On Wonga Shoal ...	1st order dioptric; revolving—flash every 30 secs.; iron tower	White	17
Entrance to river ...	Fixed	White	10
Beacons in Port Adelaide River	Occulting buoy light	White	5
	Fixed	5 pairs leading lights (red and white); 1 pair leading lights (red); 7 single lights (white); 10 lights (green).	8
Port Wakefield, on Railway Wharf	Fixed; leading lights	White and red	6
Ardrossan, end of jetty ...	Fixed	White	5
Edithburgh, end of jetty ...	Fixed	White	5
Troubridge, on Trounbridge Shoal	2nd order catoptric; revolving—bright every 24 secs., dark 36 secs.; circular iron tower	White	16
Troubridge, on platform	Fixed	Red	5
Troubridge Lighthouse	Revolving—flash every 15 secs.; circular stone tower	White, red sector over	W 25, R 17
Althorpe I., Investigator St.		Emes Reef & S.W. Rock	
Spencer Gulf—			
Corny Point ...	Fixed; circular stone tower	White, red sector over Webb Rock	14
Port Victoria, end of jetty	Fixed	White	4
Moonta, end jetty...	Fixed	Red	4
Tipara, Tipara Reef ...	Revolving—every 30 secs.; iron tower on piles	White	20
Wallaroo, end of jetty ...	Fixed	Red	4
Middle Bank Lightship, Spencer Gulf	Fixed	White	10
Port Pirie Beacons, in Port Pirie Channel	Fixed	10 Beacon lights, Nos. 1, 6, & 10 red; remainder white	...
Eastern Shoal ...	Occulting; beacon	White	6
Port Germein, end of jetty	Fixed; iron tower	Red & white sectors	10
Cockle Spit Illuminated Tide Gauge	Fixed	White	...
Lowly Point ...	Revolving—flash every 10 secs.; circular stone tower	White	13
Tumby Bay, end of jetty ...	Fixed	White	5
Port Lincoln, end of jetty	Fixed	Red	5
Cape Donnington, entrance to Port Lincoln ...	Fixed	White & red sectors	14
Neptune I., Sth. Neptune I.	Revolving—every 50 secs.; iron structure	White	20
Streaky Bay, end of jetty ...	Fixed	White	6
Fowler Bay (Port Eyre), end of jetty	Fixed	White	5
WESTERN AUSTRALIA.			
Esperance, end of jetty ...	Ordinary lantern; fixed; wooden platform	Red	4
King George's Sound—			
Breaksea Island ...	1st order dioptric; fixed; cylindrical tower, stone	White	24
Princess Royal Harbour, King Point	5th order dioptric; fixed; wooden tower, square	White	12
Albany Town Pier (2) ...	Ordinary lanterns; fixed; wooden mast, leading lights	Red	3
Albany Deep Water Jetty Light	Ordinary lantern; fixed; wooden mast	Red	3
Channel Beacon Lights (4), entrance Princess Royal Harbour ...	6th order dioptric; port lights; fixed; wood pile beacons	2 red 2 white	3 4

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
Cape Leeuwin	1st order lens light; flash 5 sec.; stone cylindrical tower	White	20
Busselton (Vasse), 50 yards within inner end of pier	5th order dioptric; fixed; square wooden tower on piles	White	12
Busselton (Vasse), jetty head	Fixed; wooden gallows	Red	4
Cape Naturaliste	1st order dioptric; group flash, 10 secs.; stone tower	White	29
Bunbury (Koombanah Bay)—Casuarina Point, mole end	5th order dioptric; fixed; tower, square wood	Green	7
Bunbury Jetty (2)	Lanterns; fixed; wooden gallows; leading lights	Red	4
About 400 yards south of Casuarina Point	3rd order dioptric; fixed; square wooden tower	White	17
Woodman Point (Gage-road)	1st order dioptric; occulting every 30 secs.; circular stone tower	White, red, and green	17
Fremantle Harbour—North Breakwater... ..	4th order; fixed; temporary frame tower	Red	11
South Breakwater... ..	4th order dioptric; fixed; steel skeleton	Green	7
Ocean Jetty	6th order dioptric; fixed; iron framework	Red	5
Beacon lights (5), entrance to river harbour	5th order dioptric; wooden pile beacons	Three red Two white	3 4
Rottnest Island—On centre, $2\frac{1}{2}$ miles from east end	1st order dioptric; revolving—flash every 20 secs.; masonry cylindrical tower	White	23
Near centre	Fog explosive	...	...
Bathurst Point	2nd ord. dioptric; fixed; stone tower	White	15
Port Dongara or Denison—150 yards from beach	Lantern; fixed; wooden gallows	White	5
End of pier	Lantern; fixed; wooden platform	Red	4
Geraldton, Champion Bay—North Jetty, outer end	5th ord. dioptric; fixed; iron mast	Red	5
North Jetty, inner end	7th order; fixed; wooden mast; leading lights	Red	5
Champion Bay—Moore Point, on point	2nd order dioptric; revolving every 40 secs.; conical tower, iron	White	18
(in same tower)	4th order dioptric; fixed	Red in two sectors	12
No. 1 Bluff, upper	Dioptric holophote; fixed; square tower, stone	White	8
No. 2 Bluff, lower	4th order dioptric; fixed; stone octagonal tower; leading lights	White	8
Denham, Lagoon Pt., Shark Bay, Peron Peninsula	Fixed } Leading lights	White Red	5 3
Gascoyne— $1\frac{1}{2}$ miles from beacon at S. end of Babbage Island	4th order; fixed; square frame tower, wood	White and red	15
End of Babbage Island Jetty	Lantern; fixed; wooden platform	Red	4
Onslow, jetty end	5th order dioptric; fixed; wooden platform	White	10
Jarman Is., centre of island, E. side of ent. to Pt. Walcott	3rd order dioptric; fixed; circular tower, iron	White	15
Port Hedland, tidal signal staff	5th order dioptric; fixed; flagstaff	White	12
Roebuck Bay—End of Broome Jetty	Lantern; fixed; wooden platform	Red	5
In town, near Custom-house	5th order dioptric; fixed; steel skeleton frames	White	15
Gantheaume Point	4th order dioptric; occulting every 15 secs.; steel tripod	White	13
Derby (King's Sound) Jetty ...	6th order dioptric; fixed; wooden gallows	White	4
Wyndham (Cambridge Gulf), jetty end	Lantern; fixed; wooden gallows	Red	4
NORTHERN TERRITORY.			
Port Darwin—Point Charles	1st order; revolving every $\frac{1}{2}$ min.; iron structure, red & white bands	White, red, and green	18
Emery Point	Fixed	White	6
Jetty	Fixed	White	4
TASMANIA.			
Kent's Group, Deal Island ...	1st order catoptric; revolving every 100 secs.; white circular tower	White	36

Position of Light.	Description.	Colour of Light.	Distance Visible (Nautical Miles).
Banks' Strait, Goose Island...	1st order catadioptric; fixed; circular stone tower	White	14
Swan Island ...	1st order dioptric; fixed; flashing 1 min.; circular stone white t'wr.	White	15
Eddystone Point—Near extreme ...	1st order dioptric; group, flash every 30 secs.; circular granite tower	White and red	18
20 yards eastward of light-house ...	Fixed; circular, iron, red	Red	2½
Tasman Island ...	1st order; flash every 5 secs.	White	36
Hobart—Derwent River—Iron Pot Island	4th order dioptric; fixed; square white tower	White	12
Derwent River—One Tree Point ...	Occulting; square white tower	White	8
Long Bay ...	Occulting; pile beacon	White	...
Butts Rock—entrance Huon River	6th order dioptric; fixed; skeleton iron tower	White	8
Bruni Island (S.W. point of Island)	2nd order dioptric; flash every 22½ secs.; circular white stone tower	White	22
Maatsuyker Island ...	1st order dioptric; group, flashing every 30 secs.; white circular brick tower	White	25
Cape Sorell ...	2nd order dioptric; flash every 45 secs.; white cylindrical tower	Red and white	W.20; R.12
Macquarie Harbour—Entrance Islet ...	4th order dioptric; fixed; hexagonal; white wooden tower	White and red	10
Bonnet Islet ...	5th order dioptric; fixed; hexagonal; white wooden tower	Green	10
Stanley ...	6th order dioptric; fixed	White and red	7
Table Cape ...	2nd order dioptric; fixed; white brick circular tower	White	27
Wynyard leading lights	Two pile lights	Red	...
Emu Bay ...	6th order dioptric; fixed; skeleton iron tower on end of breakwater	White and red	12
Ulverstone leading lights	Two lights; square skeleton tower	Red	...
Devonport—Near extreme of Mersey Bluff	4th order dioptric; fixed; circular white brick tower	White and red	16
On west bank of Mersey R.—Front	6th order dioptric; fixed; leading light; square red wood tower	Red	...
On west bank of Mersey R.—Rear	6th order dioptric; fixed; leading light; circular white brick tower	Red	...
On W. pier, near Mussel Rk.	Fixed	White	4
Port Dalrymple—Low Head, east side on entrance of Tamar R.	2nd order catoptric; revolving, every 100 sec.; circular white brick tower	White	15
2 cables northward of pilot station	Same building; fixed	Red	7
Pilot station point	Fixed	White	...
Sheoak Pt. (Tamar leading lights)	4th order dioptric; fixed; circular white stone tower	White and red	9
	4th order dioptric; fixed; circular white stone tower	Red	9
Garrow Rock ...	Fixed	White	9
Ilfracombe Jetty ...	Fixed	White and green	...
King Island—Cape Wickham	1st order dioptric; fixed; circular granite tower	White and red	...
.. .. —Currie harbour	1st order dioptric; flash every 12 sec.; iron tower on 6 columns	White	24
			17

§ 7. Shipwrecks.

Statement of 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 1907.

NUMBER AND TONNAGE OF VESSELS WRECKED, 1901 to 1907.

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.			
1901	Steam ...	No. 7	Tons. 189	No. 5	Tons. 949	No. 2	Tons. 2,811	No. ...	Tons. ...	No. 14	Tons. 3,949	No. 250	No. 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
1902	Steam ...	No. 2	Tons. 83	No. 1	Tons. 340	No. 4	Tons. 3,173	No. ...	Tons. ...	No. 7	Tons. 3,596	No. 157	No. 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 ...	No. 2	Tons. 61	No. 5	Tons. 1,753	No. 2	Tons. 2,377	No. ...	Tons. ...	No. 9	Tons. 4,191	No. 200	No. 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 ...	No. 1	Tons. 35	No. 2	Tons. 204	No. 1	Tons. 886	No. 1	Tons. 3,702	No. 5	Tons. 4,827	No. 363	No. 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 ...	No. 3	Tons. 49	No. 2	Tons. 594	No. ...	Tons. ...	No. 1	Tons. 3,325	No. 6	Tons. 3,968	No. 417	No. ...
	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 ...	No. 4	Tons. 89	No. 2	Tons. 154	No. ...	Tons. ...	No. 1	Tons. 2,415	No. 7	Tons. 2,658	No. 60	No. 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 ...	No. 3	Tons. 71	No. 4	Tons. 916	No. 3	Tons. 3,572	No. ...	Tons. ...	No. 10	Tons. 4,559	No. 204	No. 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

* In some cases the vessels included in the above return were subsequently recovered.