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From the same year, the direct foreign trade of Burma has been excluded from this Statement.

DEPARTMENT OF COMMERCIAL INTELLIGENCE AND STATISTICS, INDIA

ANNUAL STATEMENT
OF THE
Sea-Borne Trade of British India
WITH THE
British Empire and Foreign Countries

For the fiscal year ending 31st March, 1939

VOLUME II.

Abstract and detailed tables of the trade and shipping with each country and at each port, and tables relating to the trade of the French Possessions in India.

Published by order of the Governor-General in Council



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SEVENTY-THIRD ISSUE]

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INTRODUCTORY NOTE.

1. Scope of the Returns.—The object of this Volume is to arrange the statistics of the Trade of India (by sea and air) according to the principal countries with which trade is carried on, and the principal ports in India through which such trade passes. Imports are classified as received from the countries from which they have been consigned and exports are credited to the countries of final destination. Detailed information regarding shipping is also given in this Volume.

2. Statistical year.—All tables given in this Volume cover the five official years, April to March, 1934-35 to 1938-39, except the shipping tables Nos. 8 and 9 which show figures for 1938-39 only.

3. Abstract Tables.—Tables 1 to 7 and 10 show the shares of each principal country in the total import, export and re-export trade.

Table 1 shows the total value of the imports of merchandise and treasure from each principal country, table 2 gives similar details of the exports, including re-exports, and table 3 shows separately the total figures of the exports and re-exports of merchandise only. In these three tables the countries are grouped under (1) the British Empire and (2) Foreign countries.

In tables 4 to 7 are given the shares of each principal country in the total trade in, and imports, exports and re-exports of, private merchandise, the countries being grouped geographically within each Continent.

Table 8 shows the shares of each maritime province in the total imports and exports, including re-exports, of private merchandise and treasure. Similar details for Government stores and treasure are given in table 9.

In table 10 is shown the total trade in merchandise of each maritime province with each principal country.

Table 11 shows the total imports and exports of merchandise and treasure separately at each port.

4. Trade at Ports.—Table 12 shows the quantities and values of the principal articles of merchandise, imported into and exported from each of the chief ports (Calcutta, Balasore, Bombay, Karachi, Fort St. George and Rangoon*). The information as regards the chief ports in this table relates to the quantities and values of the principal articles of merchandise entered for export or cleared for import by the Customs at the chief ports. Imported goods, though landed at the ports to which they are accredited, may afterwards be carried in coasting vessels to other ports before passing into consumption. Thus these returns are not, strictly speaking, an exact indication of the imports and exports passing through each port.

5. Trade with countries.—Table 13 shows the quantities and values of the principal articles of merchandise, imported from and exported to each principal country, the countries being arranged geographically within each Continent. The trade in each article is recorded separately when its value is Rs10,000 or more. If the value of the trade in any particular article is less than the limit stated, it is generally grouped under the head "all other articles of merchandise".

The articles are arranged in alphabetical order as in Volume I, provision being made for grouping together within the alphabetical order such articles as are related industrially or commercially.

6. Customs Revenue.—Tables 14, 15 and 16 give details of the Customs duty collected (a) on imports and exports at each port in each province, (b) in respect of the principal and other articles of imported merchandise, and (c) in respect of the dutiable articles of exported merchandise. In tables 15 and 16 the arrangement of articles follows the classification in the tariff schedules.

* As Burma was separated from British India on 1st April 1937 the trade figures for the Chief Port of Rangoon are no longer available.

Table 17 gives the amount of drawbacks paid and duties refunded on the principal and other articles imported and exported.

7. **Dutiable articles allowed free of duty and Bonded goods.**—Table 18 shows the dutiable articles of imported merchandise allowed free of duty, and table 19 shows the quantity of certain principal articles of merchandise imported, which remained in customs bonded warehouses on the last day of each of the official years 1934-35 to 1938-39. The figures do not, however, include duty-paid goods lying in the warehouses outside customs authority.

8. **Trade of the French and Portuguese Possessions in India.**—The trade is recorded in separate sets of tables, the trade of the French Possessions being for the five years ending 31st March, 1939. Accounts of the trade of the Portuguese Possessions in India for the nine calendar years 1926 to 1934 were published as Supplement to the Annual Statement of the Sea-borne Trade of British India.

9. **Shipping Foreign Trade.**—*Entrances and clearances of vessels.*—Vessels bringing cargo from more than one Foreign Port are recorded as entering from the most distant port at which cargo for British India was embarked. Vessels with cargo departing from British India for more than one Foreign Port are recorded as clearing for the most distant port at which cargo from British India is to be disembarked.

Vessels in the Foreign Trade are recorded as entering on the voyage inwards at the first port at which cargo is discharged, and as clearing on the voyage outwards at the last port at which cargo is laden. If on their inward voyage they enter a port in British India to discharge only a part of their cargoes and then proceed to other ports in British India, their clearances and entries after arrival at the first port are recorded in the Coasting Trade, whether they ship "Coasting Cargo" or not, for the foreign voyage is deemed to have ended on arrival at the port where part of the cargo is first discharged. If vessels on the voyage outwards load with part cargo for a Foreign Port, and part for some other port or ports in British India, they are recorded at the first port of departure as cleared in the Coasting Trade and such vessels are again recorded as cleared in the Foreign Trade at the last British Indian port.

Vessels in ballast are recorded both as to entries and clearances in the same way as vessels with cargo.

The classes of vessels which are distinguished in the shipping tables are detailed below :—

British.—Steamers and square-rigged sailing vessels, flying the British flag and registered under the English Merchant Shipping Act, 1894, in any port in the United Kingdom or in a British Possession other than British India.

British Indian.—Steamers and square-rigged sailing vessels, flying the British flag and registered under the Indian Merchant Shipping Act, X of 1841, or other enactment for the time being in force for the registration of ships in British India.

Native craft.—

(i) *British.*—Sailing vessels, not square-rigged, flying the British flag but not belonging to any port in British India or in Indian States.

(ii) *British Indian.*—Sailing vessels, not square-rigged, belonging to ports in British India or in Indian States.

(iii) *Foreign.*—Sailing vessels, not square-rigged, flying a flag other than the British flag or that of an Indian State.

Foreign.—Steamers and square-rigged sailing vessels flying a flag other than the British flag.

Abstract table 1 gives the total entries and clearances in each maritime province, and tables 2 and 3 show the countries from which the vessels entered or to which they cleared. In tables 4 and 5 is shown the nationality of these vessels. Tables 6 and 7 give the details of shipping at each port in each province. In tables 8 and 9 are shown for one year only the nationality as well as the countries

(iii)

(from which entered or to which cleared) of vessels with cargoes and in ballast, respectively. Table 10 shows the number and tonnage of steam-vessels built at each port and table 11 gives similar details of vessels first registered.

10. **Alteration in Countries.**—The list of countries has been revised on the lines prescribed by the Committee set up in terms of Art. 8 of the International Convention relating to Economic Statistics with effect from April 1933.

J. V. JOSHI,
Offg. Director-General.

DEPARTMENT OF COMMERCIAL INTELLIGENCE
AND STATISTICS, INDIA ;

Calcutta, 20th September, 1940.

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