

## SECTION XVI.

## SHIPPING.

## § 1. General.

1. **Record of Shipping before Federation.**—Prior to Federation it was customary for each State to regard the matter of shipping purely from the State standpoint, and vessels arriving from or departing to countries beyond Australia, via other Australian States, were recorded as if direct from or to the oversea country. Thus a mail steamer from the United Kingdom, which made Fremantle her first port of call in Australia, would be recorded not only there, but 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.

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

3. **Difficulties of Comparisons of Total Shipping.**—From what was said in paragraph 1 above, it is obviously impossible now to obtain results for Australia not subject to the defect of repeated inclusions of the same vessels. Unfortunately, the statistical records of the first three years of Federal history are subject to the same defect, and do not admit of direct comparison with those now kept. A careful estimate of the extent and effect of repeated inclusion has been made and applied to the records of the earlier years, so as to extend the comparative results to those years. The error of such estimation will be negligible for comparative purposes.

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

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

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

## § 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 1912 (MULTIPLE RECORD EXCLUDED BY ESTIMATION PRIOR TO 1904).

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1822 ...	73	30,683	1853 ...	3,364	1,490,422	1883 ...	3,857	3,433,102
1823 ...	76	30,543	1854 ...	3,781	1,744,251	1884 ...	4,315	4,064,947
1824 ...	71	29,029	1855 ...	3,299	1,449,657	1885 ...	4,052	3,999,917
1825 ...	80	30,786	1856 ...	2,669	1,195,794	1886 ...	3,793	3,853,246
1826 ...	65	23,587	1857 ...	2,842	1,530,202	1887 ...	3,454	3,764,430
1827 ...	95	29,301	1858 ...	2,607	1,378,050	1888 ...	3,933	4,464,895
1828 ...	124	38,367	1859 ...	2,759	1,403,210	1889 ...	3,897	4,460,426
1829 ...	185	56,735	1860 ...	2,464	1,288,518	1890 ...	3,363	4,150,027
1830 ...	195	56,185	1861 ...	2,466	1,149,476	1891 ...	3,778	4,726,307
1831 ...	185	52,414	1862 ...	2,917	1,389,231	1892 ...	3,432	4,239,500
1832 ...	206	59,628	1863 ...	3,378	1,564,369	1893 ...	3,046	4,150,433
1833 ...	241	72,647	1864 ...	3,344	1,537,433	1894 ...	3,397	4,487,546
1834 ...	249	77,068	1865 ...	3,005	1,317,934	1895 ...	3,331	4,567,883
1835 ...	310	96,928	1866 ...	3,378	1,470,738	1896 ...	3,309	4,631,266
1836 ...	310	93,974	1867 ...	2,927	1,277,679	1897 ...	3,279	4,709,697
1837 ...	442	113,432	1868 ...	3,080	1,350,573	1898 ...	3,222	4,681,898
1838 ...	471	132,038	1869 ...	3,107	1,472,897	1899 ...	3,356	5,244,197
1839 ...	652	191,507	1870 ...	2,877	1,381,878	1900 ...	3,719	5,894,173
1840 ...	915	277,335	1871 ...	2,748	1,312,642	1901 ...	4,028	6,541,991
1841 ...	900	278,738	1872 ...	2,788	1,380,466	1902 ...	3,608	6,234,460
1842 ...	862	252,527	1873 ...	3,159	1,609,067	1903 ...	3,441	6,027,843
1843 ...	736	183,427	1874 ...	3,153	1,728,269	1904 ...	3,700	6,682,011
1844 ...	629	155,654	1875 ...	3,437	1,914,462	1905 ...	4,088	7,444,417
1845 ...	735	164,221	1876 ...	3,295	1,863,343	1906 ...	4,155	7,966,658
1846 ...	888	211,193	1877 ...	3,157	1,930,434	1907 ...	4,394	8,822,866
1847 ...	1,033	245,358	1878 ...	3,372	2,127,518	1908 ...	4,051	8,581,151
1848 ...	1,182	305,840	1879 ...	3,344	2,151,338	1909 ...	3,910	8,516,751
1849 ...	1,137	355,886	1880 ...	3,078	2,177,877	1910 ...	4,048	9,333,146
1850 ...	1,300	425,206	1881 ...	3,284	2,549,364	1911 ...	4,174	9,984,801
1851 ...	1,576	515,061	1882 ...	3,652	3,010,944	1912 ...	4,052	10,275,314
1852 ...	1,896	844,243						

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

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

### OVERSEA SHIPPING OF VARIOUS COUNTRIES.

Country.	Year.	Tonnage Entered and Cleared.		Country.	Year.	Tonnage Entered and Cleared.	
		Total.	Per Inhabitant.			Total.	Per Inhabitant.
Argentine Rep. ...	1907	22,994,473	4.1	Japan ...	1911	40,103,283	0.8
Belgium ...	1911	31,804,274	4.2	New Zealand	1912	3,340,722	3.2
Canada ...	1911	24,589,605	3.4	Norway ...	1911	10,245,483	4.2
<b>Commonwealth</b>	<b>1912</b>	<b>10,275,314</b>	<b>2.2</b>	S. African Un.	1911	10,856,610	1.8
Denmark ...	1911	17,144,432	6.2	Sweden ...	1911	23,390,647	4.2
France ...	1911	61,366,051	1.5	United K'dom	1912	152,457,045	3.3
Germany ...	1911	49,460,469	0.8	United States	1912	69,365,104*	0.7
Italy ...	1910	51,958,916	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 573 shews the tonnage of vessels which were recorded as having cleared the Commonwealth for the particular countries, while on page 574 is shewn the total 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, 1908 to 1912.**

ENTERED.

Country.	1908.	1909.	1910.	1911.	1912.
United Kingdom ... ..	1,146,118	1,243,115	1,377,151	1,464,057	1,625,733
Canada ... ..	87,682	89,990	108,727	107,932	112,729
Fiji ... ..	44,016	54,462	49,493	77,745	73,033
Hong Kong ... ..	66,114	41,521	22,327	17,880	27,440
India and Ceylon ... ..	105,728	99,762	169,800	99,196	93,787
Mauritius ... ..	8,137	35,366	43,133	23,443	27,203
New Zealand ... ..	794,488	737,899	766,777	841,746	926,342
Papua ... ..	30,369	42,803	47,881	78,468	73,010
South African Union ... ..	88,677	207,619	208,140	289,229	96,679
South Sea Islands ... ..	57,694	57,341	64,164	61,983	37,472
Straits Settlements ... ..	133,601	104,284	89,731	97,735	102,598
Other British Countries ... ..	3,370	4,310	13,588	324	3,068
<b>Total British Countries ... ..</b>	<b>2,565,994</b>	<b>2,718,472</b>	<b>2,960,912</b>	<b>3,159,738</b>	<b>3,199,094</b>
Africa, Portuguese East ... ..	32,180	89,506	96,966	74,083	46,751
Belgium... ..	17,242	11,548	15,273	18,734	11,852
Chile ... ..	238,460	81,433	111,504	182,460	176,416
Dutch East Indies ... ..	27,831	78,203	72,212	43,458	67,761
France ... ..	81,713	113,964	99,308	83,627	47,191
Germany ... ..	270,135	276,021	290,834	314,167	427,320
Hawaiian Islands ... ..	21,138	38,011	32,020	17,167	16,508
Japan ... ..	185,633	136,340	153,547	157,533	157,734
Mexico ... ..	21,562	36,443	24,366	16,481	19,445
New Caledonia ... ..	57,630	63,250	62,542	71,390	77,265
Norway ... ..	29,417	36,094	37,201	40,204	34,715
Peru ... ..	47,247	50,291	27,051	32,922	35,482
Philippine Islands ... ..	174,042	75,977	28,550	56,603	56,216
South Sea Islands (foreign)... ..	30,899	30,990	37,684	56,878	67,805
Sweden ... ..	33,589	46,317	41,231	77,983	48,060
United States ... ..	354,625	290,520	338,587	389,208	453,354
Other Foreign Countries ... ..	106,342	187,814	173,032	200,584	220,388
<b>Total Foreign Countries... ..</b>	<b>1,729,685</b>	<b>1,642,722</b>	<b>1,646,908</b>	<b>1,833,482</b>	<b>1,964,263</b>
<b>Total all Countries ... ..</b>	<b>4,295,679</b>	<b>4,361,194</b>	<b>4,607,820</b>	<b>4,993,220</b>	<b>5,163,357</b>

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

## CLEARED.

Country.	1908.	1909.	1910.	1911.	1912.
United Kingdom ...	963,548	1,239,669	1,467,925	1,537,084	1,369,143
Canada ...	51,248	53,541	50,510	54,732	54,661
Fiji ...	66,890	49,890	53,713	90,574	85,372
Hong Kong ...	66,083	48,751	31,145	19,155	32,121
India and Ceylon ...	173,530	153,863	139,534	143,632	144,487
Mauritius ...	2,687	5,048	9,396	2,953	4,526
New Zealand ...	873,077	880,668	975,121	1,044,013	1,183,741
Papua ...	25,232	43,802	50,552	71,811	66,409
South African Union ...	50,539	48,485	92,070	85,346	75,467
South Sea Islands ...	50,397	31,707	43,539	38,133	55,717
Straits Settlements ...	165,313	139,313	156,704	127,725	137,139
Other British Countries ...	...	...	2,924	...	...
<b>Total British Countries</b>	<b>2,488,544</b>	<b>2,694,737</b>	<b>3,073,183</b>	<b>3,215,158</b>	<b>3,208,783</b>
Africa, Portuguese East ...	8,535	19,697	18,716	6,949	3,836
Belgium ...	102,187	128,670	115,121	168,397	169,020
Chile ...	457,477	300,451	342,478	393,642	508,724
Dutch East Indies ...	59,412	61,753	105,293	115,499	155,332
France ...	81,226	63,490	113,226	155,506	94,062
Germany ...	252,881	279,526	312,128	321,502	349,685
Hawaiian Islands ...	46,009	26,253	32,520	26,200	34,009
Japan ...	110,486	90,732	102,183	103,550	96,108
Mexico ...	31,455	9,675	13,146	13,565	12,757
New Caledonia ...	67,668	72,234	47,071	62,165	74,063
Peru ...	59,530	36,568	52,243	70,960	64,881
Philippine Islands ...	178,631	124,816	106,087	102,748	95,120
South Sea Islands (foreign)	34,452	39,175	57,790	50,022	44,875
Sweden ...	2,530	4,084	...	...	...
United States ...	200,628	142,274	184,153	145,926	149,449
Other Foreign Countries	103,821	61,422	49,988	39,792	51,253
<b>Total Foreign Countries</b>	<b>1,796,928</b>	<b>1,460,820</b>	<b>1,652,143</b>	<b>1,776,423</b>	<b>1,903,174</b>
<b>Total all Countries</b>	<b>4,285,472</b>	<b>4,155,557</b>	<b>4,725,326</b>	<b>4,991,581</b>	<b>5,111,957</b>

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, 1908 to 1912.**

Country.	1908.	1909.	1910.	1911.	1912.
United Kingdom ... ..	2,109,666	2,482,784	2,845,076	3,001,141	2,994,876
Canada ... ..	138,930	143,531	159,237	162,664	167,390
Fiji ... ..	110,906	104,352	103,206	168,319	158,405
Hong Kong ... ..	132,197	90,272	53,472	37,035	59,561
India and Ceylon ... ..	269,239	243,240	309,384	242,828	238,274
Mauritius ... ..	10,824	40,414	52,529	26,396	31,729
New Zealand ... ..	1,667,565	1,618,567	1,741,898	1,885,759	2,110,083
Papua ... ..	55,601	86,605	98,433	150,279	139,419
South African Union ... ..	139,216	256,104	300,210	374,575	172,146
South Sea Islands ... ..	108,091	89,048	107,703	100,116	93,189
Straits Settlements ... ..	298,914	243,597	246,435	225,460	239,737
Other British Countries ... ..	13,389	14,695	16,512	324	3,068
<b>Total British Countries ... ..</b>	<b>5,054,538</b>	<b>5,413,209</b>	<b>6,034,095</b>	<b>6,374,896</b>	<b>6,407,877</b>
<b>Africa, Portuguese East ... ..</b>	<b>40,715</b>	<b>109,203</b>	<b>115,682</b>	<b>81,032</b>	<b>50,587</b>
Belgium ... ..	119,429	140,218	130,394	187,131	180,872
Chile ... ..	695,937	381,884	453,982	576,102	685,140
Dutch East Indies ... ..	87,243	139,956	177,505	158,957	223,093
France ... ..	162,939	177,454	212,534	239,133	141,253
Germany ... ..	523,016	555,547	602,962	635,669	777,005
Hawaiian Islands ... ..	67,147	64,264	64,540	43,367	50,517
Japan ... ..	296,119	227,072	255,730	261,083	253,842
Mexico ... ..	53,017	46,118	37,512	30,046	32,202
New Caledonia ... ..	125,298	135,484	109,613	133,555	151,328
Norway ... ..	29,417	38,506	37,201	40,204	34,715
Pern ... ..	106,777	86,859	79,294	103,882	100,363
Philippine Islands ... ..	352,673	200,793	134,637	159,351	151,336
South Sea Islands (foreign) ... ..	65,351	70,165	95,474	106,900	112,680
Sweden ... ..	36,119	50,401	41,231	77,983	48,060
United States ... ..	555,253	432,794	522,740	535,134	602,803
Other Foreign Countries ... ..	210,163	246,824	228,020	240,376	271,641
<b>Total Foreign Countries ... ..</b>	<b>3,526,613</b>	<b>3,103,547</b>	<b>3,299,051</b>	<b>3,609,905</b>	<b>3,867,437</b>
<b>Total all Countries ... ..</b>	<b>8,581,151</b>	<b>8,516,751</b>	<b>9,333,146</b>	<b>9,984,801</b>	<b>10,275,314</b>

In respect of these tables it may be pointed out that the statistics for any country do not fully disclose the extent of its shipping communication with particular countries. The reason for this is that vessels are recorded as arriving from, or departing to, a particular country, whereas, as a matter of fact, many regular lines of steamers call and transact business at the ports of several countries in the course of a single voyage. The lines of steamers trading between Australia and Japan, for example, often call at New Guinea, the Philippine Islands, China, etc., but, being intermediate ports, these countries are not referred to in the statistical records. Similarly, in the case of the large mail steamers passing through the Suez Canal, a steamer may call at Colombo, Aden, Port Said, Genoa, Marseilles, London, 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, shows 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 1912 with similar records for 1908 shews an increase of 1,694,163 tons, or 19.74 per cent., vessels with cargo having increased by 2,193,233 tons, or 30.86 per cent., while vessels in ballast decreased by 499,070 tons, or 33.87 per cent.

(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 1912 amounted to 4,230,369 tons, or 41.2 per cent. of the total oversea shipping of the Commonwealth, and was recorded against the several countries as follows:—United Kingdom, 2,994,876 tons (70.8 per cent.); Germany, 777,005 tons (18.4 per cent.); France, 141,253 tons (3.3 per cent.); Belgium, 180,872 tons (4.3 per cent.); other European countries, 136,363 tons (3.2 per cent.).

The foregoing figures appear to shew that while the tonnage between the Commonwealth and the United Kingdom increased by 885,210 tons, equal to an increase of 41.96 per cent., the tonnage between the Commonwealth and European continental countries has increased by 339,206 tons, or by 37.85 per cent., or, in other words, that 72.30 per cent. of the increase was credited to the United Kingdom and 27.70 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 1912 embarked or landed at those ports 5018 passengers for or from Australia, and also carried a direct trade valued at £1,062,413 between Italy and the Commonwealth, the records for the year shew only five 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 1,667,565 tons in 1908 to 2,110,083 tons in 1912, an increase of 442,518 tons, or 26.54 per cent., during the four years. The shipping with New Zealand represented 20.54 per cent. of the total shipping of the Commonwealth during 1912.

(iv.) *Shipping with Asiatic Countries and Islands in the Pacific.* The total tonnage between the Commonwealth and Eastern countries during 1912 amounted to 1,893,664 tons, or 18.43 per cent. of the whole, representing a decrease of 139,826 tons, or 6.88 per cent., as compared with 1908. This decline is more than covered by the smaller tonnage entered in ballast. In 1908 the tonnage in ballast which entered from Asiatic countries was unusually large, amounting to 413,089 tons, as compared with 104,197 tons in 1912. During the same period the outward tonnage with cargo declined by 14,273 tons and that in ballast by 24,196 tons. The shipping between the Commonwealth and the Philippine Islands has declined from 352,673 tons in 1908 to 151,336 tons in 1912. This has been due mainly to the smaller coal trade from Newcastle. The tonnage between the Commonwealth and Japan, Straits Settlements, Hong Kong, India, and Ceylon has also declined materially. 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 1912 from the Philippines (56,216 tons) was, with the exception of 7472 tons, in ballast, and of the 95,120 tons which was recorded as cleared for that country, 52,740 tons cleared from the coal port of Newcastle. The tonnage between the Commonwealth and Papua has increased rapidly during the past five years. In 1908 the tonnage recorded between these two countries was 55,601 tons, and in 1912 139,419 tons. 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 87,243 tons in 1908 to 223,093 tons in 1912. 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 1912 amounted to 258,849 tons, this tonnage, though only little more than half the tonnage of 1911, represents an increase as compared with 1908 of 33,051 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—has been subject to great fluctuations. From 649,802 tons in 1905 it fell to 225,798 tons in 1908, rose again to 501,789 tons in 1911, falling to 258,849 tons in 1912. 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, 175,020 tons were from Africa to Australia, with only 83,829 tons the other way. Moreover, of the 175,020 tons which entered the Commonwealth from Africa, 151,459 tons, or 86.5 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 1912 amounted to 802,395 tons (7.8 per cent. of the whole) representing, as compared with 1908, an increase of 49,269 tons. The 802,395 tons of shipping with North and Central America during 1912 were recorded against the several countries as follows:—United States, 602,803 tons (75.1 per cent.); Canada, 167,390 tons (20.9 per cent.); and Mexico, 32,202 tons (4.0 per cent.).

(vii.) *Shipping with South America.* The shipping between the Commonwealth and South American countries during 1912—979,904 tons—represented an increase of 84,735 tons as compared with 1908. The outward shipping in this direction has been mainly engaged in the carriage of coal and wheat to Chile and Peru. Of the total shipping tonnage between the Commonwealth and South America during 1912, 807,088 tons, or 82.4 per cent., is credited to the coal port of Newcastle, 258,890 tons having entered and 548,198 tons having cleared at that port, while of the same total 68,096 tons entered and 22,562 tons cleared at the port of Sydney. Of the South American countries, Chile is responsible for 685,140 tons (69.9 per cent.); Peru, 100,363 tons (10.2 per cent.); Argentine Republic, 64,073 tons (6.5 per cent.); Brazil, 62,967 tons (6.4 per cent.); Uruguay, 61,476 tons (6.3 per cent.); and Ecuador, 5935 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 386,366 tons of shipping which entered the Commonwealth from South America during 1912, only thirteen vessels, totalling 31,291 tons, carried cargo.

## GENERAL DIRECTION OF THE SHIPPING OF THE COMMONWEALTH, 1908 to 1912,

## TONNAGE ENTERED.

Countries.	—	1908.	1909.	1910.	1911.	1912.
United Kingdom & European Countries	Cargo...	1,443,331	1,604,822	1,770,356	1,953,962	2,152,304
	Ballast	142,454	151,792	120,542	68,193	71,746
New Zealand ... ..	Cargo...	606,555	610,138	654,215	676,235	751,759
	Ballast	187,933	127,761	112,562	165,511	174,583
Asiatic Countries & Islds. in the Pacific	Cargo...	554,319	620,599	706,226	765,373	761,854
	Ballast	413,089	215,111	156,165	100,500	104,197
Africa ... ..	Cargo...	13,506	27,676	30,038	26,718	23,561
	Ballast	133,898	336,605	323,960	368,750	151,459
North and Central America	Cargo...	418,775	350,074	429,021	479,382	560,933
	Ballast	45,094	66,879	43,529	34,239	24,595
South America ... ..	Cargo...	9,565	6,189	14,698	13,114	31,291
	Ballast	327,160	243,548	246,508	341,243	355,075
Total ... ..	Cargo...	3,046,051	3,219,498	3,604,554	3,914,784	4,281,702
	Ballast	1,249,628	1,141,696	1,003,266	1,078,436	881,655
Total ... ..	...	4,295,679	4,361,194	4,607,820	4,993,220	5,163,357

## TONNAGE CLEARED.

United Kingdom & European Countries	Cargo...	1,414,973	1,732,264	2,019,567	2,190,650	2,006,275
	Ballast	5,195	—	—	—	44
New Zealand ... ..	Cargo...	814,667	807,791	920,939	981,136	1,148,166
	Ballast	58,410	72,877	54,182	62,887	35,575
Asiatic Countries & Islds. in the Pacific	Cargo...	999,148	841,078	856,486	932,091	984,875
	Ballast	66,934	49,955	76,409	24,093	42,738
Africa ... ..	Cargo...	75,559	89,650	136,042	106,321	83,829
	Ballast	2,835	152	—	—	—
North and Central America	Cargo...	212,355	144,491	194,697	182,440	204,116
	Ballast	76,902	60,999	53,112	31,783	12,751
South America ... ..	Cargo...	545,225	338,304	407,911	476,385	592,248
	Ballast	13,269	17,996	5,981	3,805	1,340
Total ... ..	Cargo...	4,061,927	3,953,578	4,535,642	4,869,013	5,019,509
	Ballast	223,545	201,979	189,684	122,568	92,448
Total ... ..	...	4,285,472	4,155,557	4,725,326	4,991,581	5,111,957

## TONNAGE ENTERED AND CLEARED.

Countries.	1908.	1909.	1910.	1911.	1912.	1912 Compared with 1908.
United Kingdom & European Countries ... ..	3,005,953	3,488,878	3,910,465	4,212,805	4,230,369	+ 1,224,416
New Zealand ... ..	1,667,565	1,618,567	1,741,898	1,885,759	2,110,063	+ 442,518
Asiatic Countries and Islands in the Pacific ... ..	2,033,490	1,726,743	1,795,286	1,822,057	1,893,664	— 139,826
Africa ... ..	225,798	454,083	490,040	501,789	258,549	+ 33,051
North and Central America	753,126	622,443	720,359	727,844	802,395	+ 49,269
South America ... ..	895,219	606,037	675,098	834,547	979,954	+ 84,735
Cargo ... ..	7,107,978	7,173,076	8,140,196	8,783,797	9,301,211	+ 2,193,233
Ballast ... ..	1,473,173	1,343,675	1,192,950	1,201,004	974,103	— 499,070
Total ... ..	8,581,151	8,516,751	9,333,146	9,984,801	10,275,314	+ 1,694,163



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 1912 British shipping represented 73.13 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, 1908 to 1912.**

Nationality.	Tonnage.				
	1908.	1909.	1910.	1911.	1912.
<b>BRITISH—</b>					
Australian ... ..	657,833	720,183	742,772	848,240	889,285
United Kingdom... ..	4,715,393	4,470,679	5,252,308	5,511,504	5,299,157
New Zealand ... ..	926,669	988,006	968,551	1,008,036	1,274,584
Other British ... ..	18,726	10,628	26,223	38,871	51,199
Cargo ... ..	5,437,831	5,426,643	6,295,935	6,656,932	6,949,115
Ballast ... ..	880,790	762,853	693,919	749,719	565,110
Total British ... ..	6,318,621	6,189,496	6,989,854	7,406,651	7,514,225
Per cent. to total ... ..	73.63	72.67	74.89	74.18	73.13
<b>FOREIGN—</b>					
Austro-Hungarian ... ..	4,341	—	30,059	—	28,689
Danish ... ..	11,869	8,848	4,010	10,510	5,573
Dutch ... ..	56,162	132,954	153,255	139,606	120,864
French ... ..	521,235	559,383	457,676	424,461	356,207
German ... ..	310,289	845,758	868,263	1,005,986	1,211,738
Italian ... ..	88,364	86,521	93,978	65,415	51,098
Japanese ... ..	82,209	79,120	89,358	158,047	252,081
Norwegian ... ..	463,705	440,727	482,637	582,352	527,121
Russian ... ..	39,999	46,041	33,145	38,463	63,286
Swedish ... ..	35,117	49,587	51,601	50,207	37,330
United States ... ..	106,888	56,148	48,477	67,745	92,605
Other Foreign ... ..	42,352	22,168	30,833	35,358	14,497
Cargo ... ..	1,670,147	1,746,433	1,844,261	2,126,865	2,352,096
Ballast ... ..	592,383	580,822	499,031	451,285	408,993
Total Foreign ... ..	2,262,530	2,327,255	2,343,292	2,578,150	2,761,089
Per cent. to total ... ..	26.37	27.33	25.11	25.82	26.87
Cargo ... ..	7,107,978	7,173,076	8,140,196	8,783,797	9,301,211
Per cent. to total... ..	82.83	84.22	87.22	87.97	90.52
Ballast ... ..	1,473,173	1,343,675	1,192,950	1,201,004	974,103
Per cent. to total... ..	17.17	15.78	12.78	12.03	9.48
Grand Total ... ..	8,581,151	8,516,751	9,333,146	9,984,801	10,275,314

The tonnage of Australian-owned vessels engaged in the oversea trade represents 8.65 per cent. of the total, and the tonnage of New Zealand vessels 12.40 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 1912 as compared with 1908, viz., 1,694,163 tons, 1,195,604 tons (70.57 per cent.) were British, and 498,559 tons (29.43 per cent.) were foreign, or, in other words, the British tonnage in 1912 shewed an increase of 18.92 per cent. over 1908, while that of foreign countries increased by 22.04 per cent. The proportion of British tonnage in the total shipping which entered and cleared the Commonwealth, though shewing a decline during the last two years, was slightly larger in 1912 than in 1909.

The relative proportion of British and foreign tonnage which entered and cleared the Commonwealth during the last five years, apart from tonnage in ballast, is given below. From these figures, which may be considered to indicate more closely the proportion of the actual carrying trade done, than does the total tonnage, it will be seen that the proportion of British tonnage was lower during 1912 than in any other year shewn. Since 1904, when the shipping statistics were first compiled in their present form, the proportion of British ships entered and cleared with cargo has only once been lower, viz.; in the year 1906, when the proportion of British tonnage was 74.42 per cent.

**PROPORTION OF TONNAGE OF BRITISH AND FOREIGN NATIONALITY ENTERED  
AND CLEARED THE COMMONWEALTH WITH CARGO, 1908 to 1912.**

Nationality.	1908.	1909.	1910.	1911.	1912.
British ... ..	76.50	75.65	77.34	75.79	74.71
Foreign ... ..	23.50	24.35	22.66	24.21	25.29
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. 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 also maintains a cargo service between the Commonwealth and Adriatic ports.

The more important competitors for the Australian shipping trade among the foreign nations are France, Germany, 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 1912.**

Countries.	Nationality.					
	French.		German.		Norwegian.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
<b>EUROPEAN COUNTRIES—</b>	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom ... ..	12,778	27,671	6,099	34,532	4,576	75,569
Belgium ... ..	5,789	...	...	31,006	...	5,754
France ... ..	42,897	40,102	...	...	...	...
Germany ... ..	...	...	416,261	328,163	1,890	...
Norway ... ..	...	...	5,574	...	22,252	44
Sweden ... ..	...	...	2,778	...	22,272	...
Other European Countries ...	3,886	...	2,184	3,528	1,709	...
<b>NEW ZEALAND ... ..</b>	...	...	23,917	22,481	5,449	16,330
<b>ASIATIC COUNTRIES AND ISLANDS IN THE PACIFIC—</b>						
Japan ... ..	...	...	25,489	23,669	...	...
New Caledonia ... ..	58,694	61,735	...	...	...	1,547
South Sea Islands ... ..	8,100	9,000	4,180	6,843	11,708	10,008
Straits Settlements ... ..	...	...	...	13,889	897	...
Other Asiatic Countries ... ..	...	...	4,639	53,517	1,024	16,826
<b>AFRICAN COUNTRIES—</b>						
Africa, Portuguese East ... ..	...	...	1,512	...	5,153	1,131
South African Union ... ..	...	...	5,268	...	23,149	6,990
Other African Countries ... ..	1,907	...	...	...	3,534	1,054
<b>NTH. AMERICAN COUNTRIES—</b>						
United States ... ..	27,362	8,646	62,722	4,022	35,152	8,653
Other Nth. Amer. Countries... ..	...	...	8,299	...	12,193	5,201
<b>STH. AMERICAN COUNTRIES—</b>						
Chile ... ..	3,887	24,249	23,210	75,571	25,379	91,543
Peru ... ..	3,891	1,969	1,824	1,696	15,618	24,411
Other South American Countries ... ..	13,644	...	18,865	...	61,868	8,237
With Cargo ... ..	144,665	161,652	510,496	598,895	101,283	259,641
In Ballast ... ..	38,170	11,720	102,325	22	152,540	13,657
<b>Total ... ..</b>	<b>182,835</b>	<b>173,372</b>	<b>612,821</b>	<b>598,917</b>	<b>253,823</b>	<b>273,298</b>

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 1908-12. Steam tonnage during 1912 was 2,010,012 tons greater than in 1908, 1,360,838 tons (*i.e.*, 67.70 per cent.) of the increase being British, and 649,174 tons (*i.e.*, 32.30 per cent.) being foreign. The tonnage of sailing vessels shews a decrease during the same period of 315,849 tons, British tonnage having fallen by 165,234 tons, and that of foreign nations by 150,615 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 19 per cent. to 12 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, 1908 to 1912.

Description and Nationality of Vessels.	1908.		1909.		1910.		1911.		1912.	
	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.	Ton-nage.	Percen-tages.
Steam—										
British ...	5,723,288	82	5,583,448	81	6,432,290	82	6,912,085	81	7,084,126	79
Foreign ...	1,259,714	18	1,325,523	19	1,436,917	18	1,609,048	19	1,908,888	21
Total steam	6,983,002	100 (81)	6,908,971	100 (81)	7,869,207	100 (84)	8,521,133	100 (85)	8,993,014	100 (88)
Sailing—										
British ...	595,333	37	606,048	38	557,564	38	494,566	34	430,099	34
Foreign ...	1,002,816	63	1,001,732	62	906,375	62	969,102	66	852,201	66
Total sailing	1,598,149	100 (19)	1,607,780	100 (19)	1,463,939	100 (16)	1,463,668	100 (15)	1,282,300	100 (12)
Steam and Sailing—										
British ...	6,318,621	74	6,189,496	73	6,989,854	75	7,406,651	74	7,514,225	73
Foreign ...	2,262,530	26	2,327,255	27	2,343,292	25	2,578,150	26	2,761,089	27
Total ...	8,581,151	100	8,516,751	100	9,333,146	100	9,984,801	100	10,275,314	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 1908-12. Of the total British tonnage which entered during 1912, 13.31 per cent. was in ballast, and of foreign tonnage 27.34 per cent. was in similar condition. Of the total tonnage which entered the Commonwealth during 1912, 17.08 per cent. was in ballast, while of the tonnage cleared 1.81 per cent. only was without cargo.

## TONNAGE ENTERED AND CLEARED IN BALLAST, 1908 to 1912.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
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
1912 ...	503,041	378,614	881,655	62,069	30,379	92,448

## PROPORTION OF TOTAL BRITISH AND FOREIGN TONNAGE WHICH ENTERED AND CLEARED IN BALLAST, 1908 to 1912.

Year.	Entered.			Cleared.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1908 ...	per cent. 25.05	per cent. 40.51	per cent. 29.09	per cent. 2.74	per cent. 12.07	per cent. 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
1912 ...	13.31	27.34	17.08	1.66	2.21	1.81

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 1912, was as follows:—

**TONNAGE OF OVERSEA VESSELS IN BALLAST WHICH ENTERED EACH STATE  
OF THE COMMONWEALTH DURING THE YEAR 1912.**

State ...	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	N. Terr.	C'wealth.
Tonnage ...	617,471	8,045	5,936	97,804	137,779	12,238	2,382	881,655
Percentage of total ...	70.04	0.91	0.67	11.09	15.63	1.39	0.27	100.00

The large exports of coal from New South Wales afford special inducements to vessels in search of freights. During 1912, 617,471 tons, or 70.04 per cent. of all ballast tonnage arriving in Australia, entered in New South Wales, 510,744 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 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 1912, 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, 1912.**

Port.	Tonnage Entered.	Port.	Tonnage Entered.
<b>AUSTRALIA—</b>		<b>ENGLAND AND WALES—</b>	
Sydney ...	8,494,059	London ...	18,746,936
Melbourne ...	6,138,566	Liverpool (inc. Birkenhead) ...	15,147,198
Newcastle ...	4,326,438	Cardiff ...	11,493,422
Port Adelaide ...	3,175,796*	Tyne ports ...	10,997,315
Brisbane ...	2,454,684	Southampton ...	7,288,261
Fremantle ...	2,173,691	Hull ...	5,469,490
Townsville ...	1,277,151	Plymouth ...	4,665,488
Albany ...	1,122,968	Middlesbrough ...	3,253,830
Hobart ...	859,701	Newport ...	3,230,616
Mackay ...	758,858	Swansea ...	2,992,748
Rockhampton ...	746,962	Sunderland ...	2,980,641
Cairns ...	668,903	Manchester ...	2,554,283
Port Pirie ...	596,042	Dover ...	2,476,590
Geelong ...	523,431	Blyth ...	2,240,946
Bowen ...	513,751	Grimsby ...	2,050,091
Thursday Island ...	387,813	<b>SCOTLAND—</b>	
Burnie ...	356,499	Glasgow ...	5,529,820
<b>NEW ZEALAND—</b>		Leith ...	2,493,188
Wellington ...	3,135,152	<b>IRELAND—</b>	
Lyttelton ...	2,247,234	Cork (inc. Queenstown) ...	4,185,795
Auckland ...	1,882,213	Belfast ...	3,347,588
Dunedin ...	1,074,441	Dublin ...	2,628,542

\* 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, Cardiff, and the Tyne.

### § 4. Vessels Built and Registered.

1. **Vessels Registered.**—The following table shews the number and net tonnage of steam, sailing, and other vessels not self-propelled, on the registers of the various States and of the Northern Territory of the Commonwealth of Australia:—

#### VESSELS ON THE REGISTER, 31st DECEMBER, 1912.

State.	Steam.				Sailing.				Barges, Hulks, Dredges, etc., not Self-propelled.		Total.	
	Dredges and Tugs.		Other.		Fitted with Auxiliary Power.		Other.		No.	Net Tons.	No.	Net Tons.
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.				
New South Wales ...	43	1,541	585	97,382	73	1,299	362	32,057	56	8,724	1,119	141,003
Victoria ...	28	3,286	172	116,236	5	266	137	12,267	80	31,144	422	163,199
Queensland ...	25	2,600	79	12,493	16	164	154	3,149	41	5,861	315	24,267
South Australia ...	23	748	93	47,752	2	55	99	4,131	72	12,769	289	65,455
Western Australia ...	10	145	45	20,288	1	100	308	5,821	22	2,455	386	28,809
Tasmania ...	4	295	60	8,227	18	523	133	5,886	5	2,112	220	17,043
Northern Territory ...	...	...	4	66	...	...	38	525	...	...	42	591
Total ...	133	8,615	1,038	302,444	115	2,407	1,231	63,836	276	63,065	2,793	440,367

2. **Vessels Built.**—The following tables shew the number and tonnage of vessels built in the Commonwealth during each of the years 1901-1912, so far as such information can be ascertained from the Shipping Registers of the various States. The Merchant Shipping Act, under which vessels are registered in Australia, however, does not make it compulsory to register vessels under 15 tons burthen if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners. As the Shipping Registers have been, and are, the source of information, it follows that the figures given below will be subject to additions in the future, inasmuch as vessels already built may be added to the register at some future date.

#### VESSELS BUILT IN THE COMMONWEALTH, 1901 to 1912.

##### 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 ...	28	...	...	1	29	8	72	1	110
1903 ...	15	1	2	...	18	17	149	2	186
1904 ...	14	...	1	1	16	11	75	...	102
1905 ...	15	...	4	...	19	22	15	2	58
1906 ...	12	1	1	...	14	21	18	3	56
1907 ...	17	...	...	1	18	12	32	1	63
1908 ...	13	...	3	...	16	18	16	2	52
1909 ...	10	...	...	...	10	11	29	1	51
1910 ...	9	3	2	...	14	9	32	2	57
1911 ...	13	1	1	1	16	6	34	4	60
1912 ...	6	...	2	1	9	2	24	...	35

## VESSELS BUILT IN THE COMMONWEALTH, 1901 TO 1912—continued.

## TONNAGE.

Year.	Steamers.		Oil Motor Vessels.		Sailing.		Pontoons, Dredges, etc.		Total.	
	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.	Gross.	Net.
1901 ...	2,270	1,251	41	33	1,052	927	...	...	3,363	2,211
1902 ...	2,863	1,654	96	82	2,374	2,052	64	64	5,397	3,852
1903 ...	1,569	956	624	455	3,061	2,613	385	350	5,639	4,374
1904 ...	1,994	1,240	134	100	1,607	1,388	...	...	3,735	2,728
1905 ...	2,444	1,462	291	214	344	293	967	896	4,046	2,865
1906 ...	1,426	735	201	141	471	401	546	536	2,644	1,813
1907 ...	2,381	1,305	108	93	772	713	152	145	3,413	2,256
1908 ...	2,492	1,317	265	199	470	395	260	260	3,487	2,171
1909 ...	1,351	735	180	148	707	592	98	98	2,336	1,573
1910 ...	1,944	1,105	102	92	760	644	405	363	3,211	2,204
1911 ...	2,068	1,100	130	103	757	672	762	720	3,717	2,595
1912 ...	1,619	1,075	45	37	565	491	...	...	2,229	1,603

## § 5. Interstate Shipping.

1. **Total Vessels and Tonnage.**—In the following tables are shewn the number and tonnage of vessels recorded as having entered each State of the Commonwealth from any other State therein, and similarly, the number and tonnage clearing from each State to other Commonwealth States. The table gives results for the quinquennial intervals since 1891 and for 1912. The shipping on the Murray River, between the States of New South Wales, Victoria and South Australia, is not included:—

## INTERSTATE SHIPPING, 1891 to 1912.—NUMBER OF VESSELS.

## ENTERED.

State.	1891.	1896.	1901.	1906.	1911.	1912.
New South Wales ...	1,692	1,470	1,611	1,575	1,791	1,915
Victoria ...	1,525	1,280	1,502	1,561	1,648	1,674
Queensland ...	376	439	430	478	567	606
South Australia ...	611	823	650	752	789	779
Western Australia ...	149	520	446	335	415	401
Tasmania ...	680	567	713	840	864	900
Northern Territory ...	*	*	*	*	39	41
Total ...	5,033	5,099	5,352	5,541	6,113	6,316

## CLEARED.

New South Wales ...	1,415	1,275	1,473	1,417	1,728	1,858
Victoria ...	1,733	1,380	1,569	1,610	1,765	1,860
Queensland ...	389	455	395	431	572	632
South Australia ...	716	918	756	802	900	841
Western Australia ...	158	496	456	363	394	388
Tasmania ...	679	573	694	809	836	874
Northern Territory ...	*	*	*	*	40	37
Total ...	5,090	5,097	5,343	5,432	6,235	6,488

## INTERSTATE SHIPPING, 1891 TO 1912.—NUMBER OF VESSELS—contd.

## TOTAL.

State.	1891.	1896.	1901.	1906.	1911.	1912.
New South Wales ...	3,107	2,745	3,084	2,992	3,519	3,773
Victoria ...	3,258	2,660	3,071	3,171	3,413	3,534
Queensland ...	765	894	825	909	1,139	1,238
South Australia ...	1,327	1,741	1,406	1,554	1,689	1,620
Western Australia ...	307	1,016	902	698	809	787
Tasmania ...	1,359	1,140	1,407	1,649	1,700	1,774
Northern Territory ...	*	*	*	*	79	78
Total ...	10,123	10,196	10,695	10,973	12,348	12,804

\* Included with South Australia.

## INTERSTATE SHIPPING, 1891 to 1912.—TONNAGE.

## ENTERED.

State.	1891.	1896.	1901.	1906.	1911.	1912.
New South Wales	1,617,559	1,589,753	2,031,089	2,456,269	3,318,605	3,525,929
Victoria ...	1,392,818	1,486,624	1,956,900	2,473,771	2,959,551	3,040,071
Queensland ...	267,753	343,026	545,469	692,354	840,052	872,964
South Australia ...	658,600	1,051,893	1,124,499	1,582,802	1,970,490	2,130,621
Western Australia	237,708	683,918	973,474	968,664	1,378,800	1,427,936
Tasmania ...	371,205	281,029	485,023	721,240	895,546	913,595
North'n Territory	*	*	*	*	64,518	72,880
Total ...	4,545,643	5,436,243	7,116,454	8,895,100	11,427,562	11,983,996

## CLEARED.

New South Wales	1,314,339	1,341,635	1,856,501	2,177,496	3,209,723	3,472,206
Victoria ...	1,692,189	1,599,065	2,038,424	2,617,966	3,233,531	3,503,022
Queensland ...	302,723	359,046	440,659	578,561	855,776	920,965
South Australia ...	829,616	1,203,830	1,365,668	1,772,356	2,343,269	2,313,982
Western Australia	269,256	687,632	977,846	1,051,629	1,303,359	1,288,391
Tasmania ...	352,406	250,557	433,735	636,944	728,170	784,529
North'n Territory	*	*	*	*	66,357	63,197
Total ...	4,760,529	5,441,765	7,112,833	8,834,952	11,740,185	12,346,292

## TOTAL.

New South Wales	2,931,898	2,931,388	3,887,590	4,633,765	6,528,328	6,998,135
Victoria ...	3,085,007	3,085,689	3,995,324	5,091,737	6,193,082	6,543,093
Queensland ...	570,476	702,072	986,128	1,270,915	1,695,828	1,793,929
South Australia ...	1,488,216	2,255,723	2,490,167	3,355,158	4,313,759	4,444,603
Western Australia	506,964	1,371,550	1,951,320	2,020,293	2,682,159	2,716,327
Tasmania ...	723,611	531,586	918,758	1,358,184	1,623,716	1,698,124
North'n Territory	*	*	*	*	130,875	136,077
Total ...	9,306,172	10,878,008	14,229,237	17,730,052	23,167,747	24,330,288

\* Included with South Australia.



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

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

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

To ascertain the aggregate movement of shipping between the States during the year 1912, 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, 1912.**

State.	Entered.		Cleared.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
New South Wales ...	590	2,116,174	455	1,725,540	1,045	3,841,714
Victoria ...	465	1,684,762	426	1,666,748	891	3,351,510
Queensland ...	204	805,662	186	769,515	390	1,575,177
South Australia ...	224	896,817	188	779,868	412	1,676,685
Western Australia ...	6	12,907	29	72,906	35	85,813
Tasmania ...	9	20,544	31	159,945	40	180,489
Northern Territory ...	...	...	1	46	1	46
Total ...	1,498	5,536,866	1,316	5,174,568	2,814	10,711,434
	1,045	3,349,086	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, 1908 to 1912.**

	1908.	1909.	1910.	1911.	1912.
	Tons.	Tons.	Tons.	Tons.	Tons.
Oversea vessels moving interstate ...	8,258,018	8,204,858	9,223,166	10,049,659	10,711,434
Vessels solely interstate	5,961,617	5,850,749	6,384,108	6,548,069	6,809,428
Total ...	14,219,635	14,055,607	15,607,274	16,597,728	17,520,862

The following table shews the number and tonnage of vessels which entered and cleared each State during 1912, including the coastal movements of oversea vessels :—

INTERSTATE SHIPPING OF EACH STATE, 1912.

State.	Entered.		Cleared.		Total.		
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
New South Wales ...	2,505	5,642,103	2,313	5,197,746	4,818	10,839,849	
Victoria ...	2,139	4,724,833	2,286	5,169,770	4,425	9,894,603	
Queensland ...	810	1,678,626	818	1,690,480	1,628	3,369,106	
South Australia ...	1,003	3,027,438	1,029	3,093,850	2,032	6,121,288	
Western Australia ...	407	1,440,843	415	1,361,297	822	2,802,140	
Tasmania ...	909	934,139	905	944,474	1,814	1,878,613	
Northern Territory ...	41	72,880	38	63,243	79	136,123	
Total ...	1912	7,814	17,520,862	7,804	17,520,860	...	...
	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 1908 to 1912 will be found to be as follows :—

NUMBER AND TONNAGE OF VESSELS ENGAGED SOLELY IN INTERSTATE TRADE,  
1908 to 1912.

Year.	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
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
1912 ...	5,000	6,809,428	4,990	6,809,426

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 1912 the total net tonnage owned by the twenty-four companies from whom returns have been received amounted to 179,996 tons. A summary of the various mail services carried on during the year 1912 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 1908 to 1912. The figures for 1908 and subsequent years include particulars relating to a number of smaller companies which did not supply returns for 1901, though they were, for the most part, carrying on business in that year.

**PARTICULARS OF STEAMSHIPS ENGAGED IN REGULAR INTERSTATE AND COASTAL SERVICES IN THE COMMONWEALTH, 1901 and 1908 to 1912.**

Particulars.	1901.	1908.	1909.	1910.	1911.	1912.
Number of companies making returns ...	11	93	93	94	94	*94
Number of steamships ...	113	175	181	180	178	180
Tonnage { Gross ...	184,574	261,862	283,276	291,470	288,181	311,144
{ Net ...	114,080	156,502	168,206	172,410	170,062	179,996
Horse-power { Nominal ...	18,237	25,582	28,477	29,128	29,456	32,520
{ Indicated ...	122,519	192,140	238,610	245,698	249,388	276,703
Number of passengers { 1st class ...	4,617	7,100	7,087	7,041	8,616	9,084
for which licensed to { 2nd class and ...	4,490	6,156	6,460	6,395	6,256	6,376
carry { steeerage ...	403	575	598	600	590	604
Complement { Masters and officers ...	332	471	495	499	491	509
of Crew { Engineers ...	2,875	4,121	4,347	4,440	4,369	4,609
{ Crew ...						

\* 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 and 1904 to 1912 :—

## NUMBER AND TONNAGE OF VESSELS WRECKED,\* 1901 and 1904 to 1912.

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
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	3,055	...	...	9	3,415	94	20
	Total ...	6	149	7	1,146	3	4,053	2	9,307	18	14,655	718	22
1911	Steam ...	4	109	5	681	3	5,194	...	...	12	5,984	275	161
	Sailing ...	7	103	4	642	4	5,100	...	...	15	5,845	128	25
	Total ...	11	212	9	1,323	7	10,294	...	...	27	11,829	403	186
1912	Steam ...	1	11	6	866	...	...	1	2,182	8	3,059	227	151
	Sailing ...	4	44	3	407	5	7,836	...	...	12	8,287	111	19
	Total ...	5	55	9	1,273	5	7,836	1	2,182	20	11,346	338	170

\* 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.