

as a fair average for the freight upon the average inward cargo for the year 1926. This proportion of £21,000 upon £397,000 gives the estimate that freight charges amounted to 5·3 per cent. of the value of cargo carried. But expenses in Australian ports, other than cost of fuel, amounted to 21 per cent. of the gross freight which leaves the net freight charge at 4·2 per cent. of

TABLE XLIV
Freight Charges on Imports, 1920-8

<i>Year.</i>	<i>Recorded value of imports. £ m.</i>	<i>Freight as percentage of cargo (estimated).</i>	<i>Price index.</i>	<i>Freight index.</i>	<i>Freight as percentage of cargo (corrected).</i>	<i>Cost of inward freight. £ m.</i>
1920	98·974	—	1,353	3,571	11·2	11·084
1921	163·802	—	1,038	1,343	5·4	8·845
1922	103·066	—	959	1,060	4·6	4·743
1923	131·758	—	1,061	1,014	4·0	5·271
1924	140·618	—	1,029	1,057	4·3	6·047
1925	157·143	—	1,006	908	3·8	5·971
1926	151·638	4·2	1,000	1,000	4·2	6·369
1927	164·717	—	992	993	4·2	6·918
1928	148·117	—	972	921	3·9	5·776

the invoice value of the typical cargo.¹ The method used by the customs authorities for arriving at the value of imports for revenue purposes adds 10 per cent. to the invoice value, and the figures should, strictly speaking, be reduced by one-eleventh. But, since the value of the typical cargo was obtained on the basis of the recorded figures, and the freight figures published by the steamship companies were reckoned as a percentage of the recorded value of imports, the customs figure has been retained in the next table. A lower cargo value and a higher

¹ At first sight it is somewhat surprising that the cost of freight does not differ more widely for the Canadian and Australian trade. Rates of freight, however, are not determined on mileage alone, since the number of ports and the expenses in loading and discharging ships are important considerations for the shipowner. Conditions in the Canadian and the Australian trade are, in fact, vastly different. Ships sailing from Britain to Australia usually carry good cargoes of manufactures and both the outward and homeward voyages contribute fairly to the cost of the round trip. Cargoes to Canada, on the other hand, are usually very small, and a higher rate proportionately to distance is charged than for the Australian voyage. This seems to explain the relatively small difference between this figure and that of 3·5 per cent. obtained by Viner for Canada.