

EAST INDIA (TRADE).

T A B L E S

RELATING TO THE

TRADE OF BRITISH INDIA

WITH

**BRITISH POSSESSIONS
AND FOREIGN COUNTRIES**

1905-6 TO 1909-10.

Presented to both Houses of Parliament by Command of His Majesty.



LONDON :

PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.

To be purchased, either directly or through any Bookseller, from
WYMAN AND SONS, LTD., FETTER LANE, E.C., and 32, ABINGDON STREET, S.W.; or
OLIVER AND BOYD, TWEEDDALE COURT, EDINBURGH; or
E. PONSONBY, LTD., 116, GRAFTON STREET, DUBLIN.

PRINTED BY

EYRE AND SPOTTISWOODE, LTD., EAST HARDING STREET, E.C.,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

1911.

[Cd. 5608.]

Price 1s. 1d.

EXPLANATORY NOTE.

The following tables are an abstract of the Annual Statement of the Trade and Navigation of British India with Foreign Countries for 1909-10 issued in India in two volumes.* Values are expressed in pounds at the rate of 15 rupees to £1, this rate having been maintained since January 1898 with but slight variation.

The trade dealt with in these accounts is the trade registered at British Indian ports between these ports and foreign countries. The foreign trade of ports in Native States is not recorded, as this trade is small, owing to the absence of large harbours and to the prohibition of direct transshipment at British ports.

Foreign merchandise transhipped at Indian ports is excluded from the accounts of both imports and exports, as Indian ports are not transshipment centres for foreign countries to any considerable extent. The imports include goods landed, whether they are intended for home consumption, bonding or re-exportation, and such articles in passengers' luggage as are dutiable. Articles received from and despatched to foreign countries by parcel post are included, but, with certain exceptions, the contents of foreign registered letters received and despatched are not included.

Imports and exports of Government stores are dealt with separately.

The figures represent the quantities and values declared by importers and exporters in Bills of Entry and Shipping Bills, as subsequently checked by the Customs Officials. The weight recorded is the net weight, *i.e.*, it does not include the weight of the covers or packing. According to the provisions of the Indian Sea Customs Act, the values of goods imported or exported represent—

- (a) the wholesale cash price, less trade discount, for which goods of the like kind and quality are sold or are capable of being sold at the time and place of importation or exportation, as the case may be, without any abatement or deduction whatever, except (in the case of goods imported) of the amount of the duties payable on the importation thereof; or
- (b) where such price is not ascertainable, the cost at which goods of the like kind and quality could be delivered at such place without any abatement or deduction, except as aforesaid.

For the purpose of levying import duties the Government of India fixes tariff values of goods subject to such duties. These values are revised from time to time.

Imports are classified as received from the countries whence they were shipped direct to India, and are not credited either to the country of production or to the country of original consignment, both of which differ from the country of direct shipment in the case of merchandise which has its origin or is purchased in one country and is transhipped at the ports of other countries or conveyed through other countries by rail for shipment to India.

Exports are ordinarily credited to the country containing the port of destination as declared by the exporters in the Shipping Bills, whether carried there direct or after transshipment. Special mention should, however, be made of the exports to Egypt, which, until the year 1903-04, consisted of consignments to Port Said for transshipment to ports beyond the Suez Canal. From 1903-04 exporters have intimated the destination of such consignments, and as the result of the amended classification the distribution of exports to Egypt has been considerably reduced and the distribution of the exports among European countries is in consequence less inexact, though it is still imperfect. Much of the trade shown as to or from Holland and Belgium is in reality trade with Germany. The distribution of the trade among Eastern countries is very imperfect, for most of the large trade with Hong-Kong is trade with China, though some of it is with Japan, the Philippines and America, while a large portion of the trade assigned to the Straits Settlements is really trade with the Far East. Colombo and Aden are also *entrepôts* of trade and a considerable proportion of the goods despatched to or received from those ports represents transit trade.

* The volumes can be obtained in this country from the Agents for the sale of Indian Government Publications. In these volumes values are given in rupees.

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INDIA OFFICE,
24th March 1911.

RICHMOND BITCHIE,
Under Secretary of State.