

SIXTY-THIRD ISSUE]

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, 1929

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 Aden and of the French Possessions in India.

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CHART 1.

(a) Variations in the Trade of British India with principal countries during the ten years ending 1928-29 as compared with averages of the pre-war, war and post-war quinquennia.

(I) IMPORTS

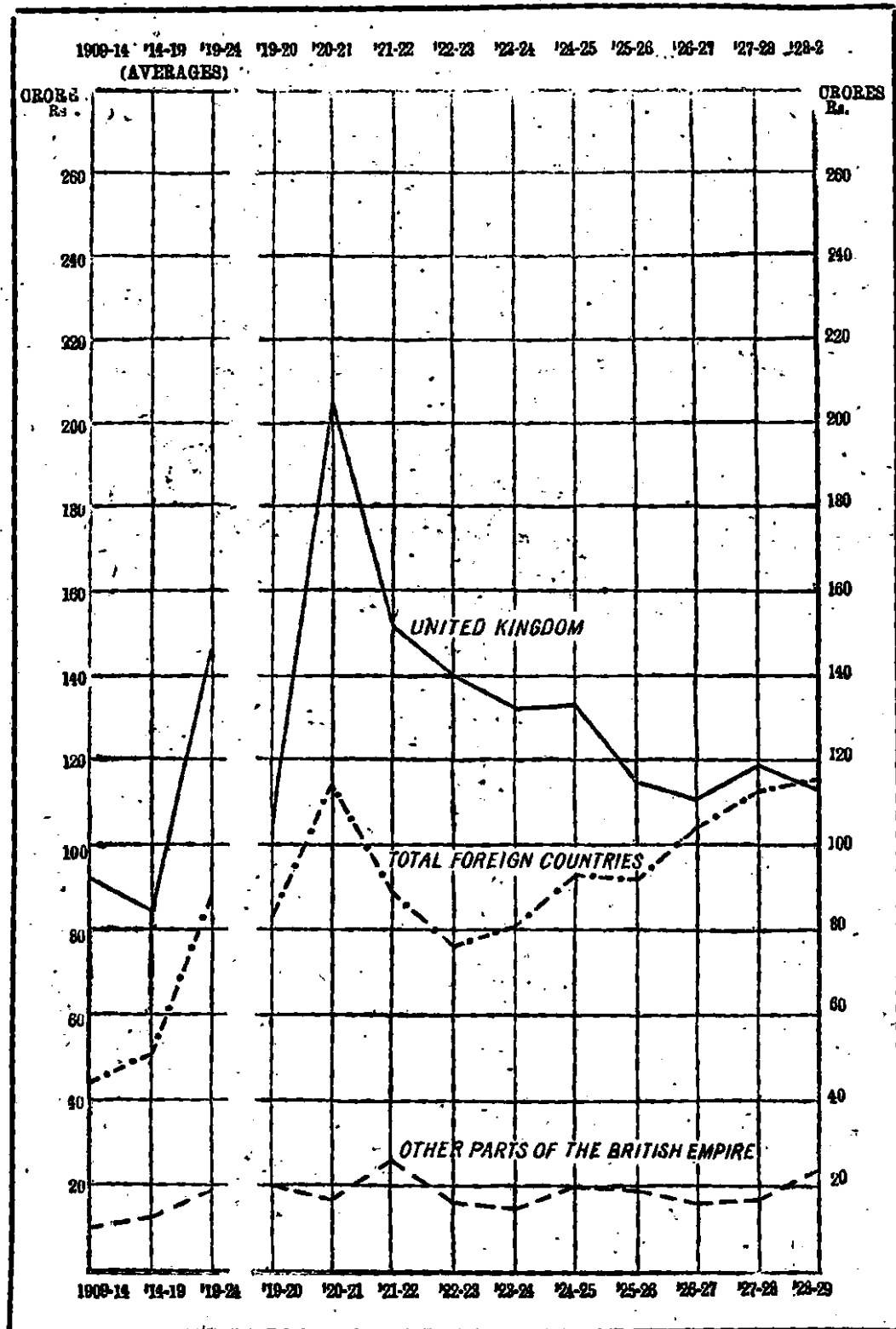


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(a) Variations in the Trade of British India with principal countries during the ten years ending 1928-29 as compared with averages of the pre-war, war and post-war quinquennia.

(II) IMPORTS

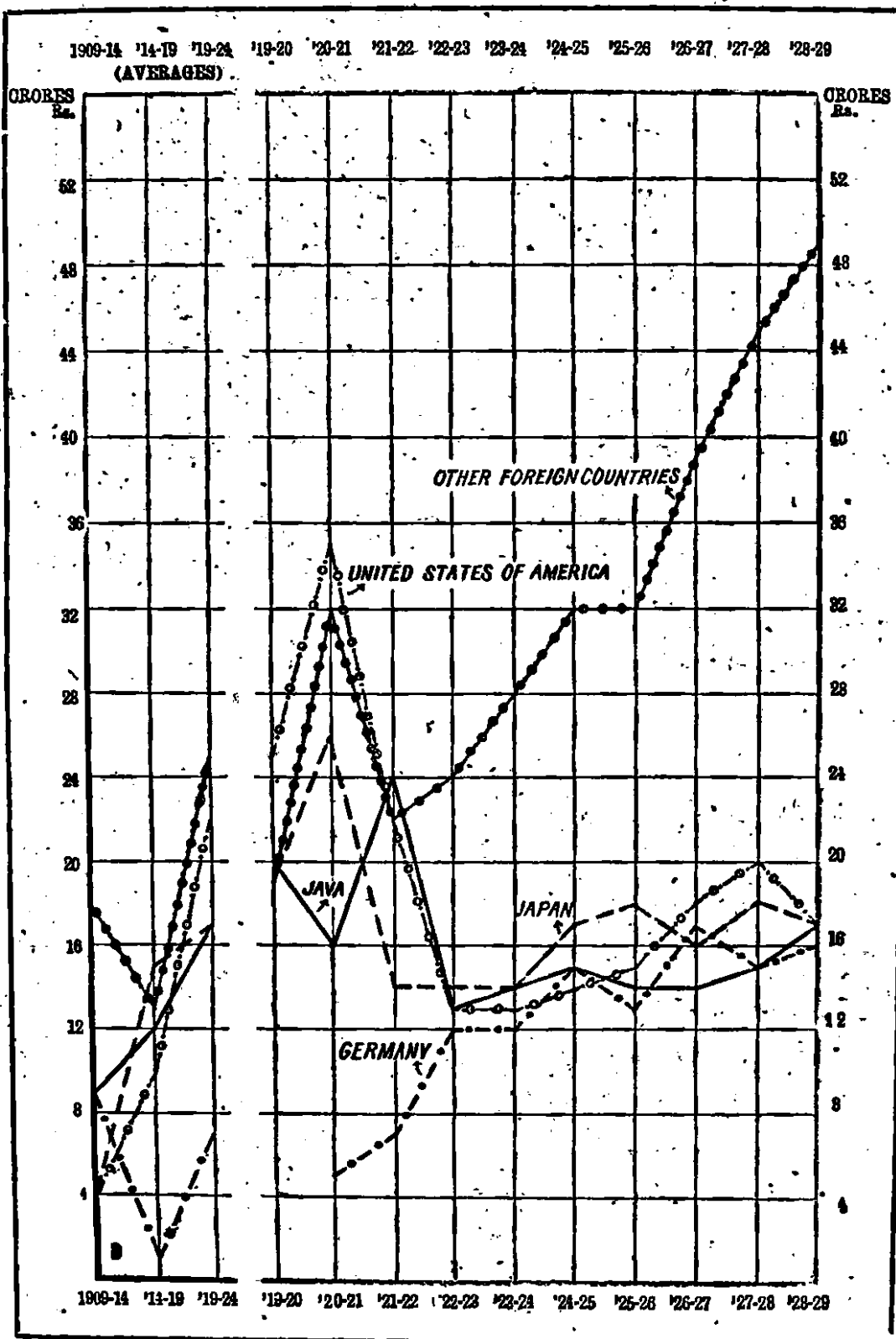


CHART 1.

(5) Variations in the Trade of British India with principal countries during the ten years ending 1928-29 as compared with averages of the pre-war, war and post-war quinquennia.

EXPORTS

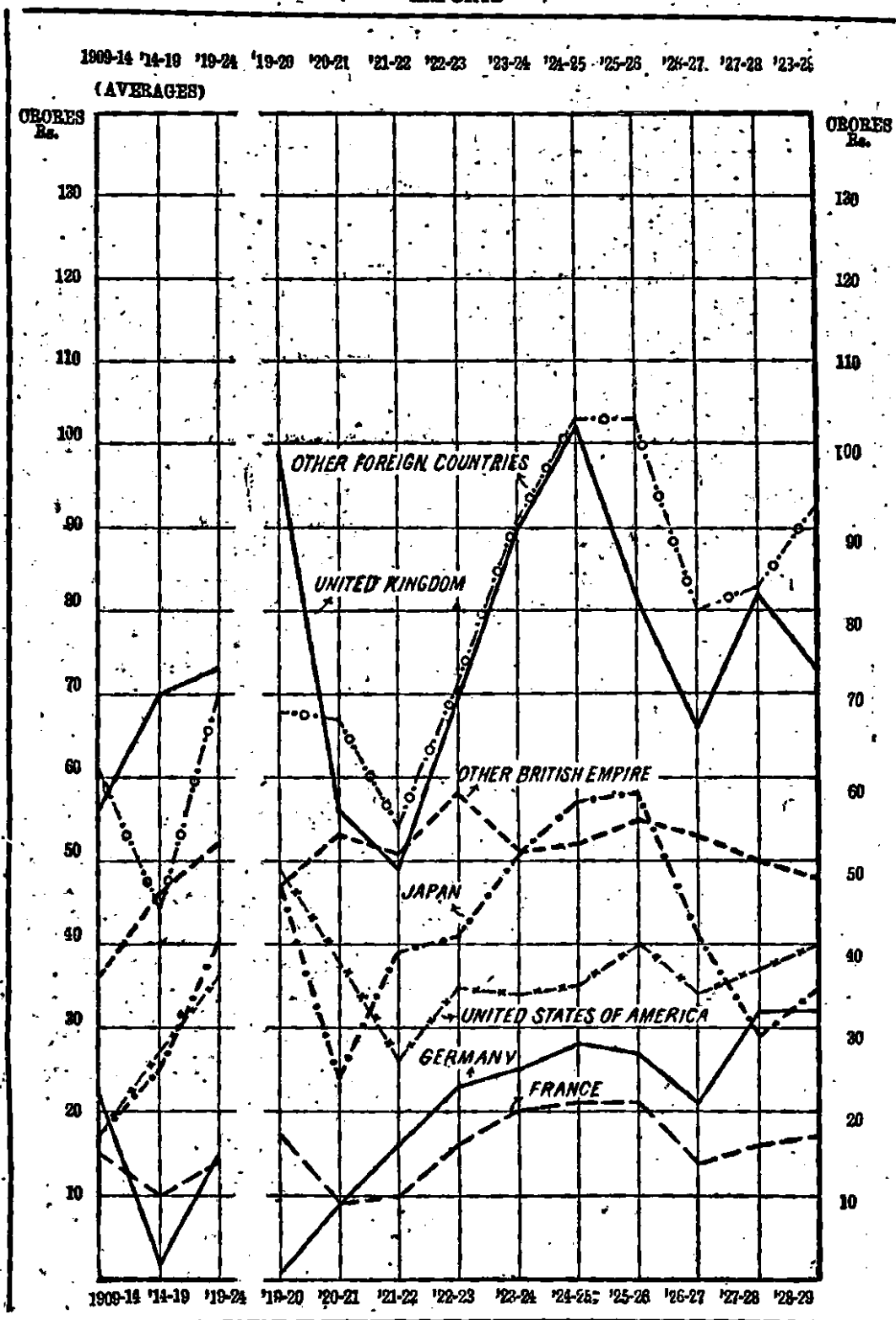


CHART 2.

(a) Variations in the shares of the principal countries in the Import trade of British India during the ten years ending 1928-29 as compared with averages of the pre-war, war and post-war quinquennia.

IMPORTS.

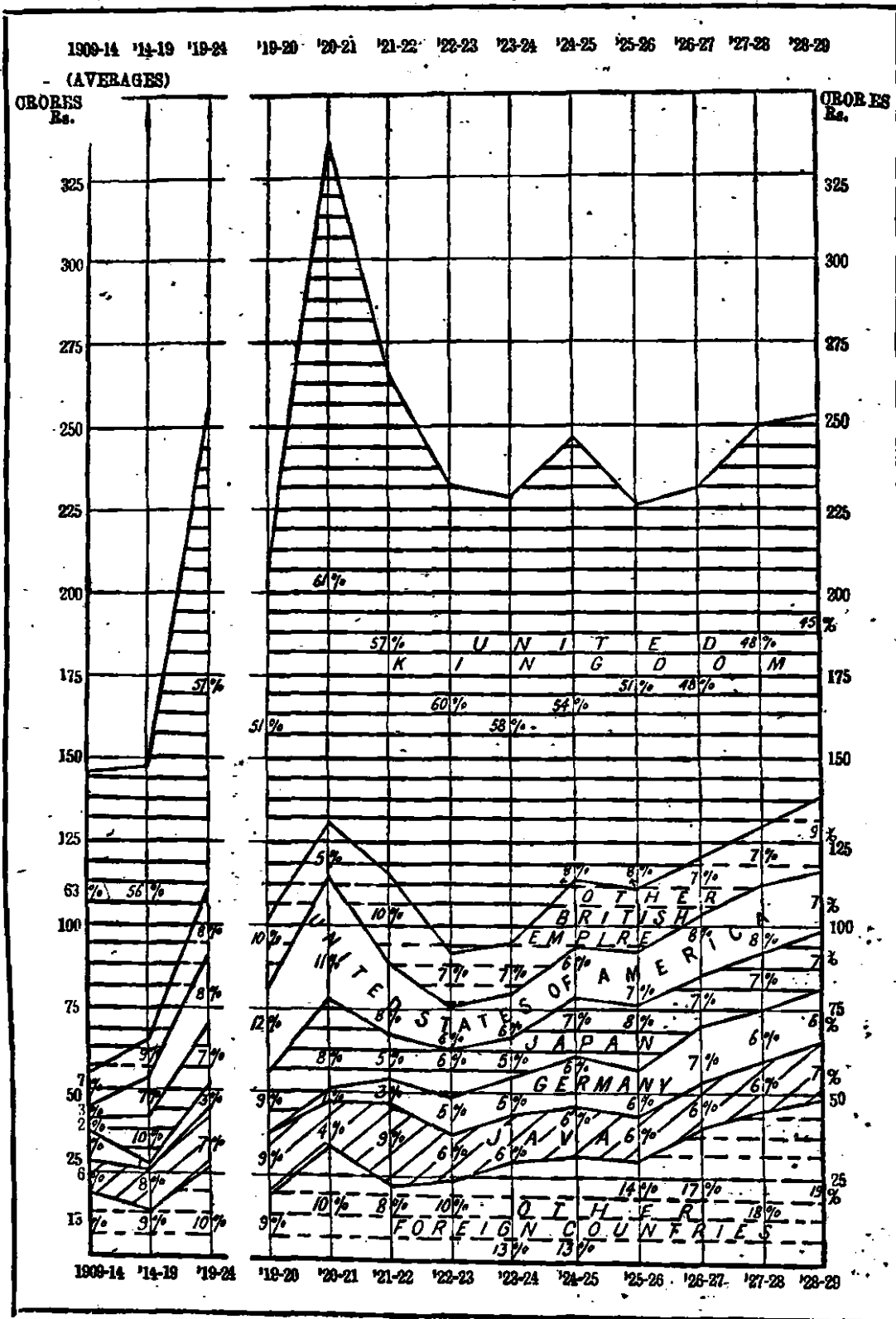
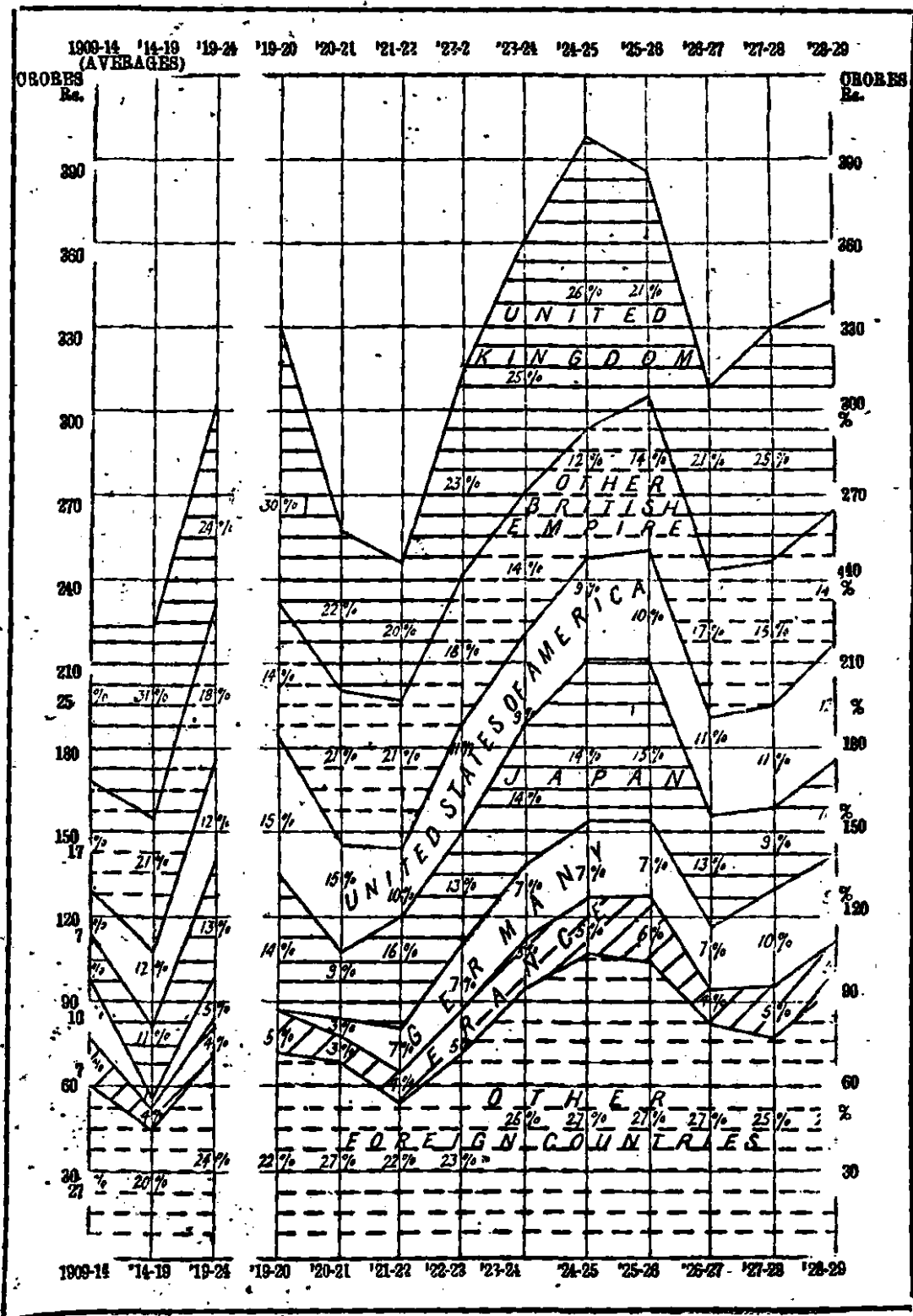


CHART 2.

(b) Variations in the shares of the principal countries in the Export trade of British India during the ten years ending 1928-29 as compared with averages of the pre-war, war and post-war quinquennia.

EXPORTS



INTRODUCTORY NOTE.

1. Scope of the Returns.—The object of this Volume is to arrange the statistics of the sea-borne trade of India 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, 1924-25 to 1928-29, except the shipping tables Nos. 8 and 9 which show figures for 1928-29 only.

3. Abstract Tables.—Tables 1 to 7 and 10 show for each of the years 1924-25 to 1928-29 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 into (1) the British Empire and (2) Foreign countries.

In tables 4 to 7 are given the shares of each principal country in the totals, imports, exports, and re-exports of 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 under imports, and Rs5,000 or more under exports. 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. 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 for the use of private individuals and institutions, 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 1924-25 to 1928-29. The figures do not, however, include duty-paid goods lying in the warehouses outside customs authority.

8. Trade of Aden.—The tables relating to the Trade and Navigation of Aden for 1928-29 are incorporated in this issue.

Nature of the Trade recorded in the Aden tables.—Imports include all goods which are manifested for Aden, while exports include all goods and re-exports shipped from Aden. Transshipment cargo, *i.e.*, cargo manifested for transshipment on through bills of lading, is shown separately as noted below. There is a very considerable land trade, and exports by sea necessarily include a considerable amount of re-exports of goods originally imported by land, and imports include goods which are intended for exports by land.

Countries to which imports or exports are credited in Aden.—Following the classification of the sea-borne trade returns of British India, imports are classified as received from the countries whence they were consigned to Aden, and exports are credited to the countries of final destination.

Method of ascertaining values in Aden.—The values of goods are generally based on consignor's invoices, and not on the wholesale cash price in Aden as required by section 30 of the Sea Customs Act. The values of goods imported or exported are taken from the import and export pass notes forwarded to the Political Resident, Aden, by the Port Trust Department. In the case of goods brought by steamers, the value is usually based upon the invoices; and in the case of cargo brought by *dhow*, the value is taken from Arabic advices. In many cases papers are not available and manifests have to be written out in Aden. The pass notes are stated to be scrutinised by the assessors of the Revenue Department and corrected, where necessary, by comparison with average market rates, which are ascertained periodically for the purpose.

Tables of the Trade of Aden.—These tables relate to the sea-borne and land trade and also to the shipping of the port of Aden for the official years 1924-25 to 1928-29. Tables 1A, 1B and 1C, and 2A, 2B and 2C are classified summaries, showing the values of the imports and exports from and to the British Empire and Foreign countries separately. Table 1 shows, for each of the years 1924-25 to 1928-29, the total sea-borne trade of Aden in private merchandise and treasure, and table 2 gives similar details of Government stores and treasure. Tables 3 and 4 show the total value of imports and exports, respectively, from and to each principal country, of merchandise and treasure separately. The countries in these two tables are arranged geographically within each Continent. Table 5 shows the total quantities and values of the principal articles of imports, and table 6 gives similar details of exports. Tables 7 and 8 are general tables and show the quantities and values of the imports and exports, respectively, with the countries from or to which imported or exported. The articles are arranged alphabetically, provision being made for grouping together within the alphabetical order such articles as are related industrially or commercially, as in abstract tables 5 and 6. Tables 9, 9A, 10 and 10A relate to the land trade and show the imports and exports from and to the interior of Arabia. Shipping figures are recorded in tables 11 to 14. Tables 15 and 16 show the number of packages of transshipment cargo for imports and exports during the year 1928-29.

9. Trade of the French and the 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, 1929. Returns of the trade of the Portuguese Possessions for the calendar years 1921 to 1925 are under compilation and will be issued shortly as Supplement to the Annual Statement of the Sea-borne Trade of British India.

10. 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 (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.

11. *Alteration in Countries.*—The list of countries has been revised in accordance with the territorial re-adjustments brought about by the War, and the changes have been introduced in the Sea-borne Trade returns of British India with effect from April, 1921.

12. *Charts.*—Diagrams have been added, illustrating the variations in the import and export trade of British India with principal countries during the ten years ending 1928-29, as compared with averages of the pre-war, war and post-war quinquennia.

N. R. PILLAI,
offg. Director-General.

DEPARTMENT OF COMMERCIAL INTELLIGENCE
AND STATISTICS, INDIA;
Calcutta, February 28, 1930.

Volume II.

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