

Japan Society for the Promotion of Science (JSPS) Topic-Setting Program to Advance Cutting-Edge Humanities and Social Sciences Research: Global Initiatives “GIS-based Global History from Asian Perspectives”

The 1st International Workshop 2016

Asian Trade Networks in the Long 19th Century

Date: Saturday 21 – Monday 23 May, 2016

Venue: Room 803, 8th Floor, Wholfahrt Toyama



The 1st International Workshop on Asian Trade Networks in the Long 19th Century

Date: May 21st (Saturday) - May 23rd, 2016 (Monday)

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09:10-09:40	Mizushima, Tsukasa(水島 司) Opening Remarks	The University of Tokyo	
09:40-10:20	Kato, Shinsaku (嘉藤 慎作) Trade at Madras in the 19 Century: From Two Types of Trade Statistics	Doctoral Student, The University of Tokyo	1
10:20-11:20	Liao, Hsiung-Ming (廖 泓銘) Data Repository and Visualization for the Inter-Asian Marine Trade Study	Academia Sinica, Taiwan	25
11:30-12:00	Sekido, Ippei (関戸 一平) QGIS Beginner's Course	The University of Tokyo	41
13:00-13:40	Katakura, shizuo (片倉 鎮郎) Aden's Trade under the British Administration in the Late 19th Century: Preliminary Report	Doctoral Student, University of Pune, India	48
13:40-14:20	Kato, Hiroshi (加藤 博) Global Economic History from Egyptian Perspective	Hitotsubashi University	58
14:30-15:20	Misawa, Nobuo (三沢 伸生) Japanese Advance to Suez Canal: The Forgotten Attempts of the Interwar Japanese External Trade with Egypt and Turkey	Toyo University	82
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住 所 〒930-0857 富山県富山市奥田新町 8-1
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Access Map - Wholfahrt Toyama (ボルファートとやま)



Trade at Madras in the 19th Century: From Two Types of Trade Statistics

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The University of Tokyo

shin.kato.311712@gmail.com

1. Introduction

1. Introduction

- The purpose of my presentation:

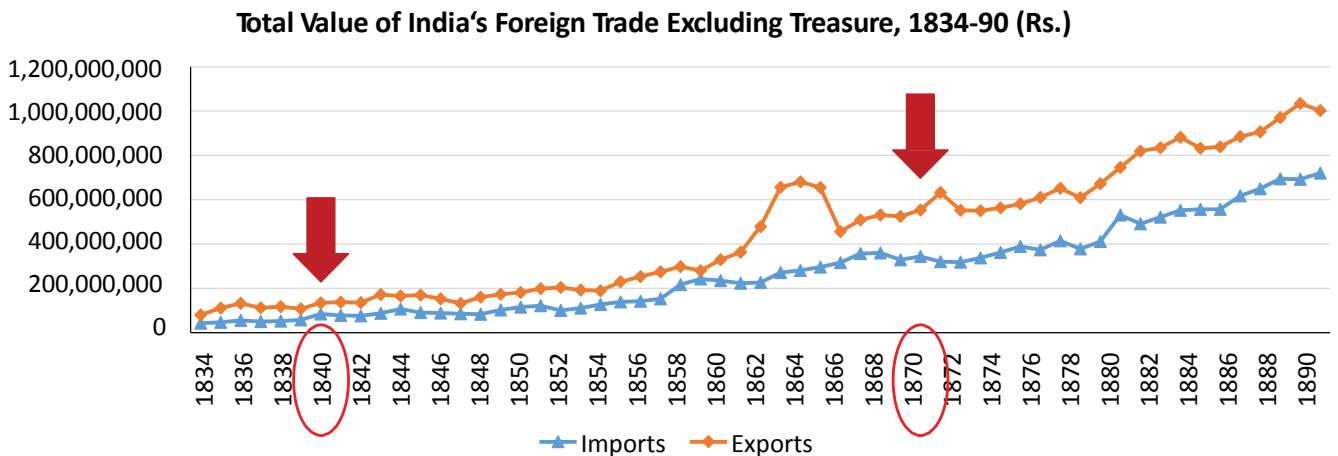
- 1) To introduce two types of statistics concerning the trade at Madras in the 19th century.

- I. Statement of the Trade of the Madras Territories, 1840/41

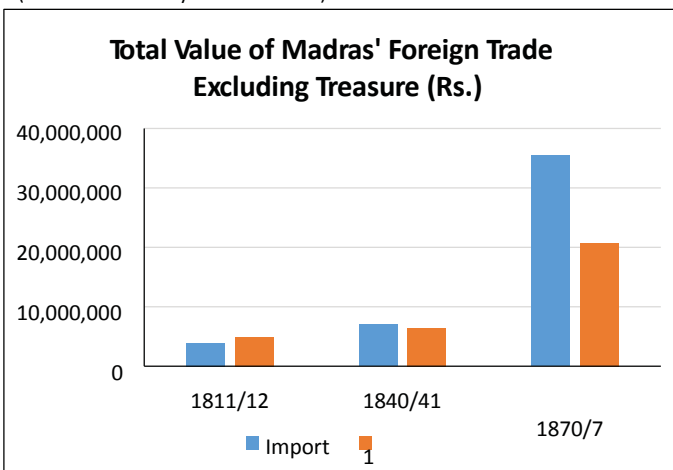
- II. Annual Volume of the Trade and Navigation of the Madras Presidency, 1870/71

These records are preserved in the India Office Records, British Library.

- 2) To show some sample figures and tables about the trade at Madras in 1840/41 and 1870/71 from these statistics.



(Source: Chaudhury 1983: 833-834)



(Sources: BPP 1813-1814 (46); Statement of Madras 1840-41; Annual Volume of Madras 1870-71)

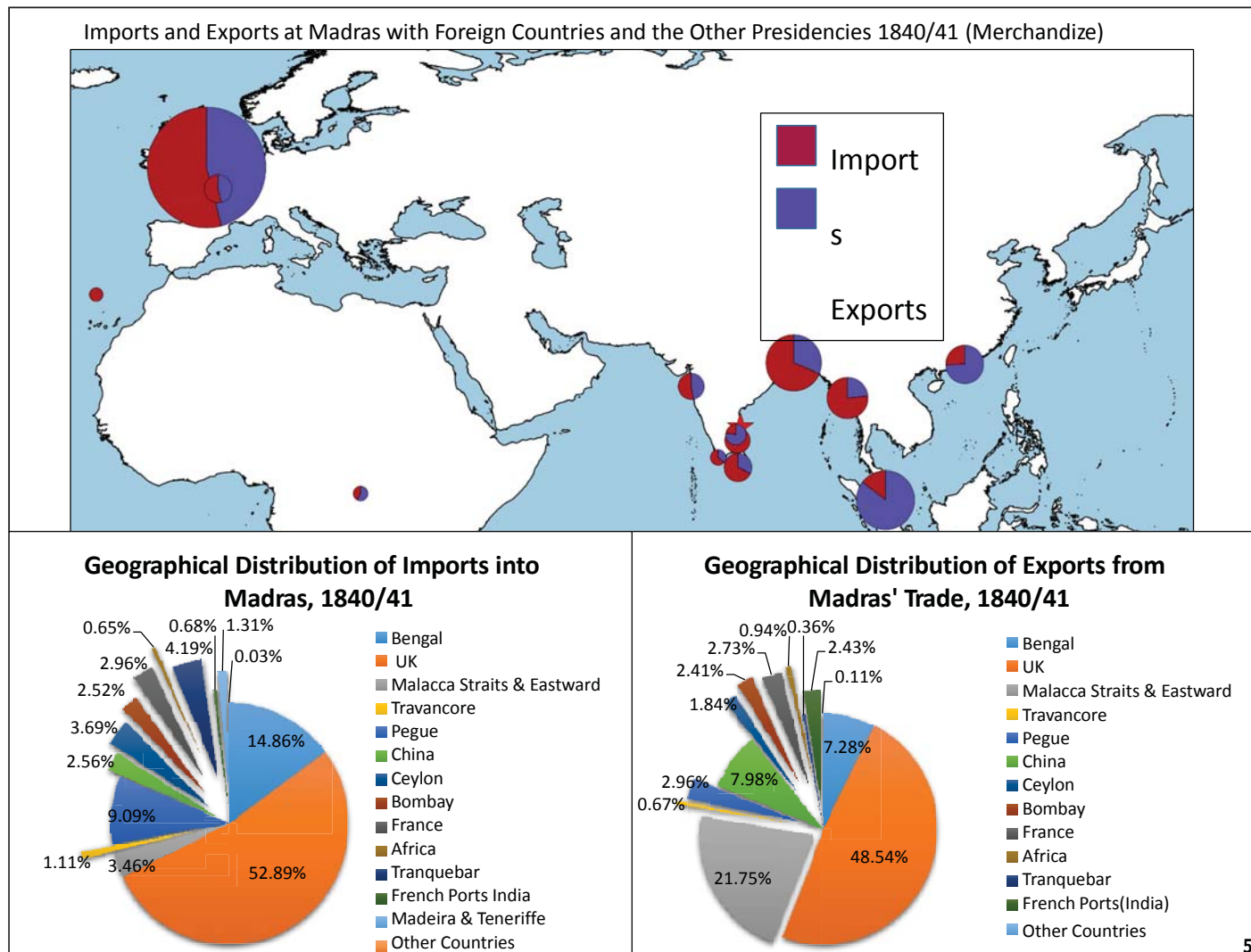
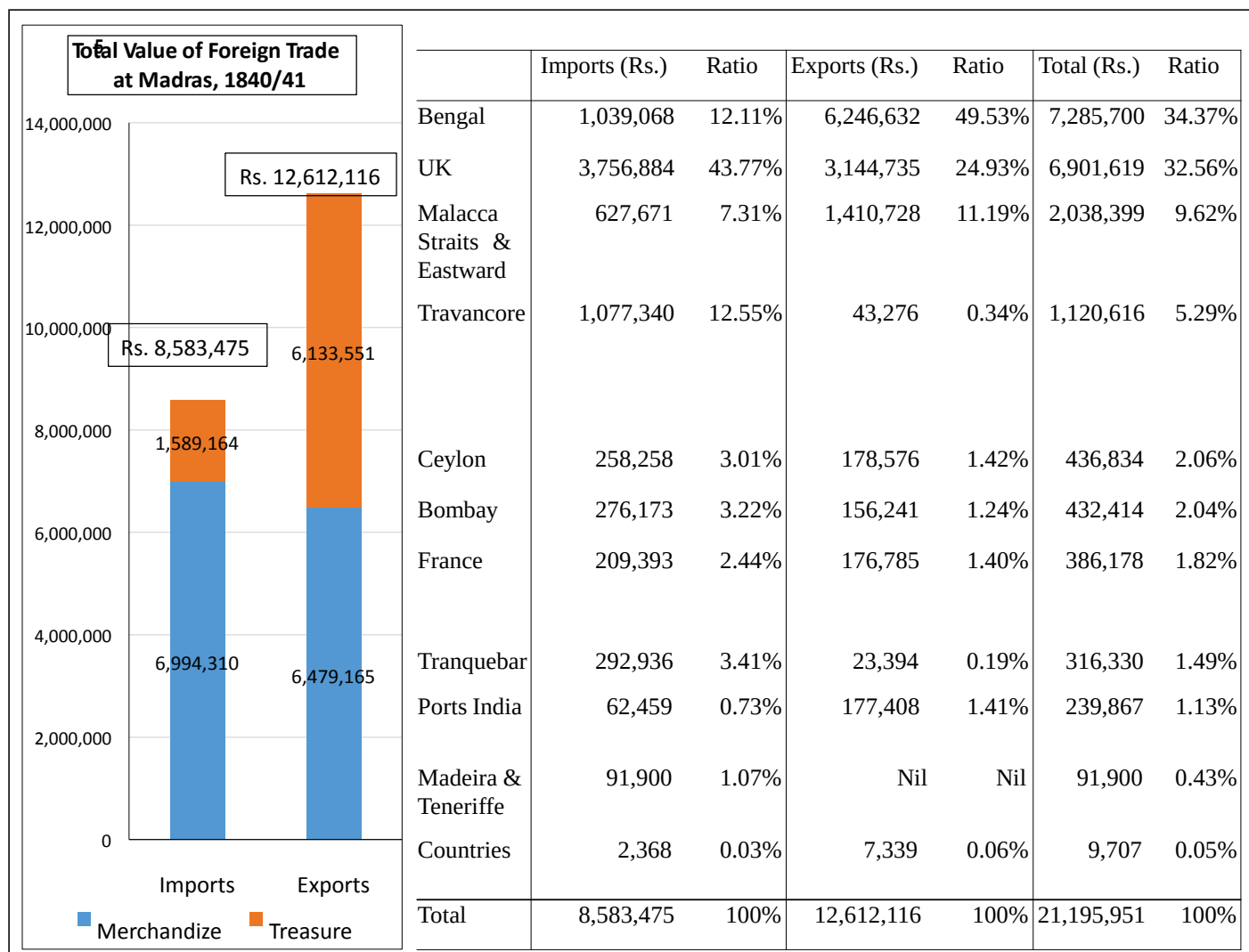
- India's overseas trade showed remarkable growth during 1834 and 1890. Likewise, total value of Madras' foreign trade considerably rose in the 19th century.
- Madras' overseas trade in the 19th century radically changed from that of the previous century. From being an exporter of manufactured articles, Madras became an importer of them, and began to grow during the first half of the 19th century.

2. Statement of the Trade of the Madras Territories, 1840/41

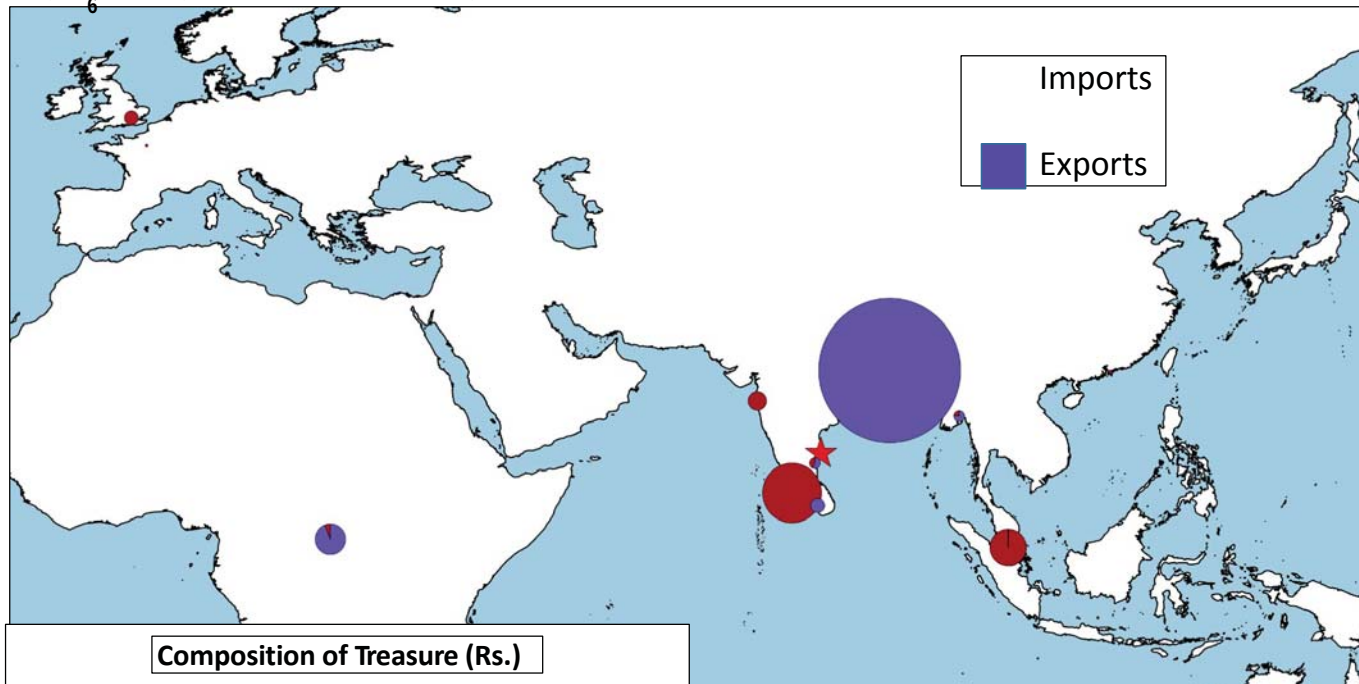
2. Statement of the Trade of the Madras Territories, 1840-41

- This statement mainly consists of four parts;
 - 1) Statements of Imports into Each Zillah and the Presidency by Sea
 - 2) Statements of Exports from Each Zillah and the Presidency by Sea
 - 3) Statements of Imports into Each Zillah and the Presidency by Land
 - 4) Statements of Exports from Each Zillah and the Presidency by Land
- From these statements, the followings are to be showed:
 - 1) Imports and exports at Madras (Fort St. George) with foreign countries and the other presidencies by sea, and principal articles in its trade.
 - 2) Imports and exports at Madras with its subordinate ports by sea, and principal articles in its trade.
 - 3) Imports and exports at Madras with the neighbor districts, and principal articles in its trade.
 - 4) Imports and exports of **the Madras Presidency** with other parts of the Indian subcontinent by land, and principal articles in its trade

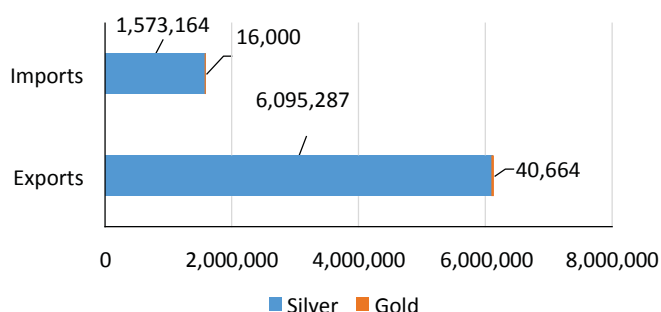
2-1. Foreign Trade



Imports and Exports at Madras with Foreign Countries and the Other Presidencies, 1840/41 (Treasure)

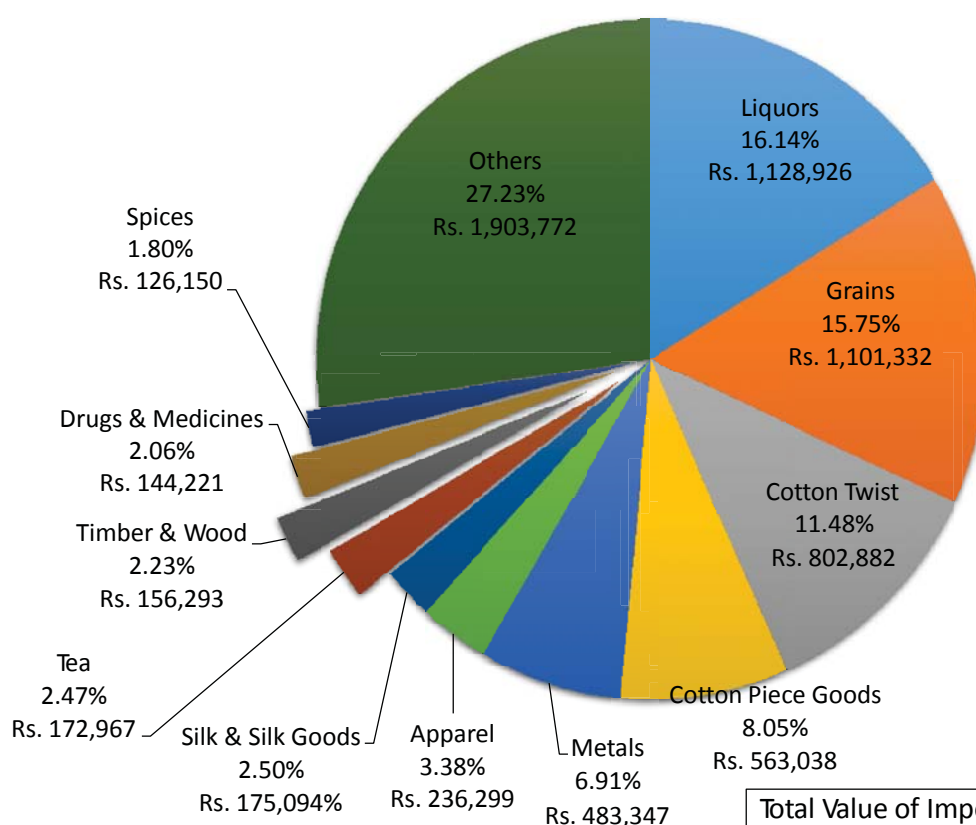


Composition of Treasure (Rs.)



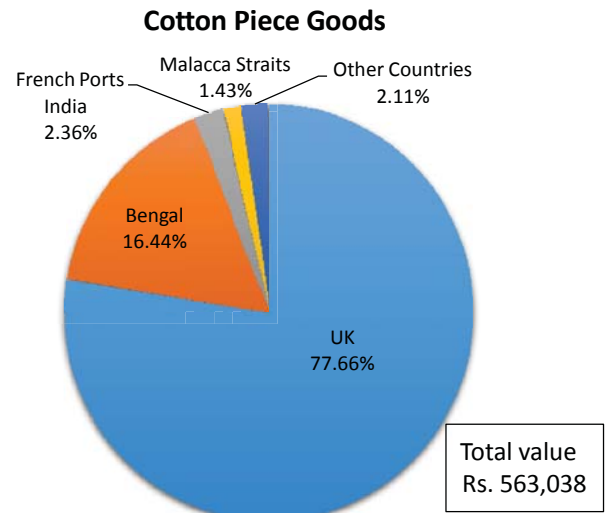
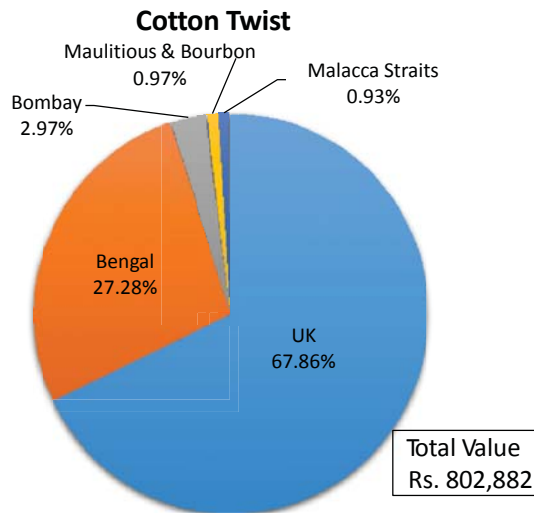
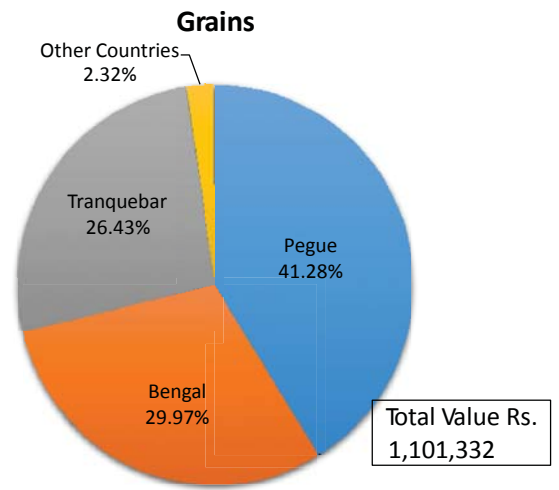
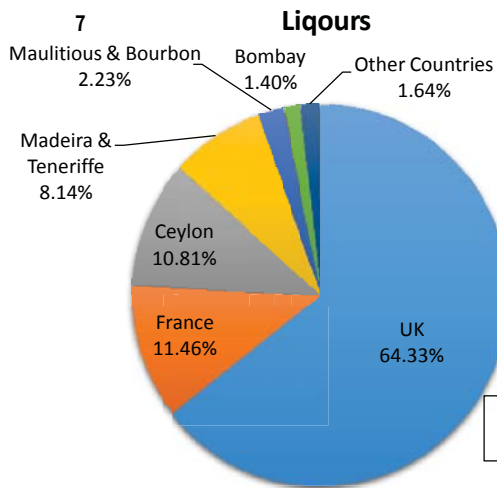
- Trade in treasure mostly consisted of silver coins or bullion in 1840/41.
- There was little treasure inflow into Madras from Europe.
- The value of treasure export considerably exceeded that of treasure import. Madras exported a large part of treasure to

Composition of Articles in Imports into Madras, 1840/41 (overseas)

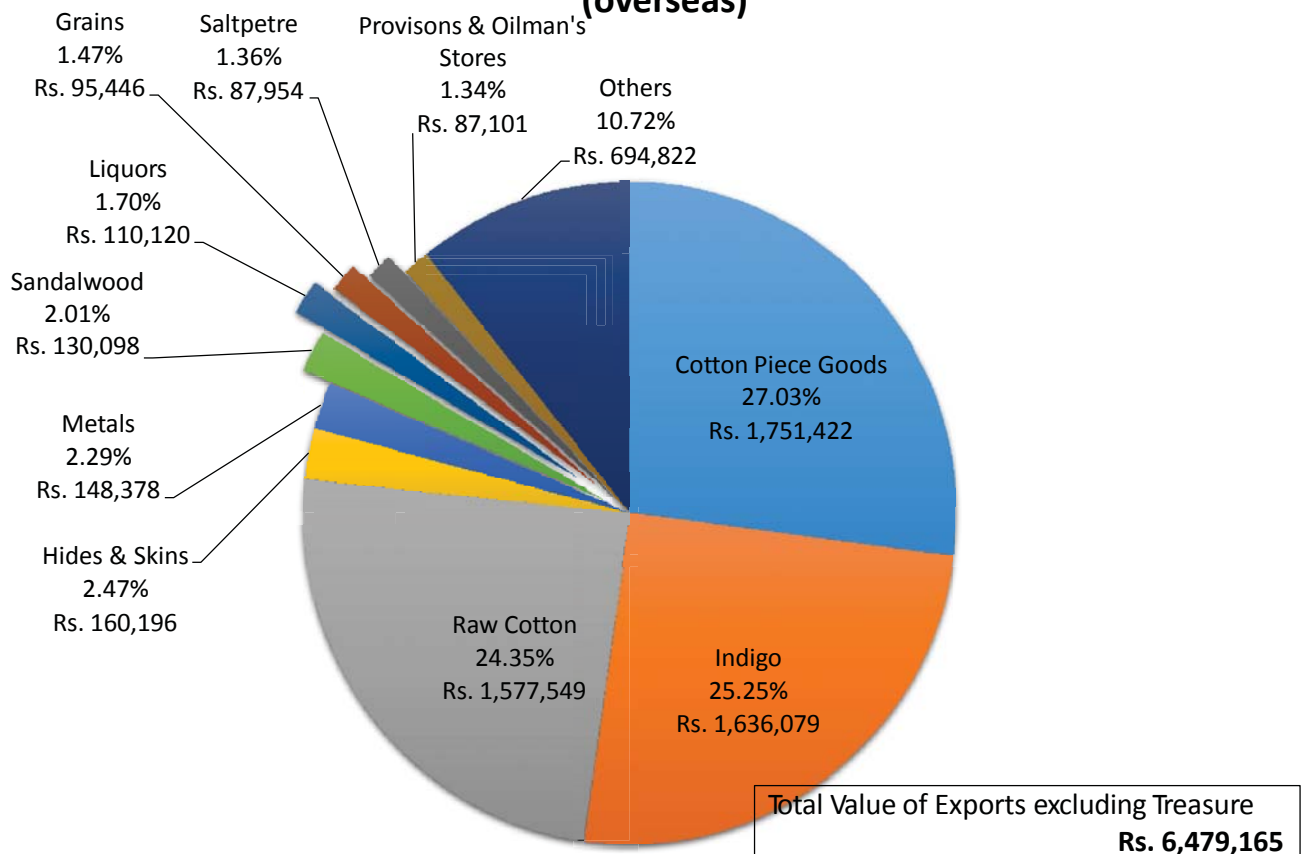


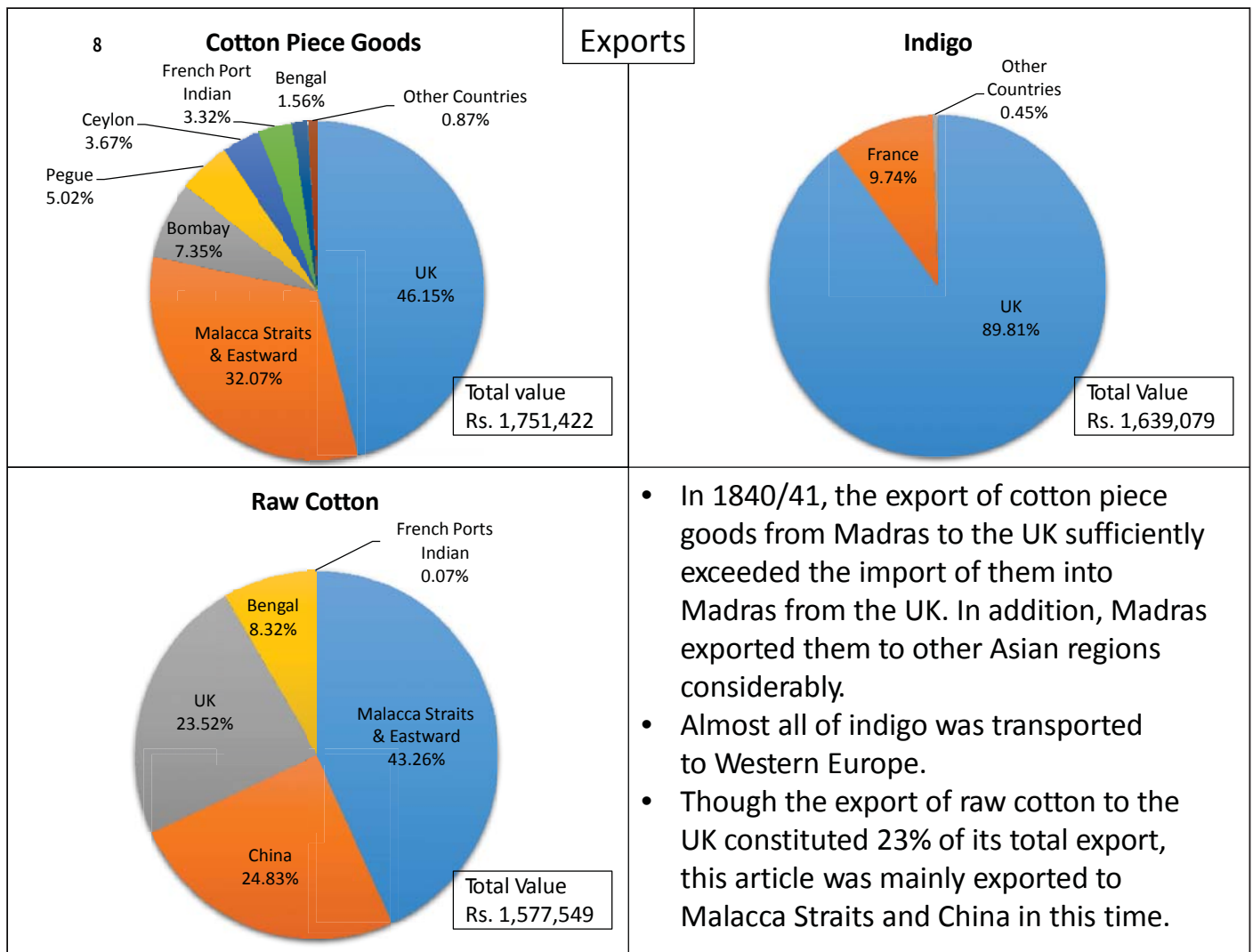
**Total Value of Imports excluding Treasure
Rs. 6,994,310**

Imports



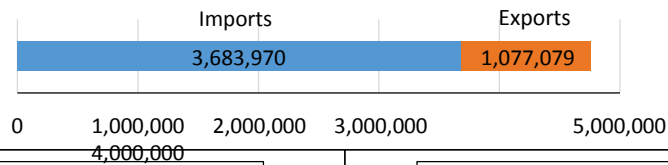
Composition of Articles in Exports from Madras, 1840/41 (overseas)



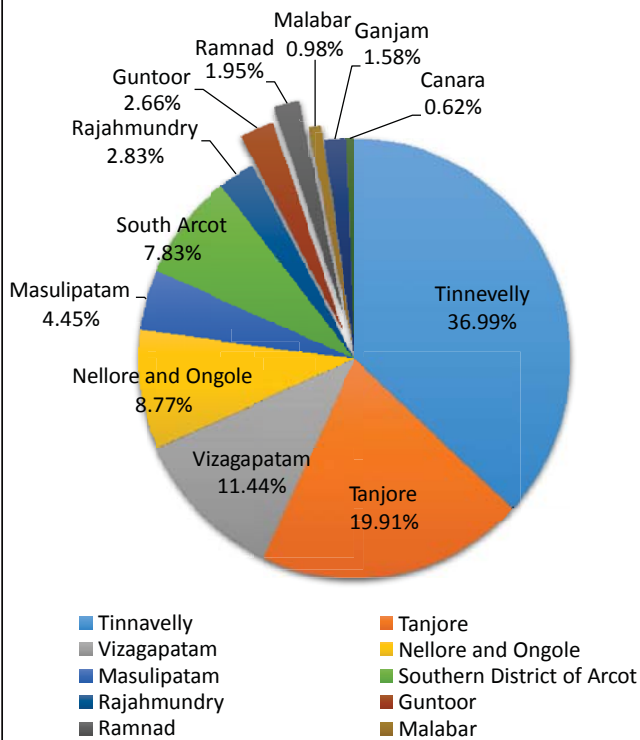


2-2. Coastal Trade with the Subordinate Ports of Madras

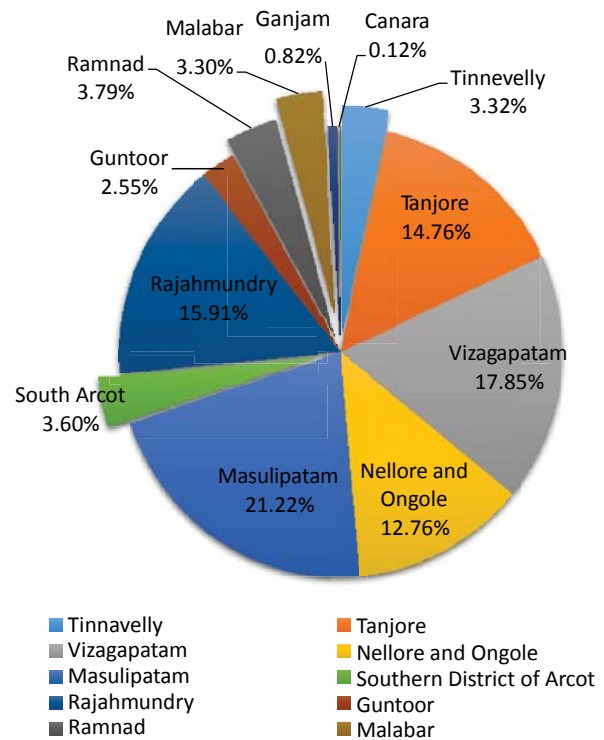
Total Value of Imports and Exports (Rs.)



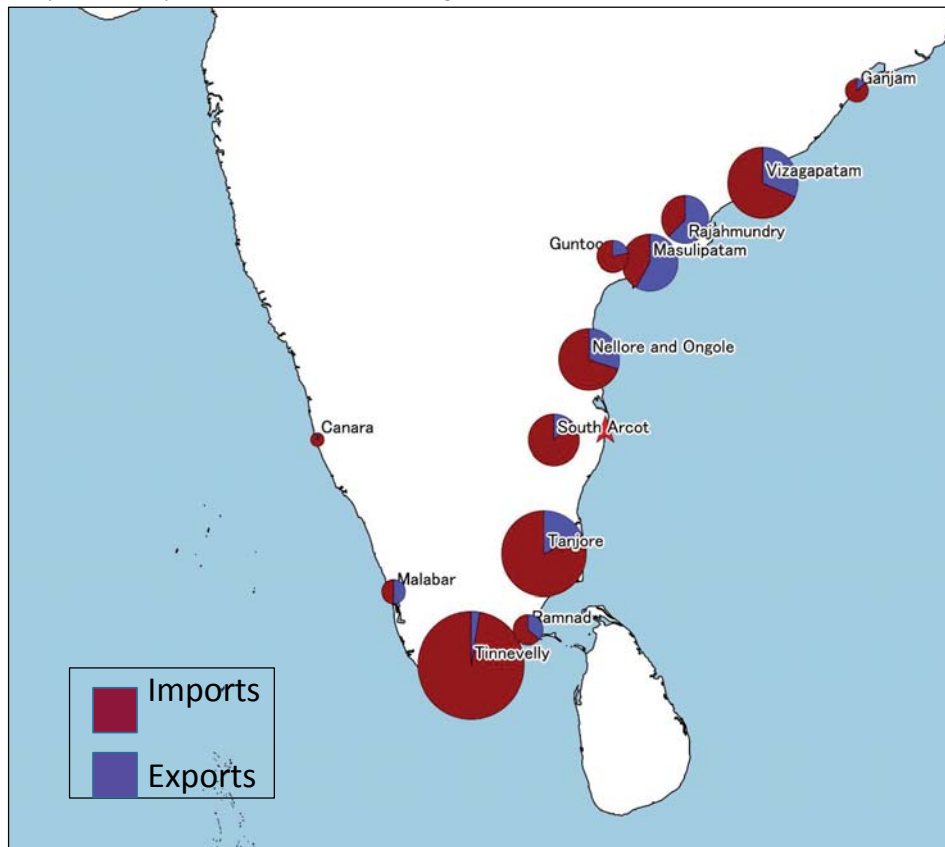
Geographical Distribution of Imports into Madras (Coastal)



Geographical Distribution of Exports from Madras (Coastal)

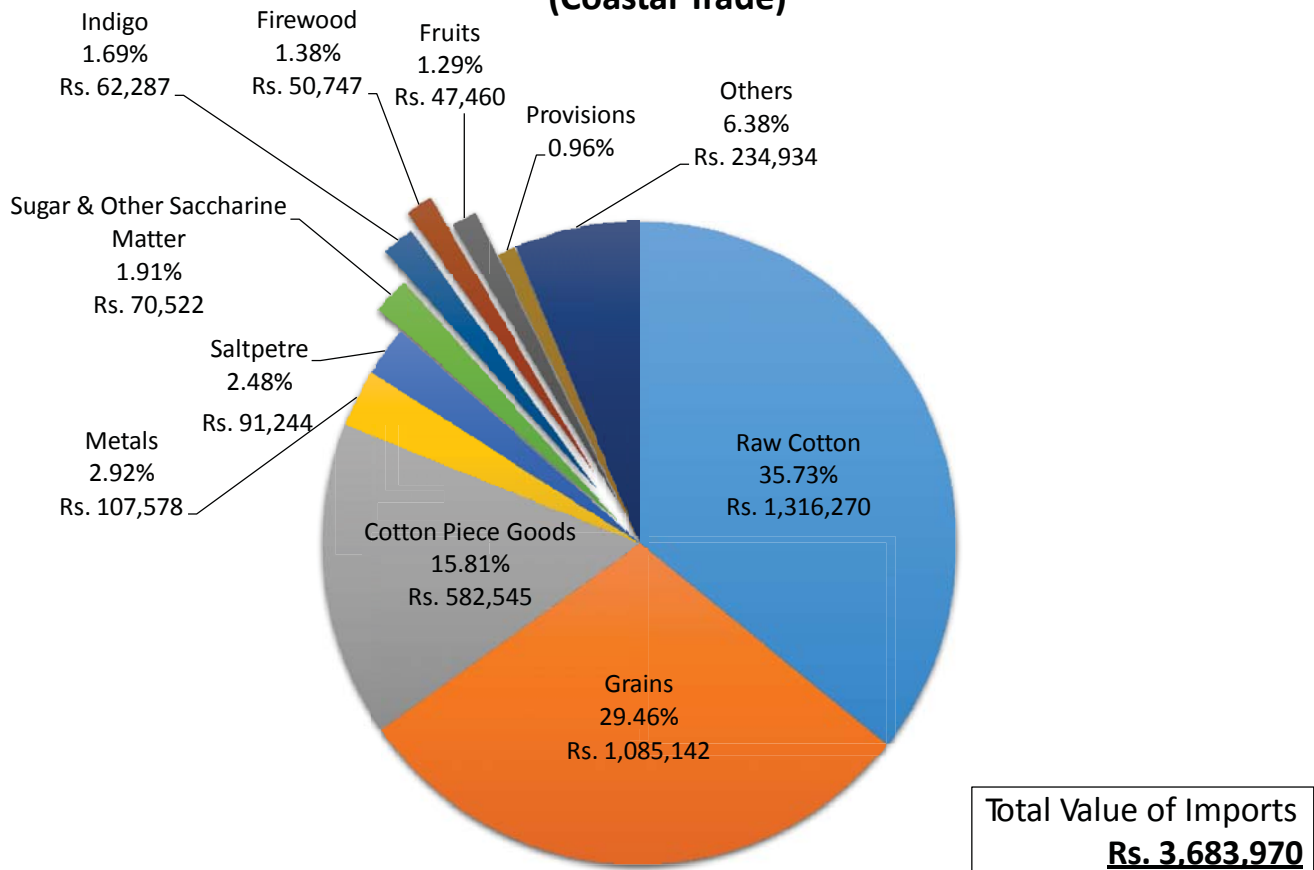


Imports and Exports at Madras (Fort St. George) with Its Subordinate Ports, 1840/41

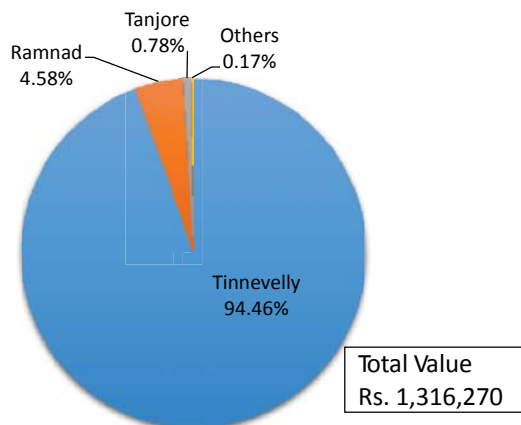


- Coastal trade of Madras concentrated on the eastern coast of the Madras Presidency, not beyond the Cape Comorin. Ports located on the western coast, such as Malabar and Canara, traded with Bombay and the Bombay Presidency.

Composition of Articles in Imports into Madras, 1840/41 (Coastal Trade)

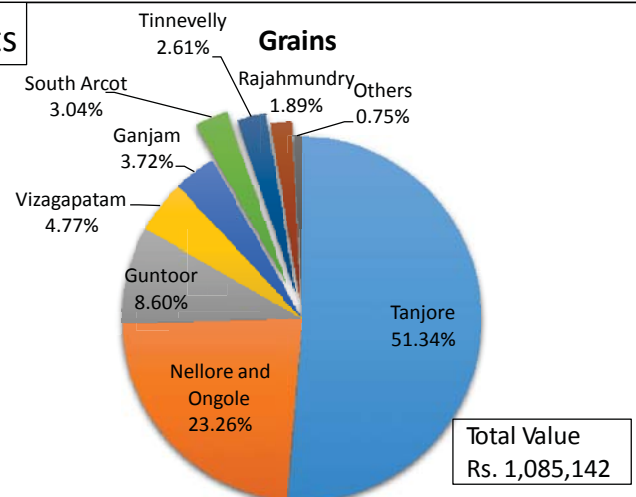


Raw Cotton

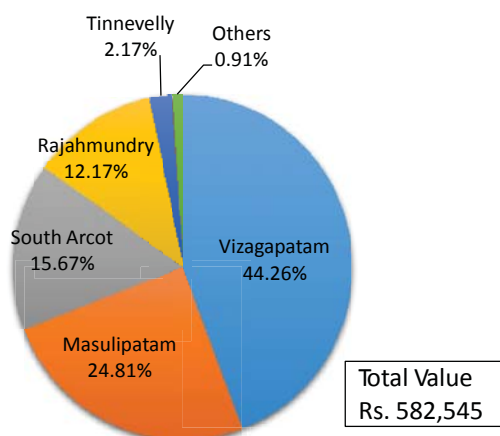


Imports

Grains

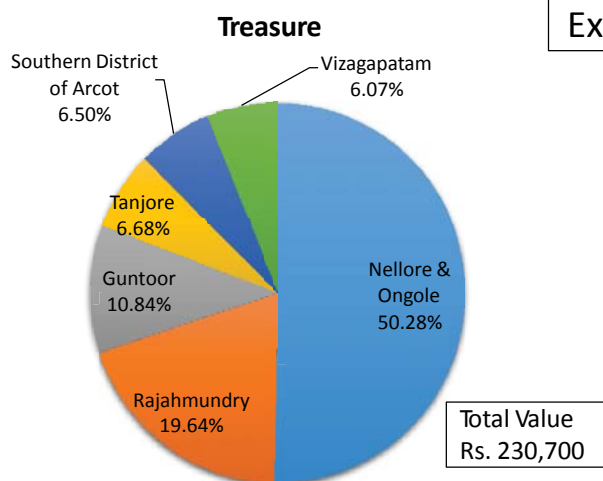
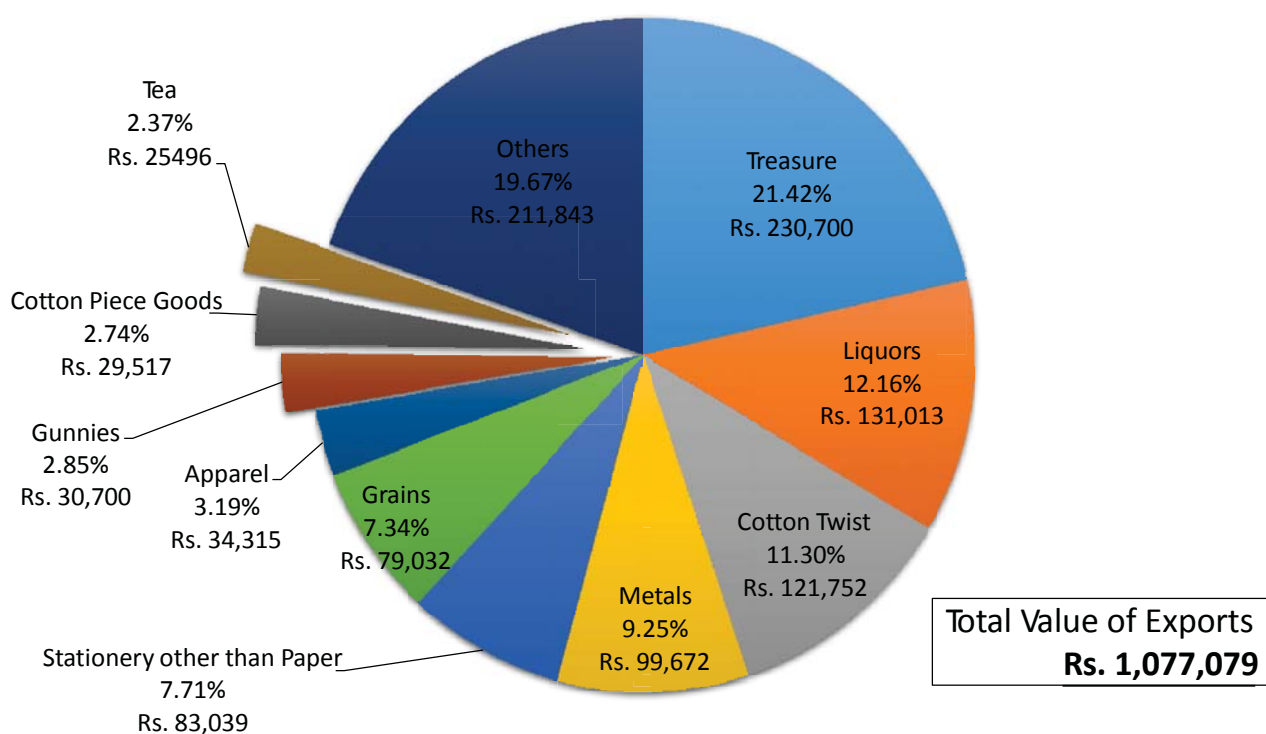


Cotton Piece Goods

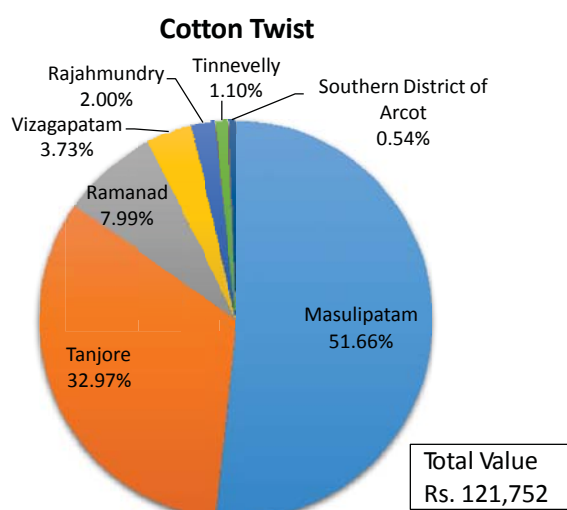
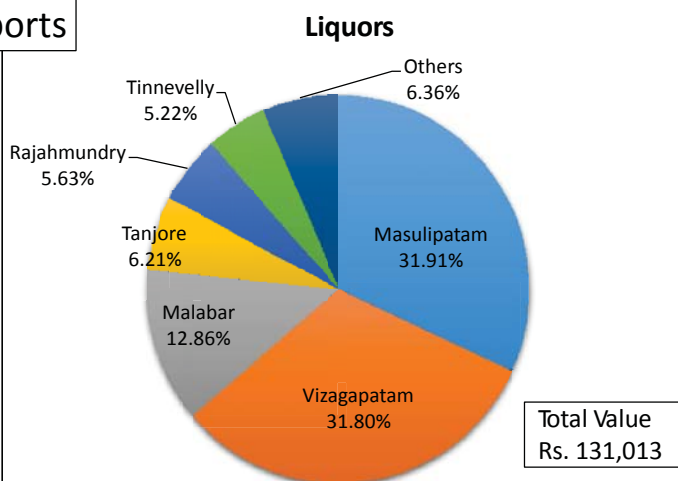


- Raw cotton, one of the most important export goods, was mostly transported from Tinnevelly.
- To support people living in Madras, grains were imported into Madras not only from foreign countries and the other presidencies but also from its subordinate ports such as Tanjore.
- Cotton piece goods were brought from Vizagapatam, Masulipatnam, and so on. More cotton piece goods were carried by land rather than by coastal trade, as shown

Composition of Articles in Exports from Madras, 1840/41 (Coastal Trade)

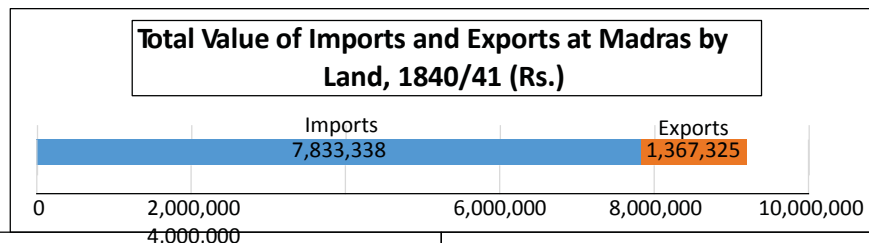


Exports

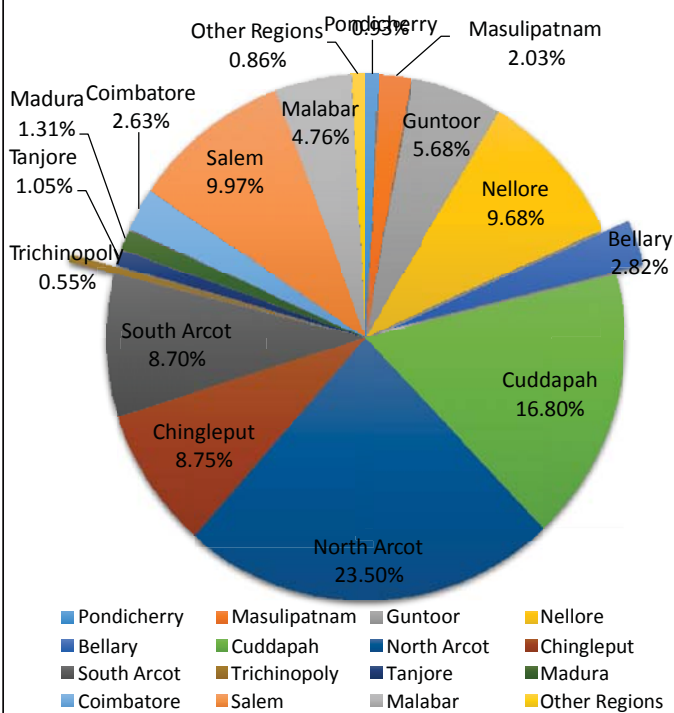


- Exports from Madras by coastal trade were not so much as its imports. Only small parts of import goods, shipped from foreign countries and the other presidencies, were distributed to the subordinate ports.
- A half of cotton twist was transported to Masulipatnam, which briskly produced and exported cotton textiles to Madras.

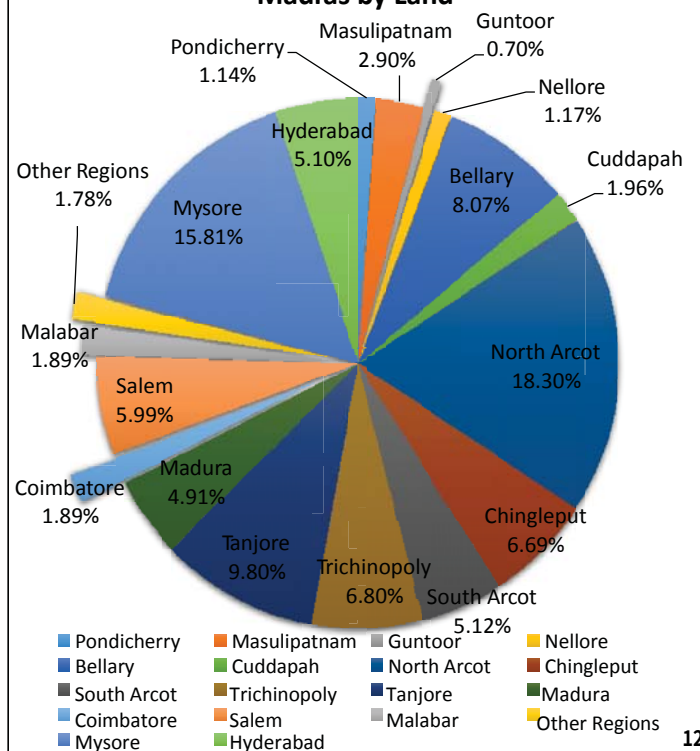
2-3. Inland Trade of Madras (Fort St. George) with the Neighbor Districts

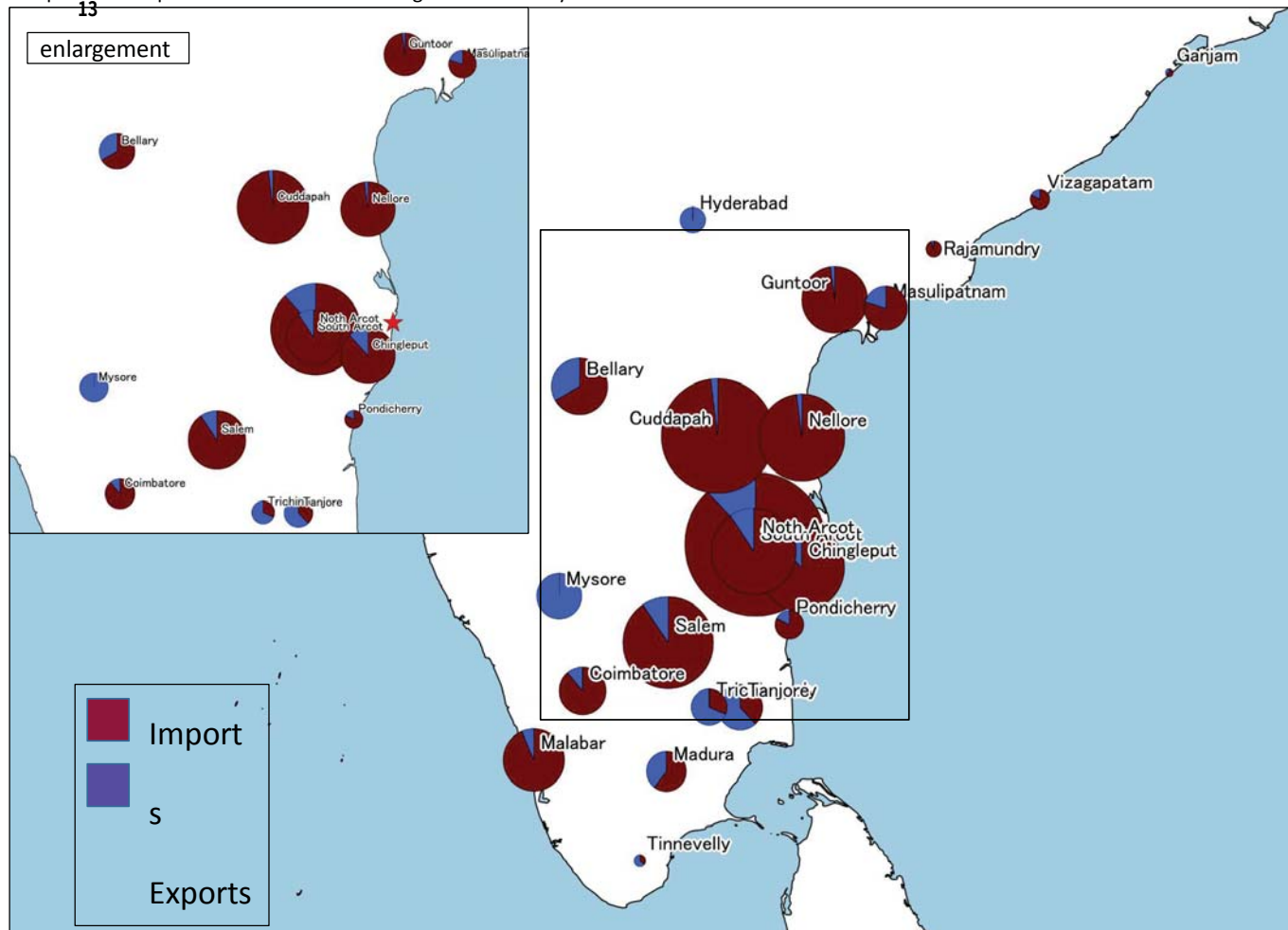


Geographical Distribution of Imports into Madras by Land

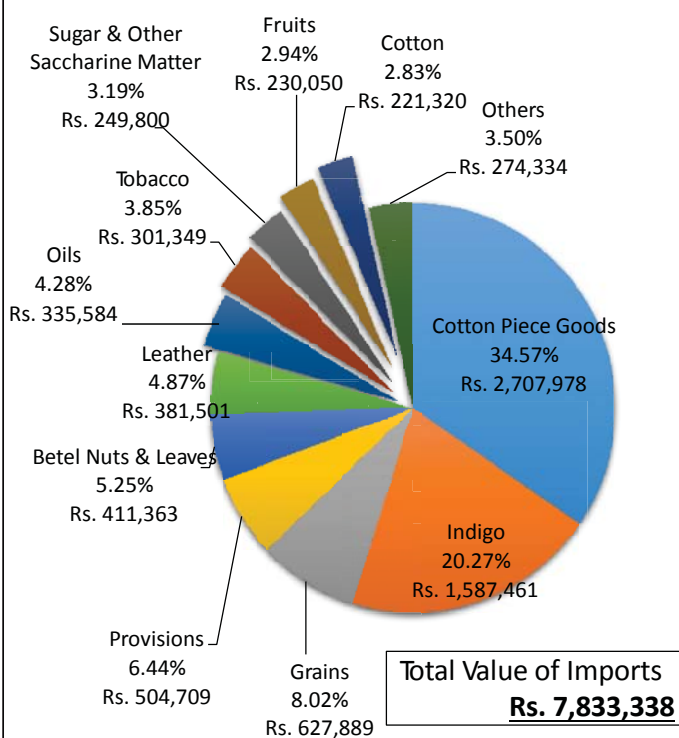


Geographical Distribution of Exports from Madras by Land

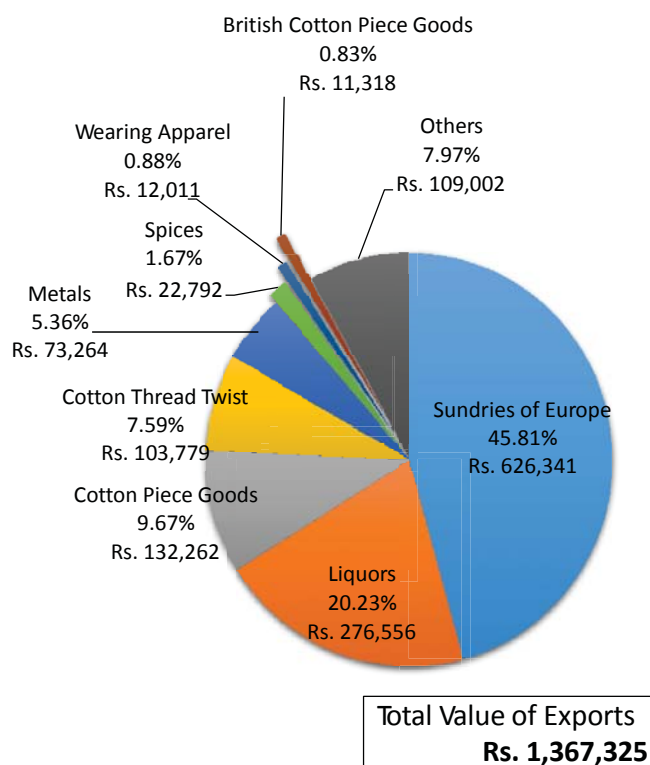


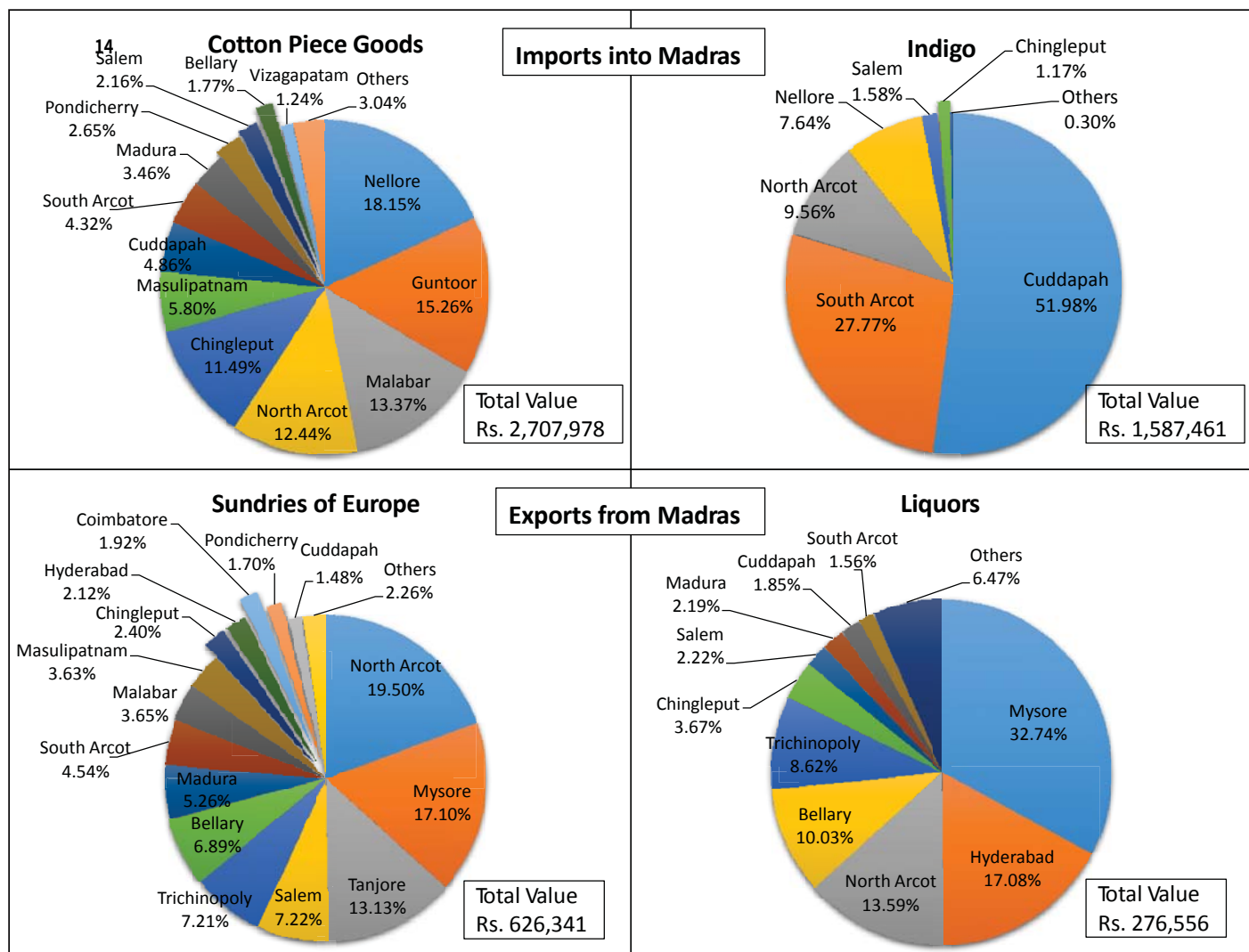


Composition of Articles in Imports into Madras by Land, 1840/41



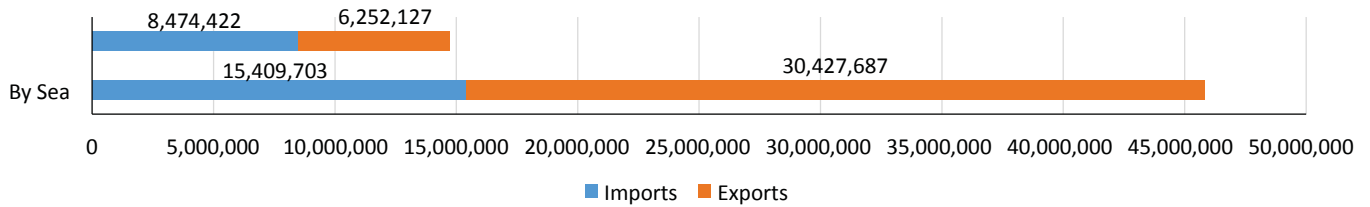
Composition of Articles in Exports from Madras by Land, 1840/41



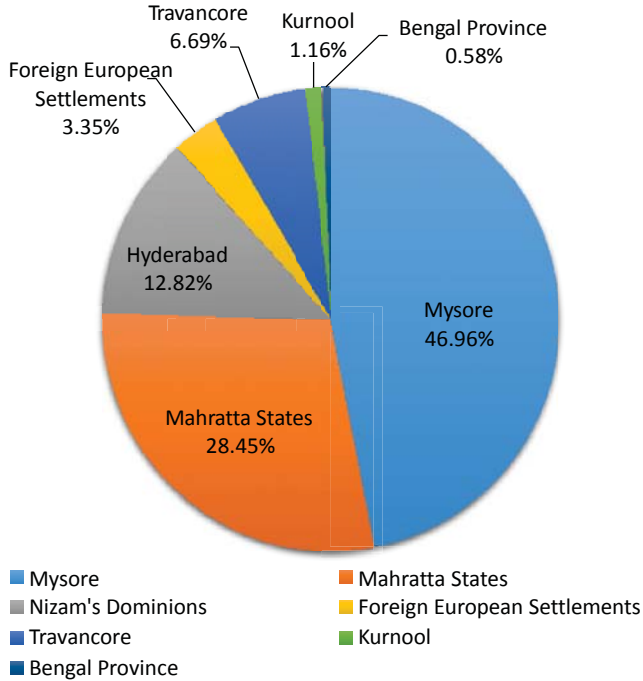


2-4. Land Trade beyond the Boundary of the Madras Presidency

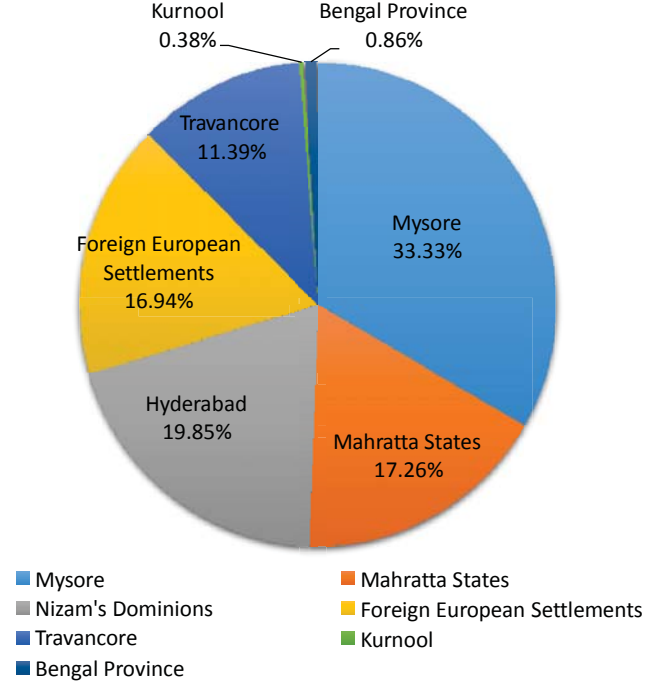
15 Total Value of Imports into and Exports from the Madras Presidency, 1840/41 (Rs.)



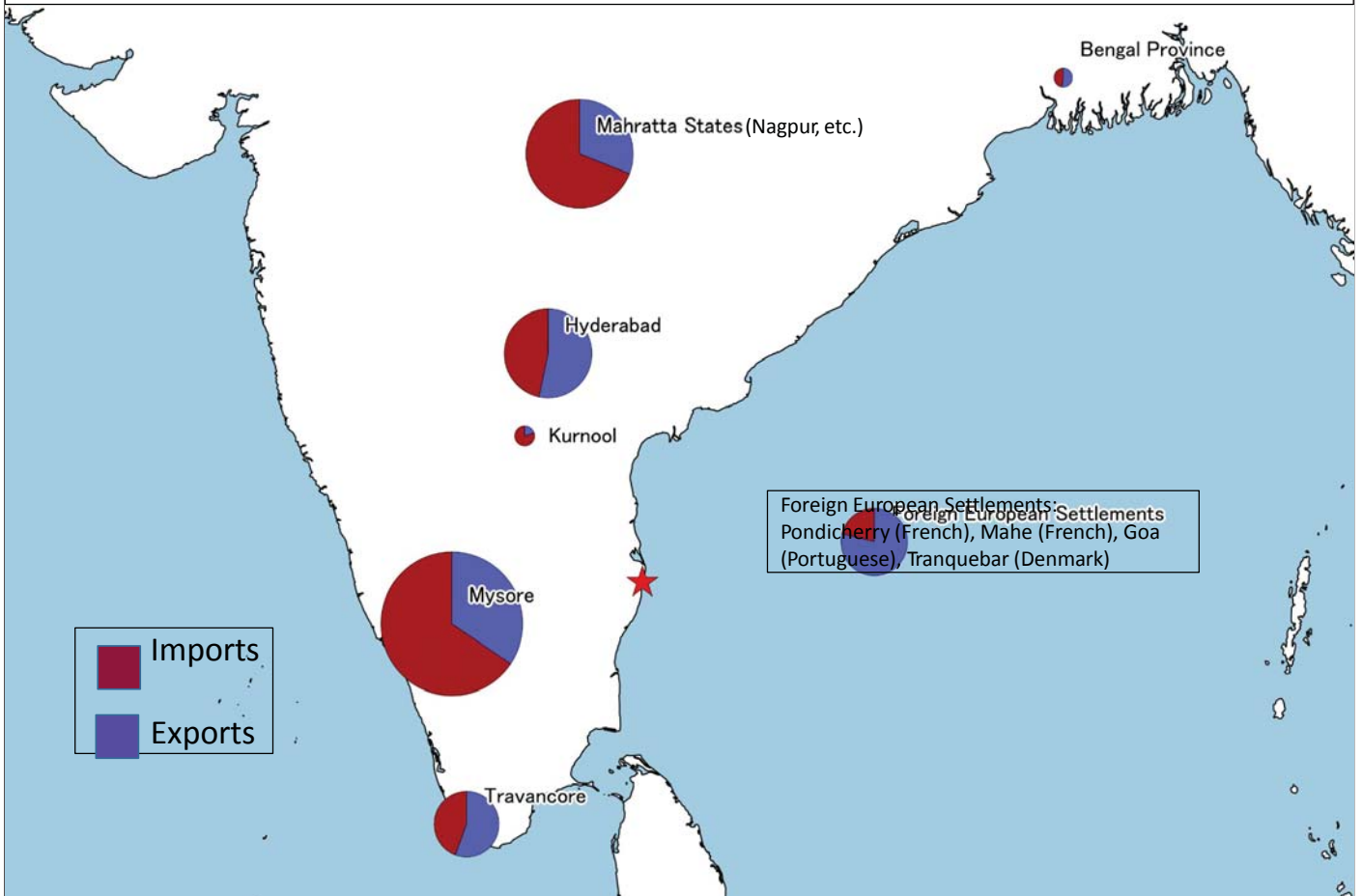
Geographical Distribution of Imports into the Madras Presidency (Land)



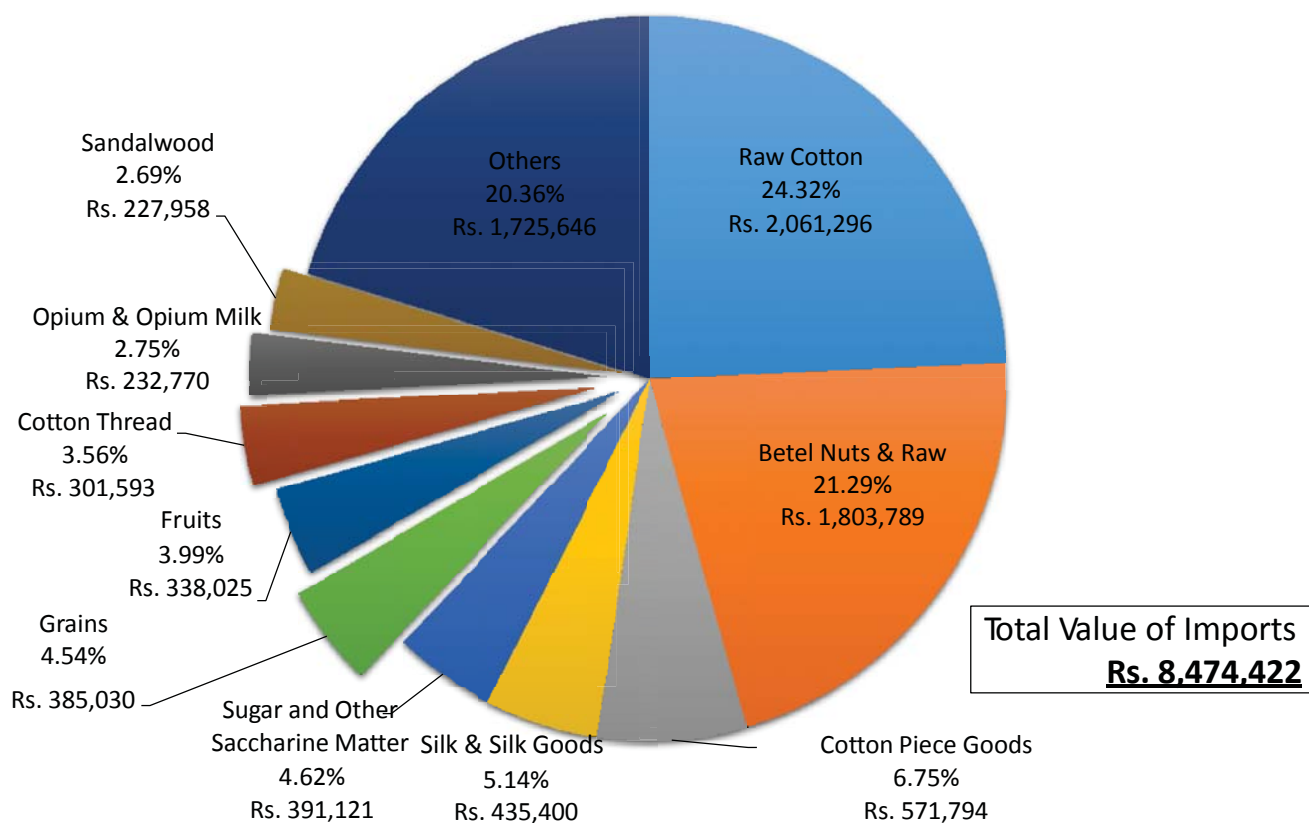
Geographical Distribution of Exports from the Madras Presidency (Land)



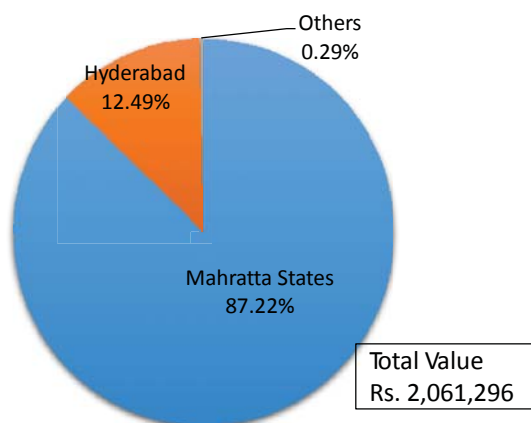
Imports and Exports of the Madras Presidency by Land, 1840/41



Composition of Articles in Imports into the Madras Presidency by Land

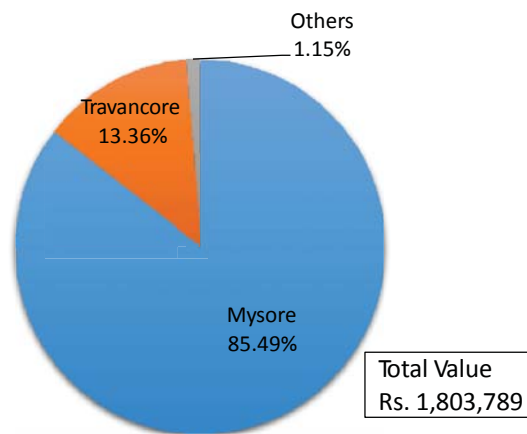


Raw Cotton

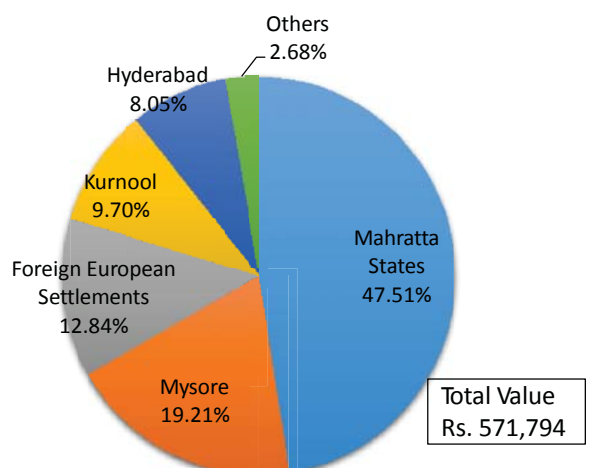


Imports

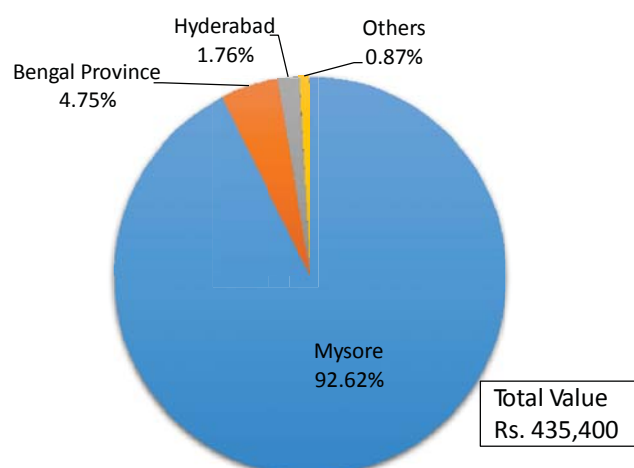
Betel Nuts & Raw



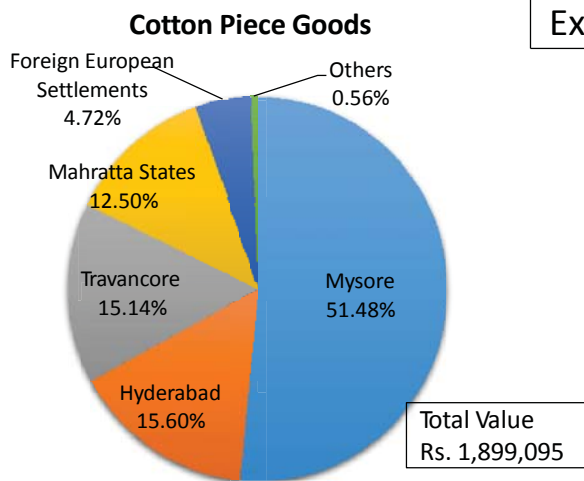
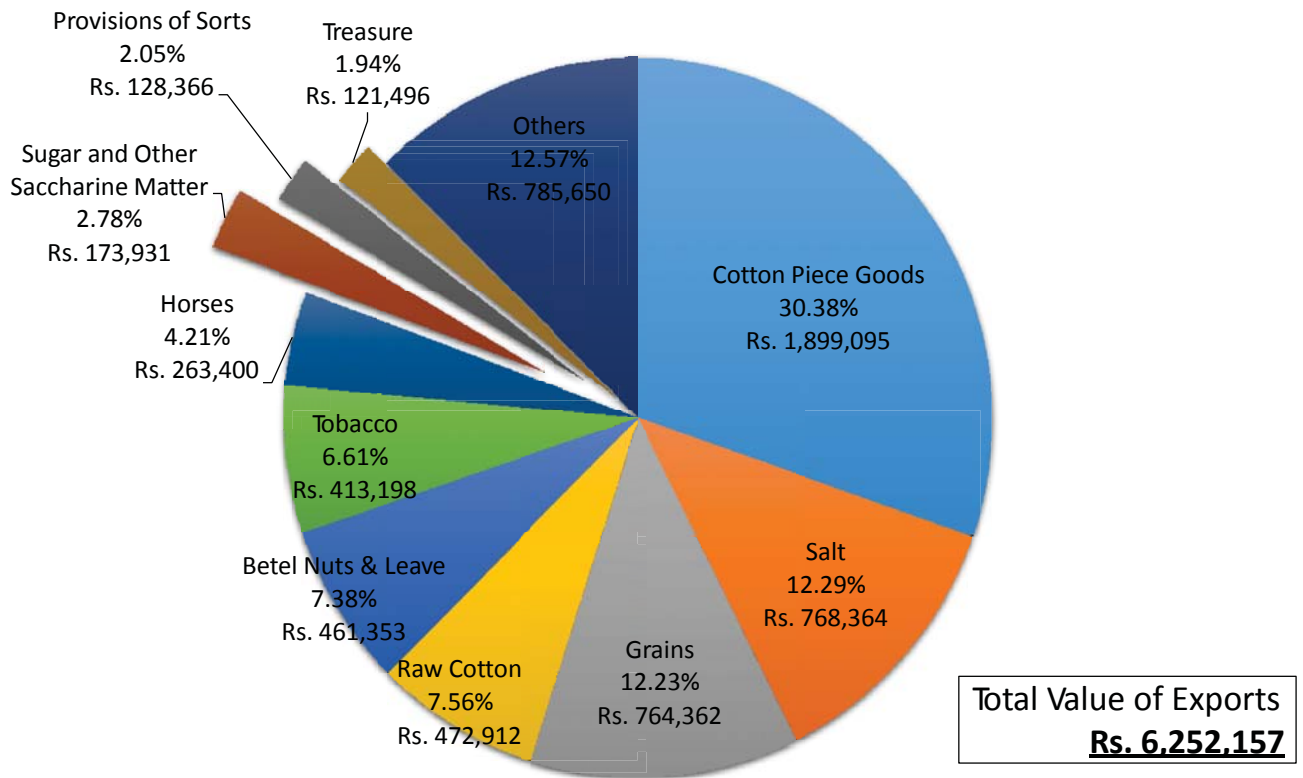
Cotton Piece Goods



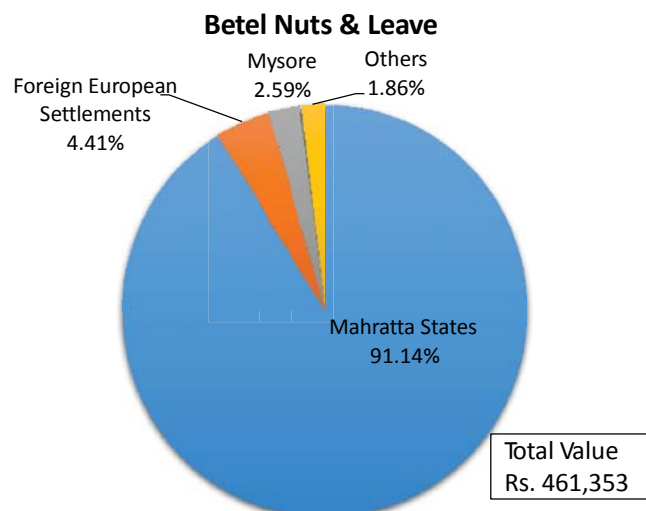
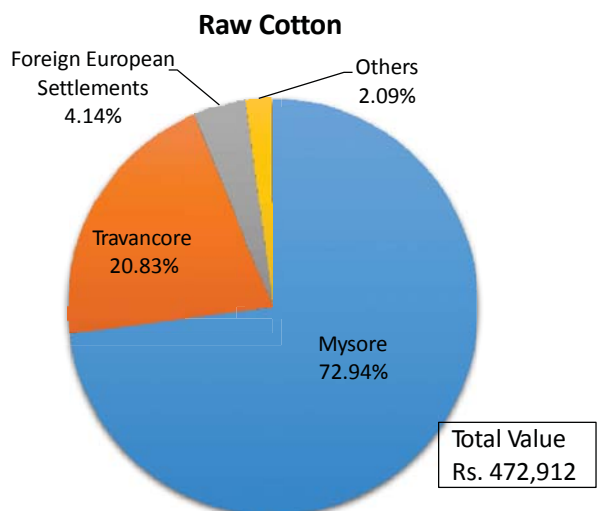
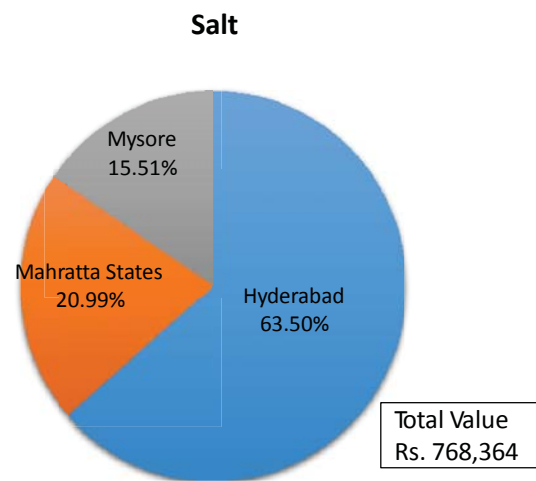
Silk & Silk Goods



Composition of Articles in Exports from the Madras Presidency by Land



Exports



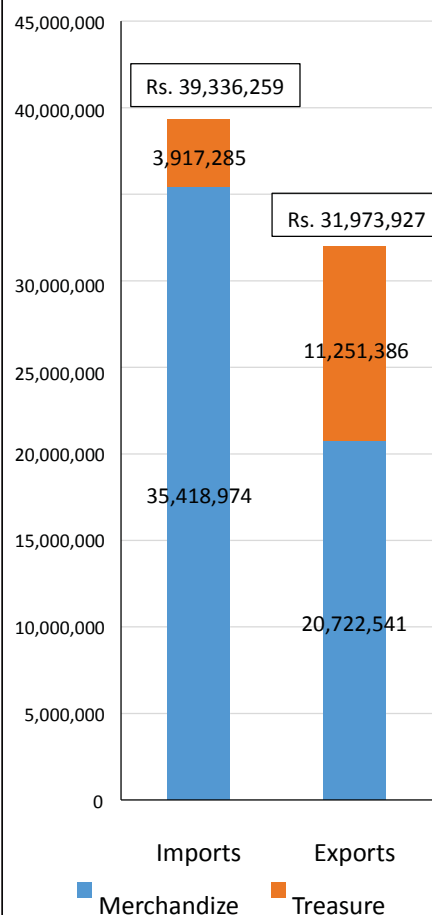
3. Annual Volume of the Trade and Navigation of the Madras Presidency, 1870/71

3. Annual Volume of the Trade and Navigation of the Madras Presidency, 1870/71

- The statement in 1840/41 includes the statistics of overseas trade, coastal trade, inland trade with the neighbor districts and land trade beyond the Madras Presidency.
- On the other hand, the trade statistics in 1870/71, 'Annual Volume of the Trade and Navigation of the Madras Presidency, 1870/71,' is confined to its overseas trade.
- This statistics chiefly consists of the trade by the whole Madras Presidency and Madras (Fort St. George) with foreign countries and the other presidencies. From this statistics, we can examine the value and volume of each trading article, the regions/countries those articles were imported from and exported into.
- But we cannot see the trade at Madras with its subordinate ports, or with the neighbor districts by land.
- Therefore, we could see figures and tables only about Madras' overseas trade.

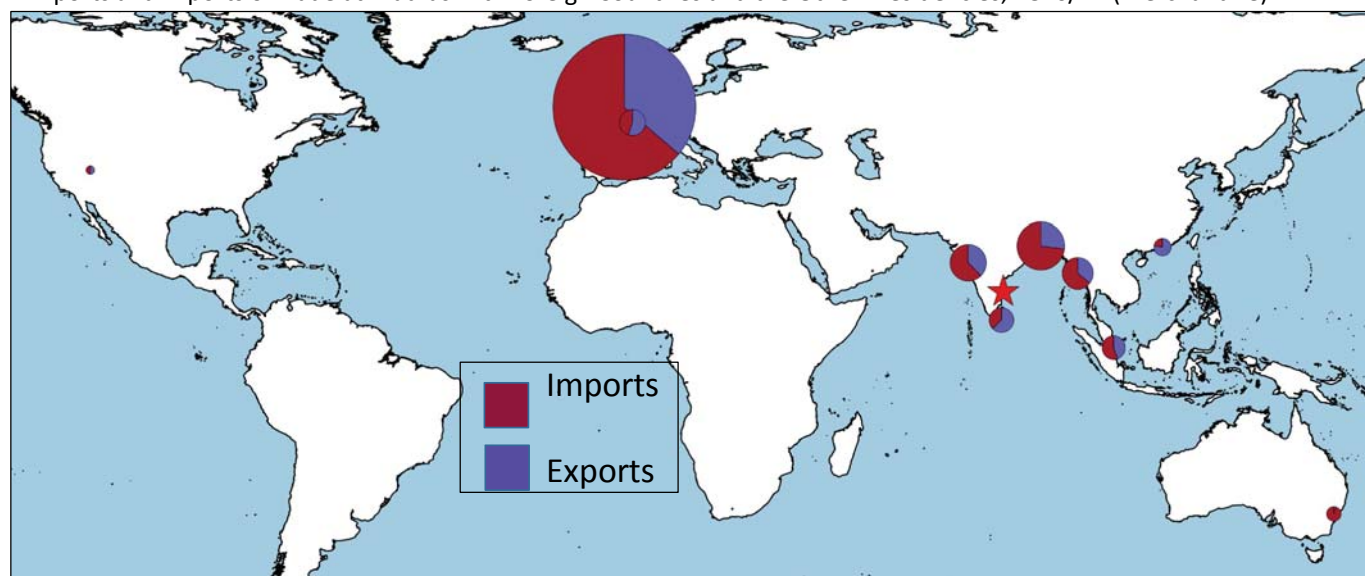
Total Value of Imports and Exports at Madras, 1870/71 (including Treasure)

Total Value of Foreign Trade at Madras, 1870/71

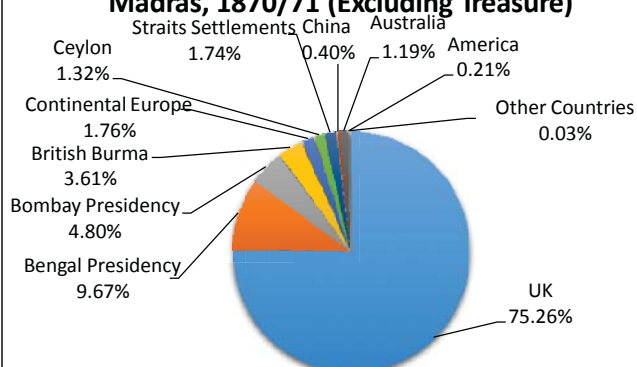


	Import (Rs.)	Ratio	Export (Rs.)	Ratio	Total (Rs.)	Ratio
UK	28,688,014	72.93%	15,110,753	47.26%	43,798,767	61.42%
Presidency	3,773,159	9.59%	9,203,972	28.79%	12,977,131	18.20%
Ceylon	1,731,834	4.40%	2,468,220	7.72%	4,200,054	5.89%
British Burma	1,281,894	3.26%	2,311,146	7.23%	3,593,040	5.04%
Presidency						
Europe						
Settlements	729,981	1.86%	520,078	1.63%	1,250,059	1.75%
China	153,894	0.39%	473,985	1.48%	627,879	0.88%
Australia	512,514	1.30%	12,123	0.04%	524,637	0.74%
America	73,367	0.19%	78,890	0.25%	152,257	0.21%
Other Countries	18,530	0.05%	15,289	0.05%	33,639	0.05%
Total	39,336,259	100%	31,974,107	100%	71,310,186	100%

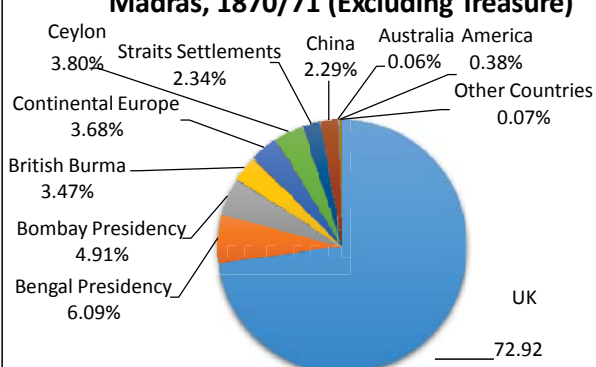
Imports and Exports of Trade at Madras with Foreign Countries and the Other Presidencies, 1870/71 (Merchandise)

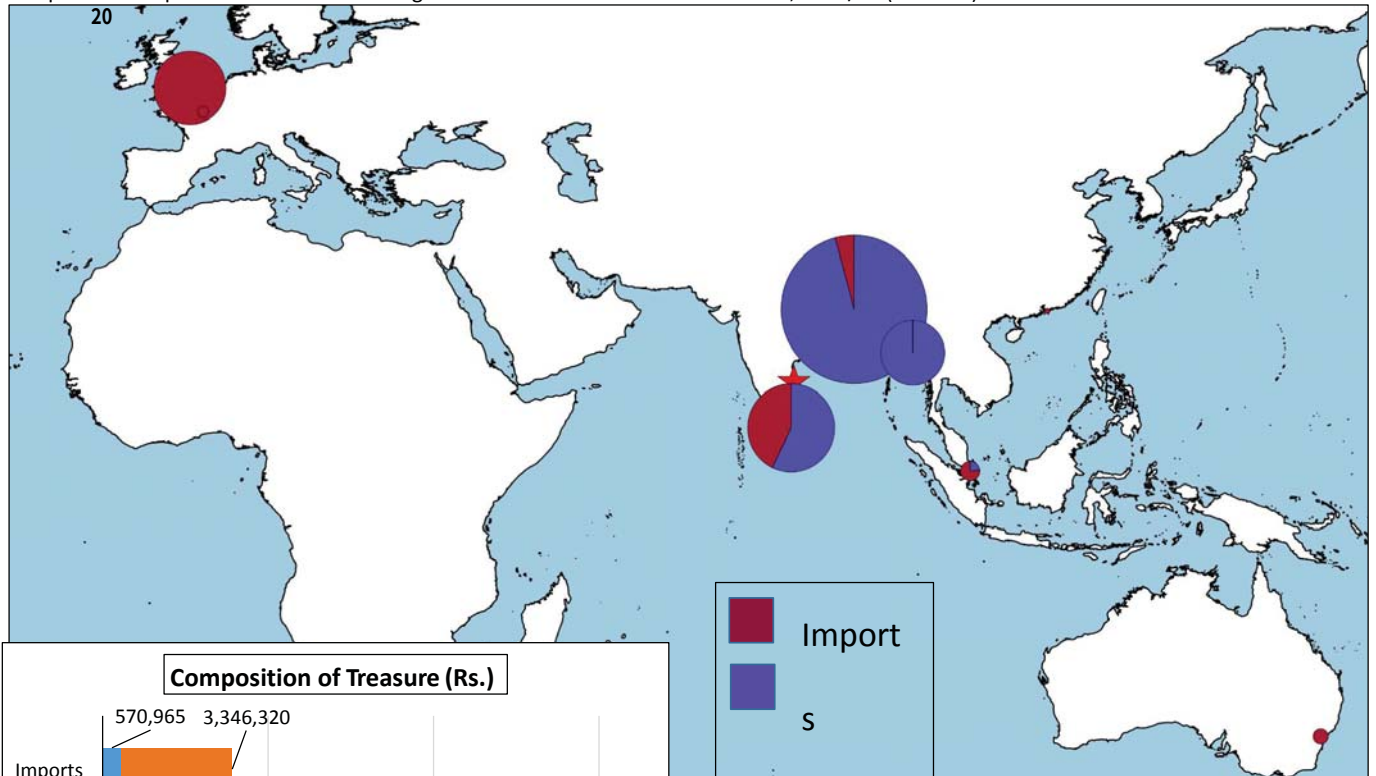


Geographical Distribution of Imports into Madras, 1870/71 (Excluding Treasure)

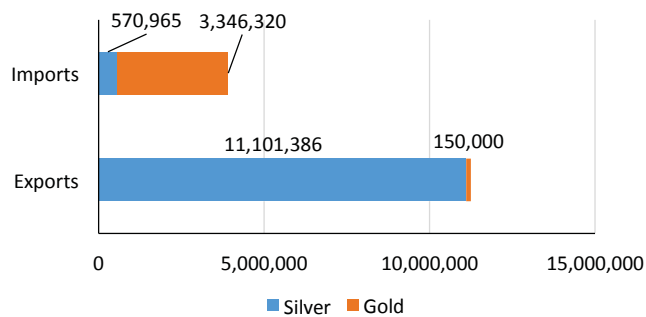


Geographical Distribution of Exports from Madras, 1870/71 (Excluding Treasure)



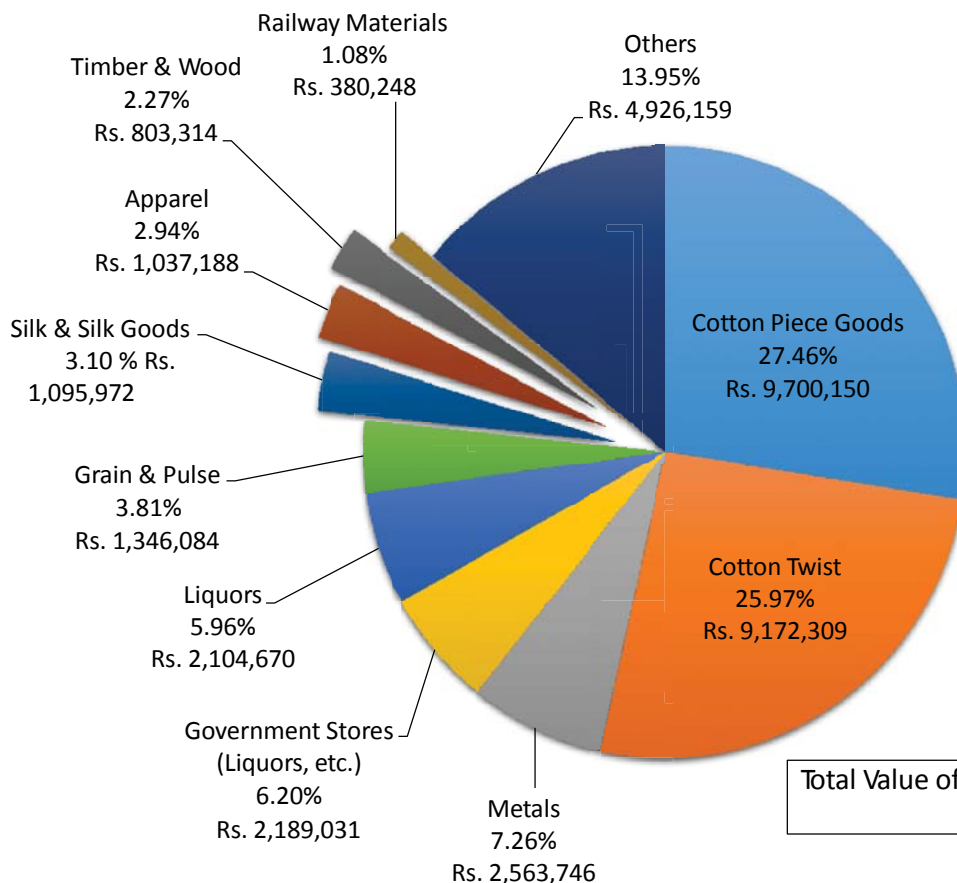


Composition of Treasure (Rs.)

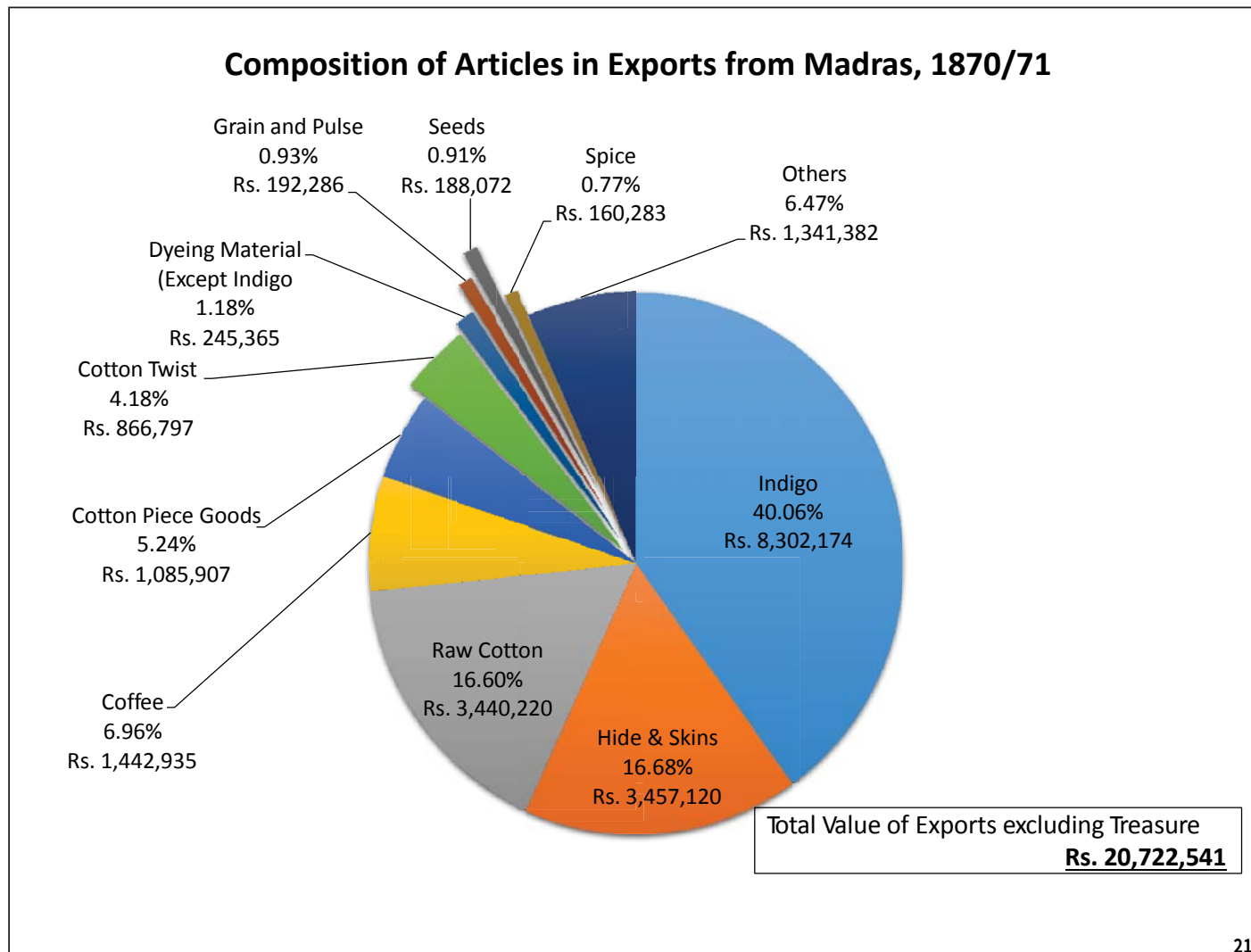
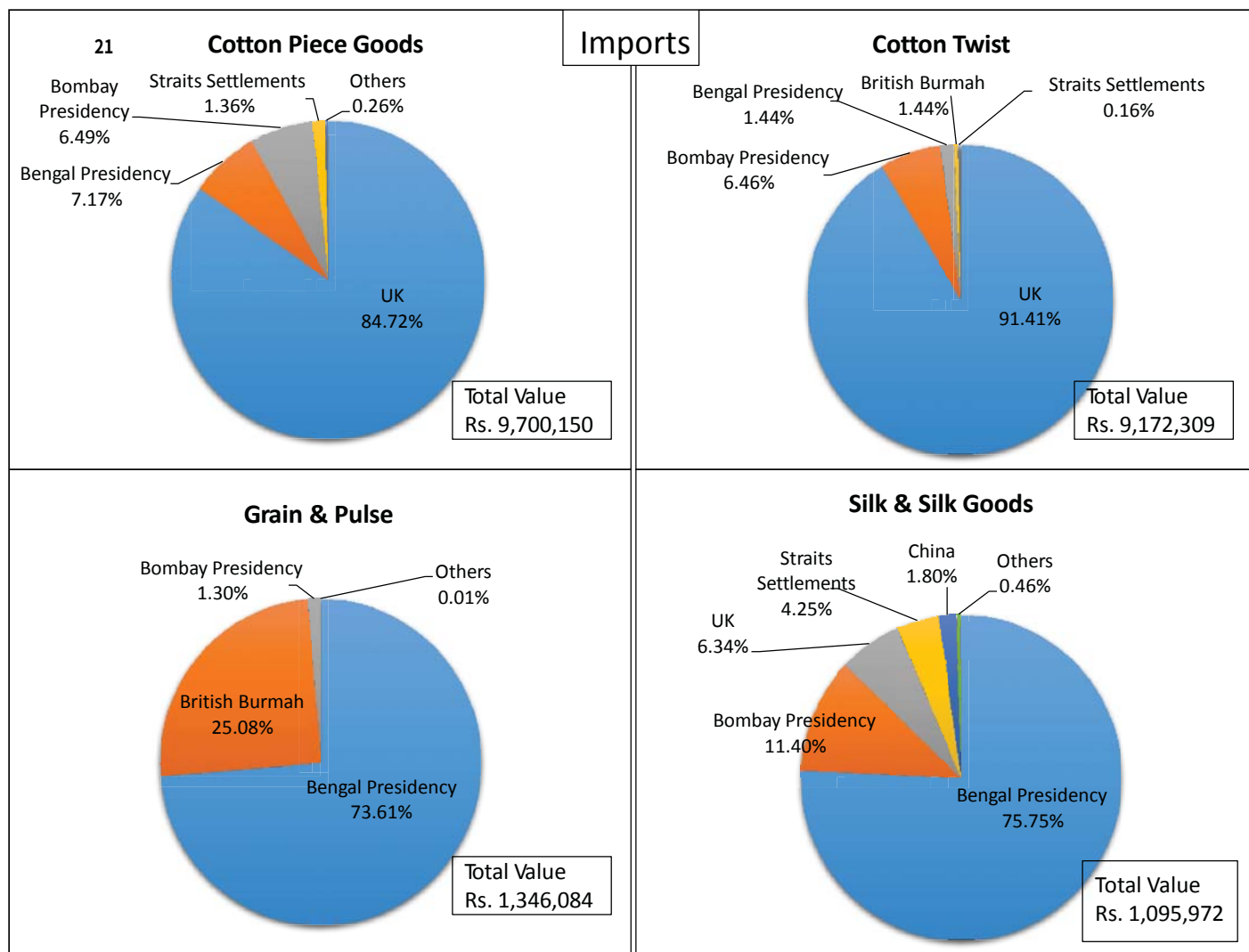


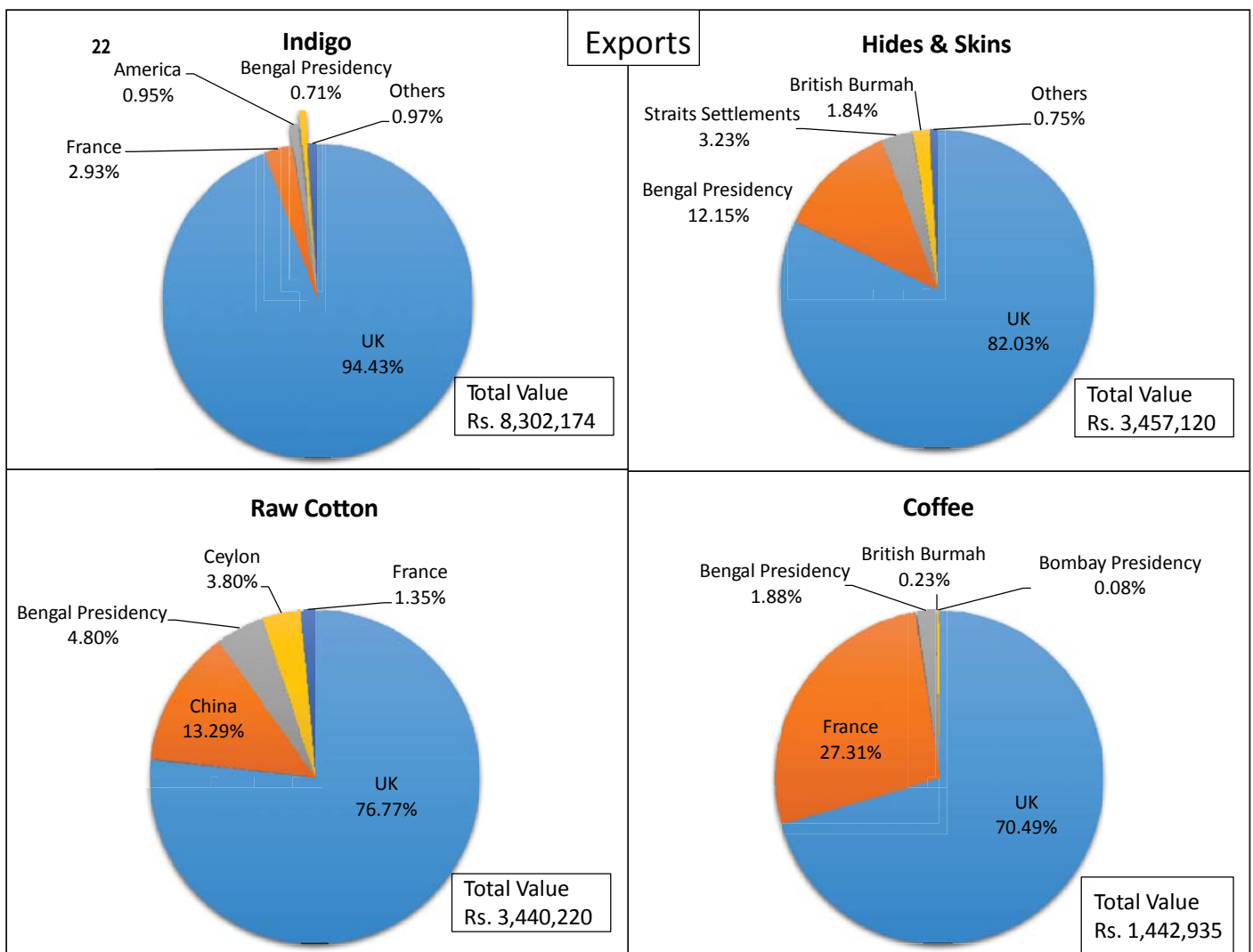
- The exports of treasure surpassed its import.
- The import mainly consisted of gold, and the export was made up by silver. Madras imported gold from the UK and Ceylon, and exported silver to Bengal and Ceylon.

Composition of Articles in Imports into Madras, 1870/71



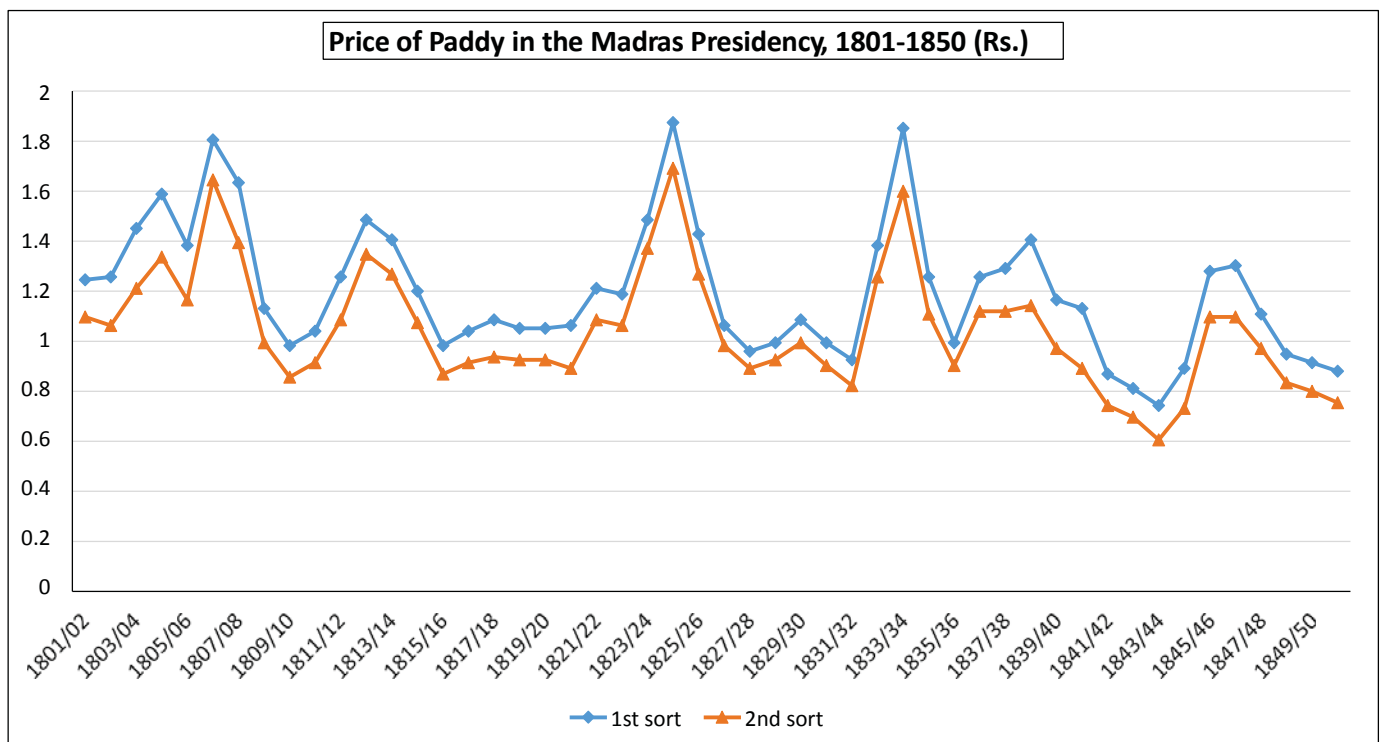
Total Value of Imports excluding Treasure
Rs. 35,418,974





- **Comparison of the trade at Madras in 1840/41 and in 1870/71**
 - The total value of the overseas trade in 1870/71 remarkably increased from that of 1840/41. Moreover, the geographical distribution of the trade changed.
 - The trade with the UK became increasingly important in the late 19th century. Likewise, the trade with the other parts of British India considerably increased. On the other hand, the importance of trade with the Straits Settlements declined.
 - These developments were probably related with the change in the composition of trading articles. Madras became an exporter of raw materials like raw cotton, indigo, coffee, while it imported manufactured goods or intermediate goods, such as cotton textiles and cotton twist, in growing volume.

4. Commodity Price



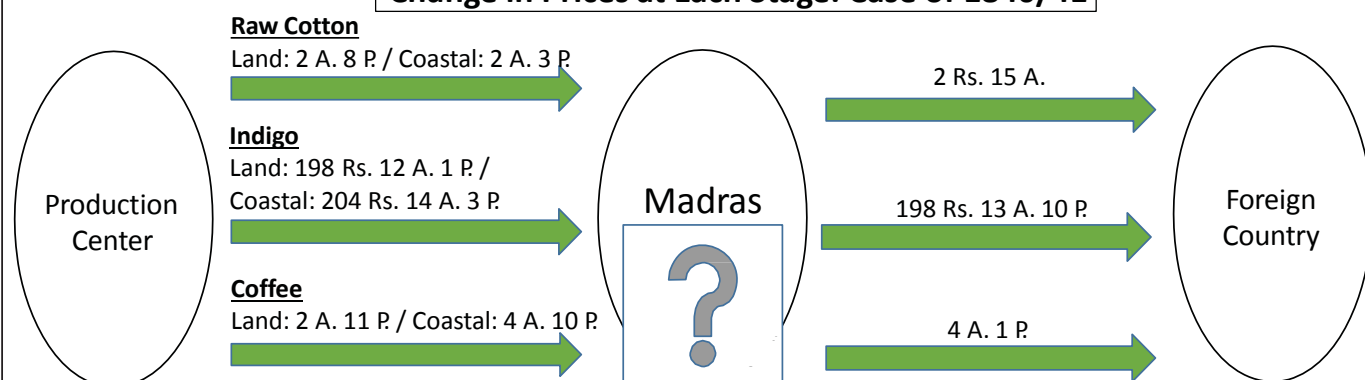
(Source: Raju 1941: 228-229)

- The price of paddy in the Madras Presidency showed fluctuations in the first half of the 19th century. The price would be subject to various factors, such as famine, war, and so on.
- Therefore, we should consider these price fluctuations from a broader context.

Average Trade Prices Deduced from the Declared Real Value of Articles

Exports		1840/41			1870/71		
Article	Unit	Rs.	A.	P.	Rs.	A.	P.
Indigo	cwt	198	13	10	251	13	3
Raw Cotton	lb	2	15	0	0	3	11
Coffee	lb	0	4	1	0	4	3
Cotton Piece Goods	yard	-	-	-	0	5	11
Paddy	cwt	1	1	1	1	11	4
Rice	cwt	2	0	9	3	12	6
Imports		1840/41			1870/71		
Article	Unit	Rs.	A.	P.	Rs.	A.	P.
Cotton Piece Goods, White	yard	-	-	-	0	3	3
Cotton Piece Goods, Printed	yard	-	-	-	0	2	7
Cotton Twist	lb	-	-	-	0	15	11
Paddy	cwt	1	0	5	-	-	-
Rice	cwt	2	7	3	3	9	7
Raw Silk	lb	4	15	11	7	1	3
Silk Piece Goods	yard	-	-	-	1	10	3

Change in Prices at Each Stage: Case of 1840/41



Reference

Primary Source

British Library, London

India Office Records (IOR)

Proceedings and Consultations of the Government of India and of Its Presidencies and Provinces, 1702-1945 (P)
P/340/56 Statement of the Trade of the Madras Territories, 1840-41

Official Publications 1768-1957, (V)

Trade and Navigation Statement, 1840-1956 (V/17)

V/17/219 Annual Volume of the Trade and Navigation of the Madras Presidency, 1870-71

British Parliamentary Papers (BPP)

1813-14 (46) IX. Reports from the Reporters of External Commerce, Bengal, Madras, and Bombay, Private Trade, 1811-12.

Secondary Works

Chaudhury, K. N., 1983, 'Foreign Trade and Balance of Payments (1757-1947)', in Dharma Kumar (ed.), *The Cambridge Economic History of India, Vol. 2: c. 1757-c. 1970*, Cambridge: Cambridge University Press, pp. 804-877.

Raju, S. A., 1941, *Economic Conditions in the Madras Presidency 1800-1850*, Madras: University of Madras.

Data Repository and Visualization for the Pan-Asian Marine Trade Study

Hsiung-Ming Liao
GIS Center, RCHSS, Academia Sinica

Outline

- An Interdisciplinary Case Study : The Chinese Maritime Customs Service
- The Collaborative for Historical Information and Analysis
- ANGIS data portal
- 3D GIS Platform

The Chinese Maritime Customs Service

- The Diaries of Sir Robert Hart
- The collection and analysis of Maritime Customs Data in late Qing Dynasty.
- <http://gis.rchss.sinica.edu.tw/cmcs/>



SIR ROBERT HART IN 1908
From the portrait by Sir Frank McKelvey, R.N.A., in the Great Hall of the Queen's University.

Modern China and the Imperial Maritime Customs

近代中國與帝國海關

Home Digital Library Introduction Project Team Collaborative Institutes Collections at Academia Sinica Publications Activities

The Chinese Maritime Customs Service: An Interdisciplinary Case Study

Since the early twentieth century, historians began researches on the interrelations between modern China and the Imperial Maritime Customs Service (IMCS) because the IMCS set up a wide range of services in place of the central government of China. During the Qing period, every western service or system was introduced into China through the IMCS and the IMCS also arranged its Customs revenues to support these western projects.

The development of the IMCS can be seen from its expansion of its local Customs stations – in the 1850s, the IMCS only had 5 stations, but by 1894 it directed over 38 stations in Mainland China, 2 in Taiwan and 4 in Korea. These stations became regional nerve centres of western technologies, and the Marine Department and the Statistical Department were the brain of these centres. The Marine Department was put in charge of China's meteorology, lighthouses, waterways, coastline, harbour management, anti-smuggling

Meta

- Register
- Log in
- Export RSS
- Comments RSS
- WordPress.org

網站

- Academia Sinica
- Customs Museum, Republic of China
- Department of Customs Administration, Ministry of Finance, Republic of China
- Directorate General of Customs, Ministry of Finance, Republic of China
- General Administration of Customs, PRC
- Shanghai Customs College, PRC
- Training Institute, Ministry of



地理資訊科學研究專題中心
Center for GIS, RCHSS, Academia Sinica

Chinese Customs Publications

Modern China and the Imperial Maritime Customs

近代中國與帝國海關

Home Digital Library Staff's Records Introduction Project Team Collaborative Projects Project Collections Publications Activities

Introduction

Modern China's Customs Services: A Brief Introduction

[The Imperial Period](#)
[The Early Republic](#)
[The Nationalist Period](#)
[The Wartime Period](#)
[The Post-War Period](#)
[The Post-1949 Period](#)

China and the West

Chinese Customs Publications	I. Statistical Series	No. 2 Quarterly Trade Returns
The Diaries of Sir Robert Hart	II. Special Series	No. 3. Annual Returns of Trade
The Directorate General of Customs	III. Miscellaneous Series	No. 4 Annual Reports on Trade
The Map Collection of the Statistical Department of the Inspectorate General of Customs	IV. Service Series	No. 6. Decennial Reports
	V. Office Series	No. 7. Native Customs Trade Returns
	VI. Inspectorate Series	
	VII. Customs Publications Not Included in Any of the Foregoing Series	

Department, Publications, Directorate General of Customs

GIS 地理資訊科學研究專題中心
Center for GIS, RCHSS, Academia Sinica

The Collaborative for Historical Information and Analysis

Issues of Study on Pan-Asian Trading Networks

- Collaborative data collection
- Sharing Data between the research community
- Open research results to public

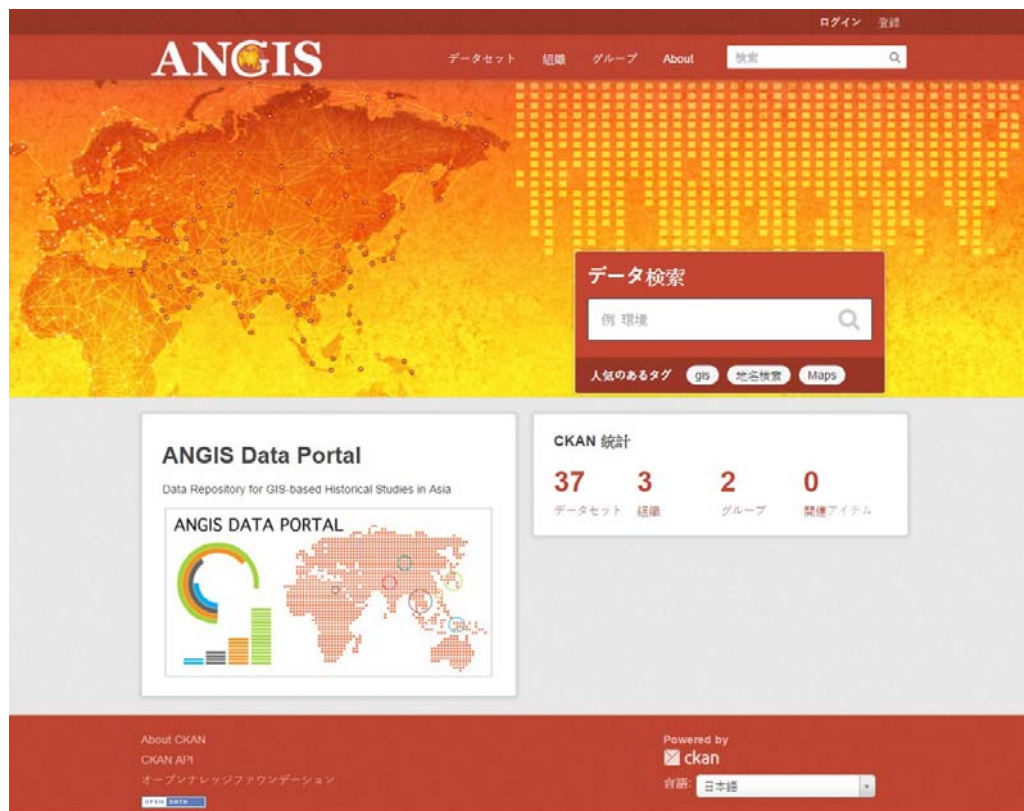
Open Access & Open Data

- **Open Access** means unrestricted online access to peer-reviewed scholarly research.
- **Open Data** means research data that can be freely used, reused and redistributed by anyone
- Open Access and Open Data provide an open environment of academic research

Data Repository (Data Portal)

- Publishing data to facilitate multidisciplinary research
- No more duplicate data entry!

ANGIS Data Portal

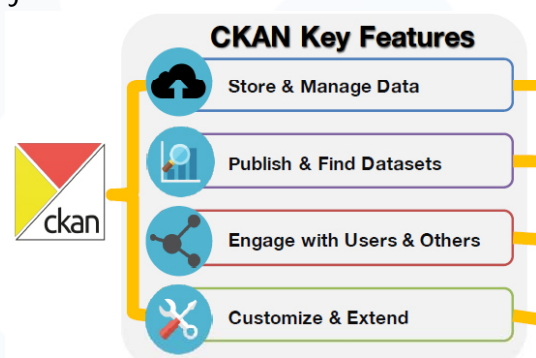


Official Site(Stable): <http://angis.asia>
Demo Site(Dev): <http://140.109.161.58>



ANGIS Data Portal

- Based on open source CKAN version: 2.3
- Major features in ANGIS Data Portal
 - Keywords, Spatial-Temporal search and filters
 - Multiple data format can be preview
 - Text: html, .txt csv, xls, xml, json...etc.
 - Image: jpeg, png
 - Spatial format: wms, wmts, shp, geojson
 - Others: PDF、HuTime



Formats supported in ANGIS Portal

Data Type	Commercial Software	Free Software	Format
2D GI	ArcGIS 10.x	QGIS http://www.qgis.org	shapefile wms, wmts
3D GI	Skyline TerraExplorer	Google Earth Pro http://www.google.com/earth	kml, kmz
Time Information		HuTime http://www.hutime.jp	gts, gtm
2D GI + t	Esri Story Maps http://storymaps.arcgis.com	TimeMapper http://timemapper.okfnlabs.org Excel2Earth http://excel2earth.blogspot.com	Google Spreadsheet Excel
3D GI + t		SinicaView http://3dgis.rchss.sinica.edu.tw	

ANGIS Data Portal

- Multiple views of same resource

Place Name

URL: <http://taijiang.tw/dataset/663e06ce-904b-44e6-94fe-370a103f5587/resource/2bbe675c-67eb-4c91-8aef-e675d16054a/download/pl...>

From the dataset abstract

Place Names on Ancient Maps of West Central District of Tainan.

Source: Place Names in West Central District of Tainan

Multiple view of the resource

Place Name

URL: <http://taijiang.tw/dataset/663e06ce-904b-44e6-94fe-370a103f5587/resource/2bbe675c-67eb-4c91-8aef-e675d16054a/download/pl...>

From the dataset abstract

Place Names on Ancient Maps of West Central District of Tainan.

Source: Place Names in West Central District of Tainan

Filter records by columns and create another view

-

Shp file

1904

Map data © OpenStreetMap contributors, Imagery © Mapbox

Shp file

Map data © OpenStreetMap contributors, Imagery © Mapbox

ANGIS Data Portal

- ## TimeMapper Service

[Home](#) / [Datasets](#) / [gridviewtest](#) / TimeMapper

TimeMapper

URL: <http://timemapper.kuarcas.net/enricher/taiwan-timeline-maps>

[Website](#) [Manage](#) [Go to resource](#)

[Embed](#)

台南百年文史古地圖 by hychen using TimeMapper

The screenshot shows the TimeMapper interface. At the top, there's a navigation bar with links like Home, Datasets, gridviewtest, and TimeMapper. Below it, the title "TimeMapper" is prominently displayed. A URL field contains "http://timemapper.kuarcas.net/enricher/taiwan-timeline-maps". There are buttons for "Website", "Manage", and "Go to resource". An "Embed" button is also visible. The main content area features a map of Tainan with several blue location pins. A callout box over one pin identifies it as "開基天后宮". To the left of the map, a vertical timeline highlights the year 1647. The central panel provides a detailed view of the selected location, showing a photograph of the temple and its name in Chinese: "開基天后宮". Below the photo, there's a brief description in Chinese: "開基天后宮，主祀天后，亦稱天上聖母，係當地媽祖廟，是臺南府城內的最古老且具備廟的尊貴。神像中的媽祖，原名林默，她係福建興化府莆田縣湄洲嶼。關於她的生平、史載紛...". At the bottom, there's a footer with the text "台南百年文史古地圖 by hychen 使用 時間地圖 - 附檔下載 - 資源資料".

ANGIS Data Portal

• Hstime Format Preview

The screenshot displays the ANGIS Data Portal interface. The top navigation bar includes the ANGIS logo, a search bar, and links for 'データセット' (Dataset), '組織' (Organization), 'グループ' (Group), and 'About'. Below the navigation bar, two dataset preview pages are shown side-by-side.

Sample_test
 URL: <http://140.109.161.58/dataset/2a426205-6225-4...>
 A 'GTS' button is visible. The preview shows a world population line graph (HYDE 2006) and a timeline of historical events categorized by region (World, Japan, etc.).

HuTime_Taiwan_Example
 URL: <http://140.109.161.58/dataset/2a426205-6225-4ab9-937c-5d8a200a8688/resource/2ff74130-5286-4...>
 A 'GTS' button is visible. The preview shows a timeline of events specific to Taiwan, including 'Taiwan_Event' and 'Taiwan_Calendar', with a date range from 1878-10-02 to 1932-12-02.

The footer of the portal includes the GIS logo and the text '地理資訊科學研究專題中心' (Geographic Information Science Research Special Center) and 'Center for GIS, IIGIS, Academia Sinica'.

ANGIS Data Portal

• Temporal Search

- Based on the metadata with time information

The screenshot displays the ECAI Data Portal interface. The top navigation bar includes the ECAI logo, a search bar, and links for 'Datasets', 'Organizations', 'Groups', and 'About'. Below the navigation bar, the 'Datasets' section is active.

Filter by location
 A map of the world is shown with a search bar and a 'Clear' button. Below the map, it says 'Map data © OpenStreetMap contributors' and 'Tiles by MapQuest'.

Temporal Search
 A red box highlights the 'Temporal Search' section, which includes a date range selector set to '1979 to 1997' and a 'Clear' button.

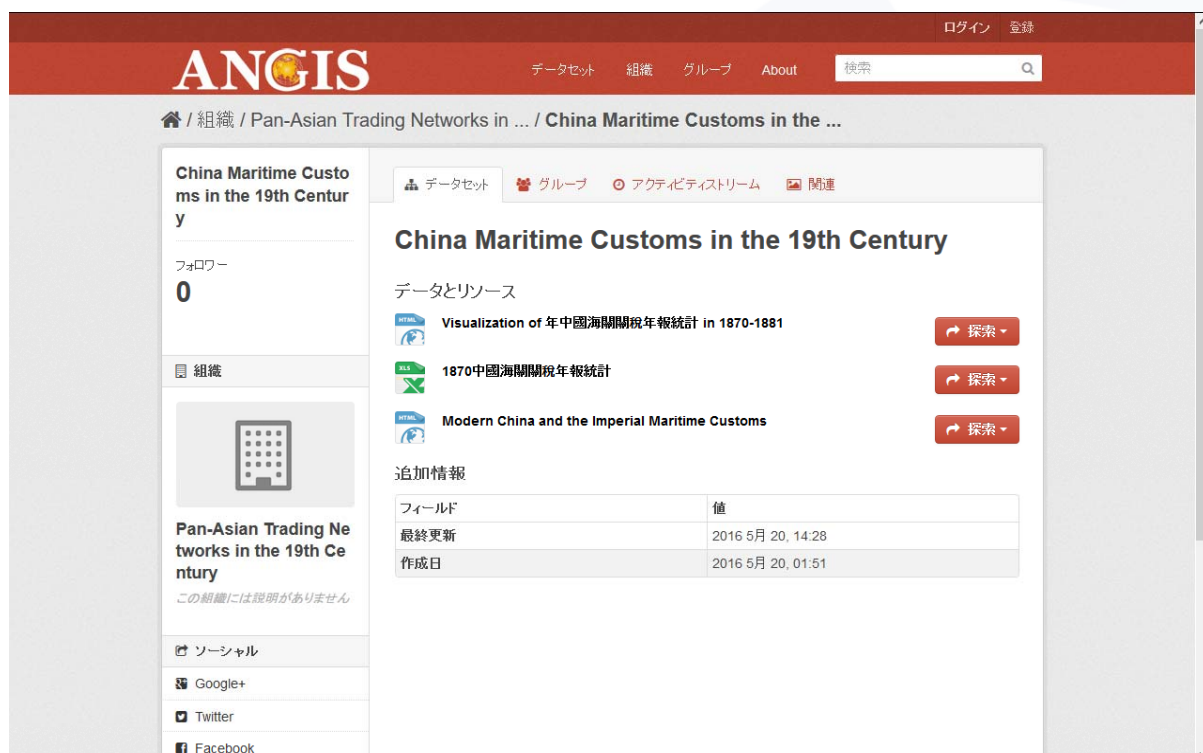
3 datasets found
 The search results show three datasets: 'gridviewtest', 'HEED MD Base MMEED EARTH Projection', and 'Hartwell China Historical GIS'. Each dataset entry includes a brief description and a list of available file formats (CSV, XML, PDF, HTML, SHP, GFT, KML, WMTS).

ANGIS Data Portal

- Organization
 - Research Group or Topic
 - **Keep Data in Privacy for ongoing research**



Sample Case



組織 / Pan-Asian Trading Networks in ... / China Maritime Customs in the ... /
1870中國海關關稅年報統計

1870中國海關關稅年報統計

[リソースへ行く](#)

URL: <http://140.109.161.58/dataset/3a555d3e-31a4-4235-b3e6-2fa7e8cdfa51/resource/c649d817-3a0f-424f-83ed-f081281ba662/download...>

データエクスプローラー

<> 埋めこみ

Grid	Graph	Map	266 records			«	1	–	100	»	Q	Search data ...	Go »	Filters
Port	Y	X	Year	Country	Import ...	Export ...	Coast Tr...	Tonnag...	Total Du...	Transit ...				
Amoy	24.483399	118.088...	1870	UK	197984...	110509...	6311.993	8412.6	332219...					
Canton	23.130762	113.263...	1870	UK	0	0	0	0	0					
Chefoo	37.540875	121.398...	1870	UK	19121.623	37984.59	9122.501	6955.8	147001...					
Chinkiang	32.187468	119.427...	1870	UK	0	0	0	0	0					
Foochow	26.074917	119.29617	1870	UK	50950.996	1112380...	10594.536	16088	1322460...					
Hankow	30.592528	114.305...	1870	UK	1251.354	377323...	2887.016	1796.7	383258...					
Ichang	30.690833	111.286...	1870	UK	0	0	0	0	0					
Kiukiang	29.70529	116.00273	1870	UK	0	0	0	0	0					
Kiungchow	20.032193	110.333...	1870	UK	0	0	0	0	0					
Newchw...	40.667723	122.236...	1870	UK	5821.637	66040.746	5598.884	2939.6	147724....					
Ningpo	29.868276	121.544...	1870	UK	26184.87	13057.742	6586.926	1390.5	47220.038					
Pakhoi	21.481952	109.120...	1870	UK	0	0	0	0	0					
Shanghai	31.240222	121.487...	1870	UK	1064049...	307436...	76416.73	66932.2	1438417...					
Swatow	23.355621	116.679...	1870	UK	0	0	0	0	0					



地理資訊科學研究專題中心
Center for GIS, IMGIS, Academia Sinica

Visualization of 年中國海關關稅年報統計 in 1870-1881

[リソースへ行く](#)

URL: https://public.tableau.com/profile/publish/_4776/Dashboard1#!/publish-confirm

Website

<> 埋めこみ

+tableau:public

GALLERY

AUTHORS

BLOG

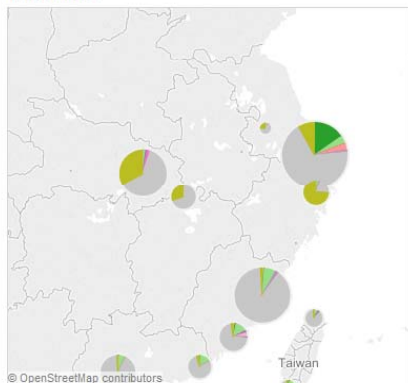
RESOURCES

ACTIVITY

SIGN IN

< Ta-Chien Chan's Profile

Total Duties



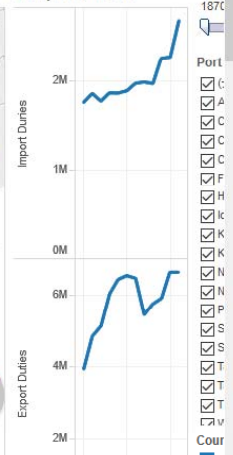
Export Duties



Import Duties



Temporal Trend



Year
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地理資訊科學研究專題中心
Center for GIS, IMGIS, Academia Sinica

Guideline for publishing dataset on ANGIS Portal and Tableau

June 11, 2016

This document draws how to publish the dataset (especially spreadsheet data in this document) to the CKAN-based ANGIS Portal and utilize the Tableau to create the multi-dimensional and interactive map. CKAN is a popular web-based data management system, which allows users to upload, manage, and visualize data. Tableau is a powerful tool for data visualization, and it also provide cloud service which allows users easily distribute their works. This document would be separated into two parts: Basic manipulation of ANGIS Portal and Tableau data publishing.

Part I : Basic manipulation of ANGIS Portal

Step. 1 : Register on ANGIS Portal (<http://angis.asia>)

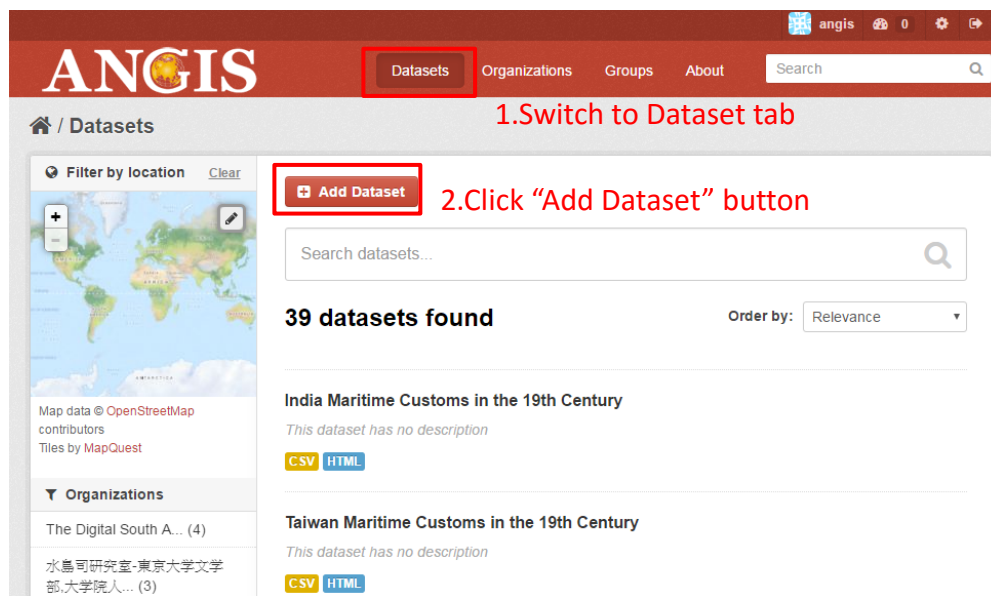
To add dataset, users are required to register an account on the ANGIS Portal.

- Username – choose a username using only letters, numbers, - and _ characters.
- Full name – to be displayed on your user profile
- E-mail address – this will not be visible to other users
- Password – enter the same password in both boxes

Step. 2 : Add dataset and data on ANGIS Portal

In CKAN structure, a dataset consists of many data and the metadata of the entire dataset. The data can be any kind of format, but only some formats can be previewed on the

CKAN(Ref: <http://docs.ckan.org/en/latest/maintaining/data-viewer.html>). Following figures illustrate how to publish dataset and included data on ANGIS Portal.



Select the corresponding organization if your dataset belongs to specific organization

1 Create dataset 2 Add data

What are datasets?
A CKAN Dataset is a collection of data resources (such as files), together with a description and other information, at a fixed URL. Datasets are what users see when searching for data.

Title: China Maritime Customs in the 19th Century
* URL: angis.asia/en/dataset/china-maritime-customs-in-the-19th-century [Edit](#)

Description: eg. Some useful notes about the data
You can use [Markdown formatting](#) here

Tags: eg. economy, mental health, government

License: License not specified

Organization: Pan-Asian Trading

Visibility: Public

Source: <http://example.com/dataset.json>

Version: 1.0

Author: Joe Bloggs

Author Email: joe@example.com

Maintainer: Joe Bloggs

Maintainer Email: joe@example.com

Custom Field: Key: Value:

Custom Field: Key: Value:

Custom Field: Key: Value:

The *data license* you select above only applies to the contents of any resource files that you add to this dataset. By submitting this form, you agree to release the *metadata* values that you enter into the form under the [Open Database License](#).

* Required field **Next: Add Data**

Public -> Each user can access this dataset.
Private -> Only accounts belong to the selected organization can access this dataset.

Home / Datasets / Create Dataset

What's a resource?

A resource can be any file or link to a file containing useful data.

1 Create dataset

2 Add data

File:

Name:

Description:

You can use [Markdown formatting](#) here

Format:

This will be guessed automatically. Leave blank if you wish

The data could be uploaded to the ANGIS Portal or a live link.

Specify the proper format of the resource

Step. 4 : Search and download data on ANGIS Portal

ANGIS

Datasets Organizations Groups About Search

Home / Datasets

Filter by location

Map data © [OpenStreetMap](#) contributors
Tiles by [MapQuest](#)

Organizations

- The Digital South A... (4)
- 水島司研究室-東京大学文学部大学院人... (3)
- Pan-Asian Trading N... (3)
- 中央研究院人社中心GIS研究專題中心 (1)

Groups

- HuTime Dataset (13)
- GIS data of Asian c... (9)

Tags

- gis (9)
- India (3)
- 地名検索 (2)
- Maritime (2)
- Maps (2)
- Customs (2)
- 統計地圖 (1)
- 時空 (1)

Keyword search

39 datasets found Order by:

India Maritime Customs in the 19th Century
This dataset has no description
[CSV](#) [HTML](#)

Taiwan Maritime Customs in the 19th Century
This dataset has no description
[CSV](#) [HTML](#)

China Maritime Customs in the 19th Century
This dataset has no description
[HTML](#) [XLS](#) [PDF](#)

India Hamlet
This dataset has no description
[CSV](#)

India Hamlet Sample
India Hamlet Data from the website India Place Finder
[CSV](#) [GeoJSON](#)

HuTime Sample Dataset - JA - 和暦
This dataset has no description
[gim](#) [XML](#) [PNG](#)

HuTime Sample Dataset - JA - 世界人口
This dataset has no description
[gim](#) [XML](#) [PNG](#)

Dataset list

Filters

China Maritime Customs in the 19th Century

Followers: 0

Follow

Organization

Pan-Asian Trading Networks in the 19th Century

There is no description for this organization

Social

Google+

Twitter

Facebook

License

ライセンスが指定されていません

Data and Resources

- Modern China and the Imperial Maritime
- Visualization of 年中國海關關稅年報統計 in 1870-1881
- 1870中國海關關稅年報統計
- Treaty Ports in China, 1870

Additional Info

Field	Value
State	active
Last Updated	June 8, 2016, 07:53
Created	June 8, 2016, 05:45

Preview or download the data

Part II : Tableau data publishing

Step. 1 : Download Tableau public and Create a Tableau account

Tableau Public is a free desktop software to visualize and share your data. (<https://public.tableau.com/s/>) In order to publish the Tableau data on Tableau cloud, it's necessary to create an account. (<https://auth.tableausoftware.com/user/register>)

Step. 2 : Publish tableau workfile on Tableau cloud using Tableau Public Software.

Tableau Public - Trade at Madras in 1840

File Data Worksheet Dashboard Story Analysis Map Format Window Help

New Ctrl+N

Open... Ctrl+O

Open from Tableau Public... Alt+O

Close

Save to Tableau Public... Ctrl+S

Show Start Page Ctrl+2

Paste sheets Ctrl+V

Manage my profile...

Workbook Locale

1...Trade at Madras in 1840.twbx

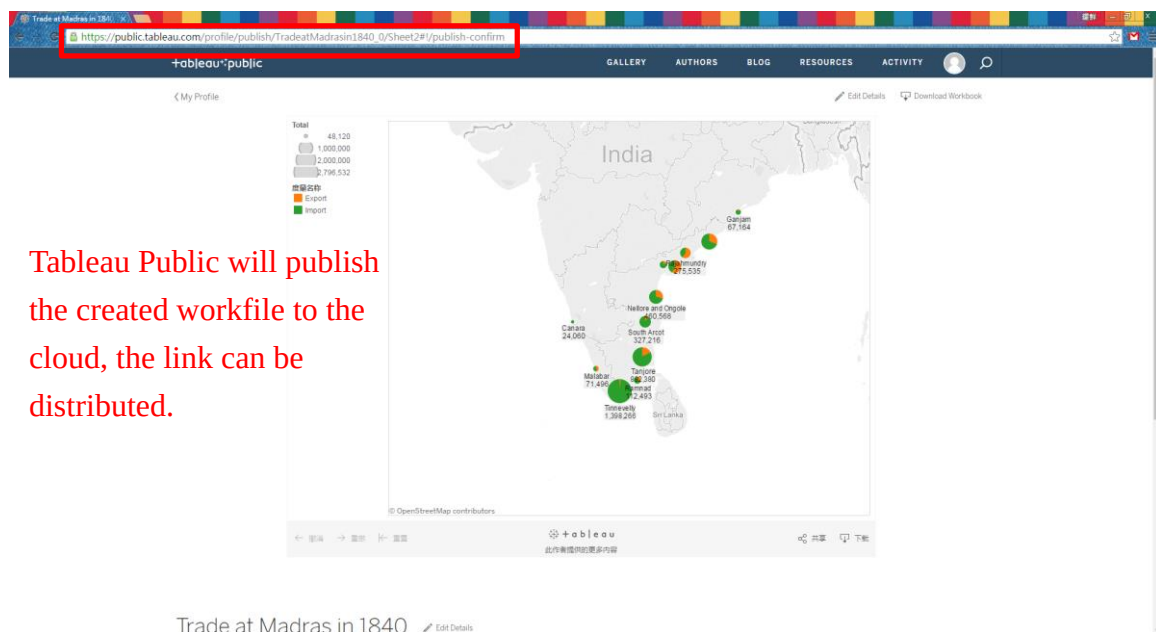
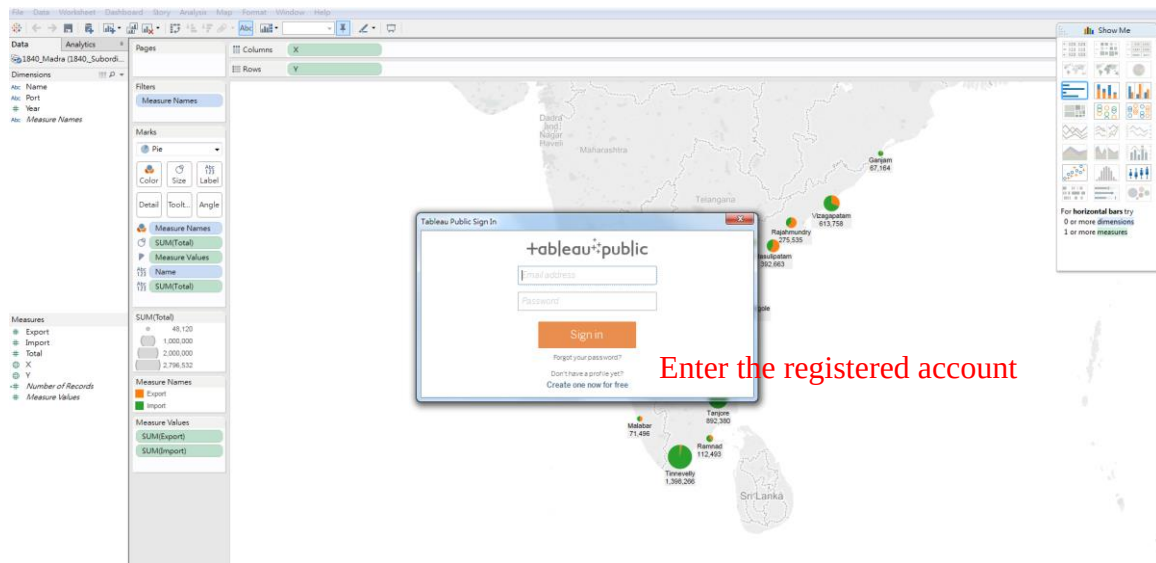
Exit

Columns: X

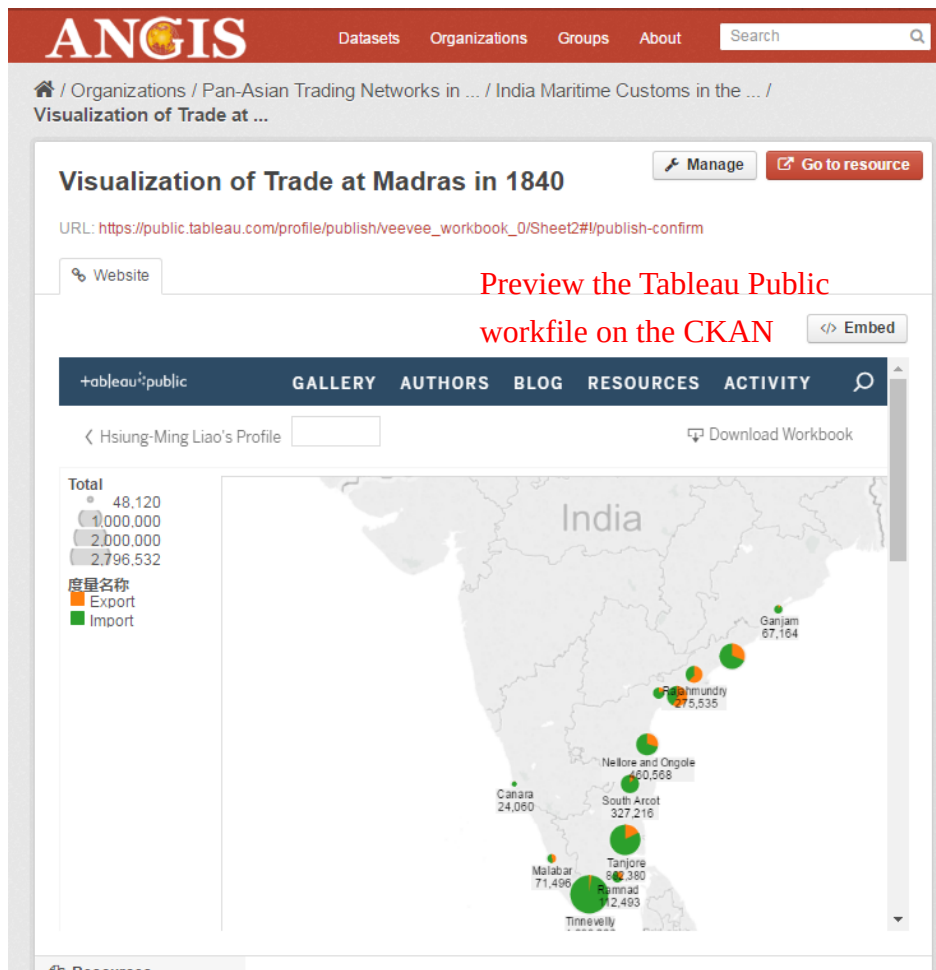
Rows: Y

Measures: SUM(Total)

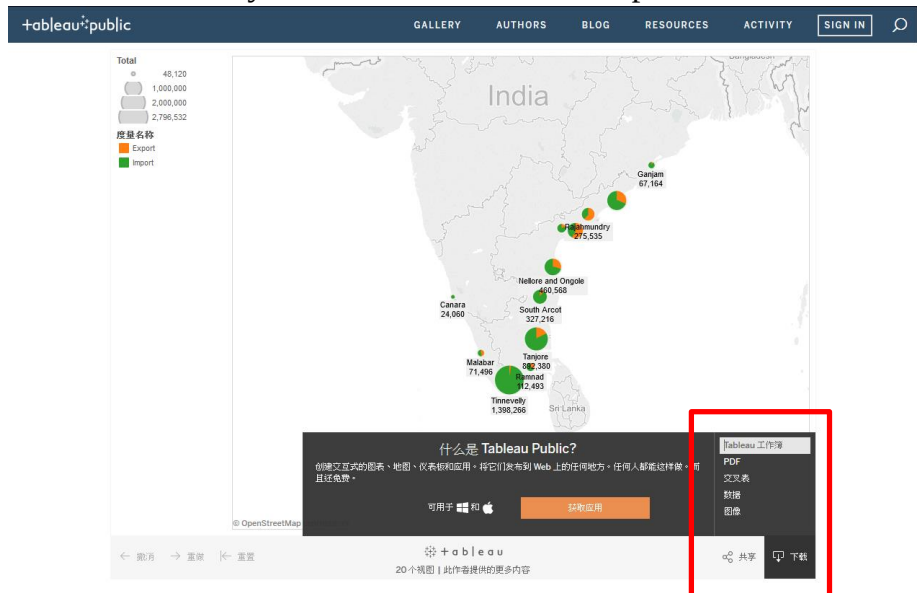
Map of India showing trade data points for various cities.



Step. 3 : Take the visualization website of dataset as resource. You can add URL to ANGIS Portal



So, Others can download your Tableau workfile to explore the dataset.



GIS 初級講座メモ

2016.4.25

関戸一平

ー 1. 新しいアプリケーションを自分に導入するときのコツ

「原理」「何ができるか」「何をしたいか」を理解して、触ってみる、わからなければ Google に聞いてみる

0. GIS とは ArcGIS とは

位置情報を持ったデータを処理するシステム

ArcMap と ArcCatalog(と ArcToolbox と ArcGIS Admin)

1. ベクタデータとラスタデータ

ベクタデータ：点（ポイント）、線（ライン）、面（ポリゴン）

ラスタデータ：メッシュデータ ⇔ 画像データ

2. 座標系

地球は球体、位置情報をどう表すか？

地理座標系と投影座標系

3. シェープファイル

(Arc)GIS でのベクタデータ形式 3 つ以上の複数ファイルで構成されている。

すべてのシェープファイルを同じ場所、同じ名前にしないとダメ

ファイルジオデータベース

以下、実際に触ってみよう

4. マッピング

地図の作成：おそらく最もよく使う機能

ラベリングとシンボル

5. ジオメトリ演算

緯度経度、長さ、面積など位置情報をフィールドに入れる

6. テーブル結合

シェープファイルに統計データをくっつける方法

Excel との結合 GIS 結合用の Excel ファイルの作り方のコツ

7. その他(Arc)GIS でできること

- 空間検索
- フィールド演算：簡単な統計処理までできるが、Excel でもいいし、統計処理ソフトを使ったほうがよい（と思う）
- ラスタデータとの結合 地図や航空写真などの画像ファイルに位置情報を与えて GIS に組み込む
- シェープファイル作成 史学のような地図を探すところから始める研究分野には必須
- ジオプロセッシング：ベクタデータ演算 マージ、ディゾルブ、バッファなど
- 空間解析
- ネットワーク解析
- 空間統計
- 3D

GIS 初級講座 2

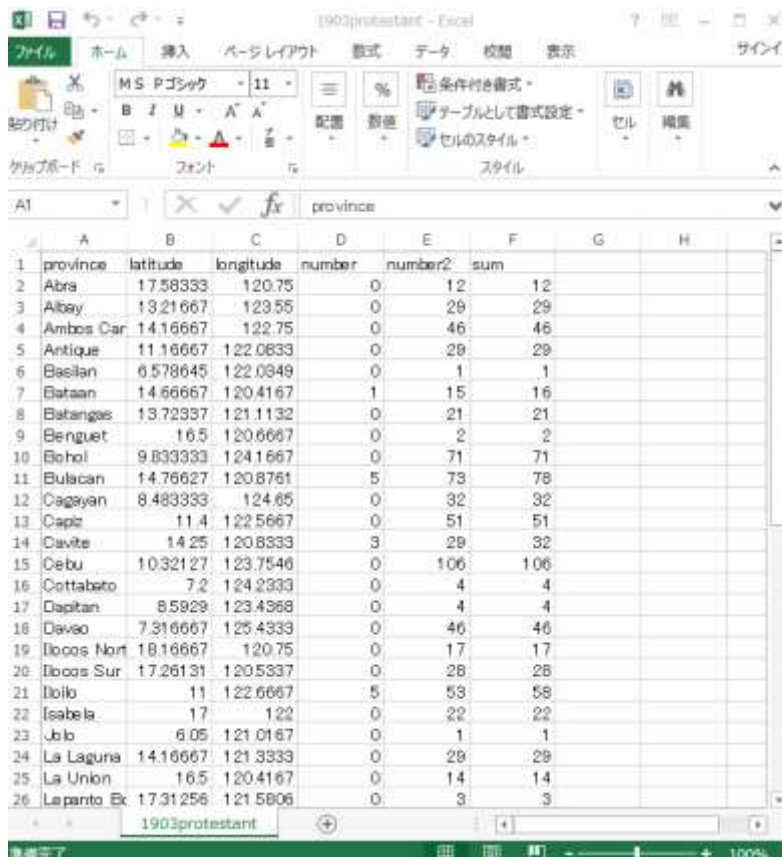
2016.6.24

関戸一平

目標：QGIS で地図上に円グラフを表示させる

用意するデータ：ベースマップ、緯度経度データの入った csv ファイル(excel ファイルでも可)

0. データの準備



	A	B	C	D	E	F	G	H
	province	latitude	longitude	number	number2	sum		
1	Abra	17.58333	120.75	0	12	12		
2	Albay	13.21667	123.55	0	29	29		
3	Ambos Car	14.16667	122.75	0	46	46		
4	Antique	11.16667	122.0833	0	29	29		
5	Basilan	6.578645	122.0349	0	1	1		
6	Bataan	14.66667	120.4167	1	15	16		
7	Batangas	13.72337	121.1132	0	21	21		
8	Benguet	16.5	120.6667	0	2	2		
9	Bohol	9.833333	124.1667	0	71	71		
10	Bulacan	14.76627	120.8761	5	73	78		
11	Cagayan	8.483333	124.65	0	32	32		
12	Capiz	11.4	122.5667	0	51	51		
13	Cavite	14.25	120.8333	3	29	32		
14	Cebu	10.32127	123.7546	0	106	106		
15	Cotabato	7.2	124.2333	0	4	4		
16	Dapitan	8.5929	123.4368	0	4	4		
17	Davao	7.316667	125.4333	0	46	46		
18	Iloos Nort	18.16667	120.75	0	17	17		
19	Iloos Sur	17.26131	120.5337	0	28	28		
20	Iloilo	11	122.6667	5	53	58		
21	Isabela	17	122	0	22	22		
22	Jolo	6.05	121.0167	0	1	1		
23	La Laguna	14.16667	121.3333	0	29	29		
24	La Union	16.5	120.4167	0	14	14		
25	Lapanto Ex	17.31256	121.5806	0	3	3		

データの注意点

1 行目に見出しをいれる。使えない記号もあるので注意。

2 行目からデータを入れる。2 行目以降に見出しを入れてはいけない。

セル結合は禁止。

緯度経度は Global Place Finder から取得するのが簡単。

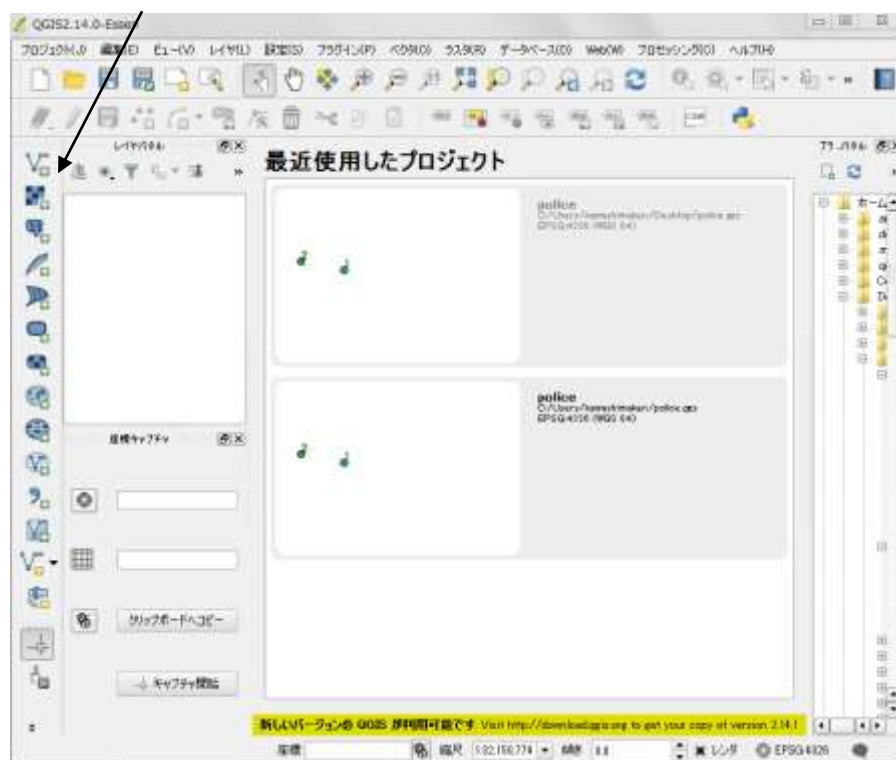
輸出入などは合計の列も作っておくとあとで便利。

1. QGIS 起動

QGIS Desktop でも with GRASS でもどちらでも OK

2. シェープファイル読み込み

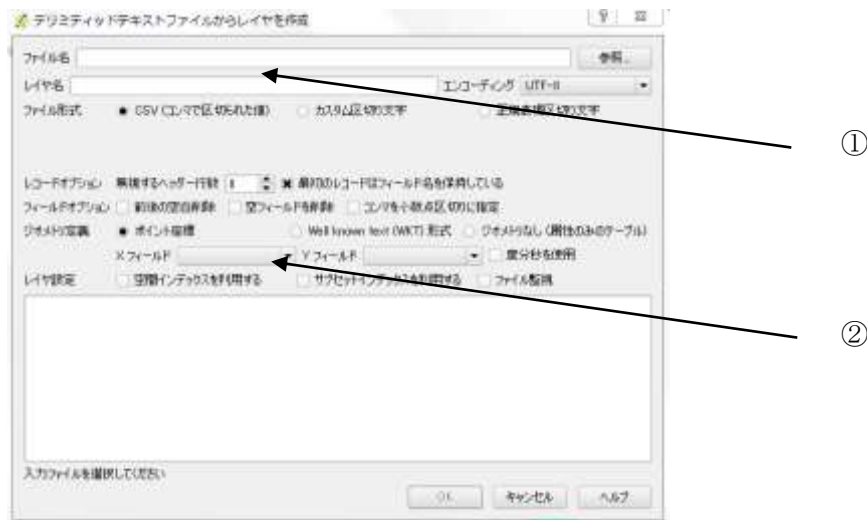
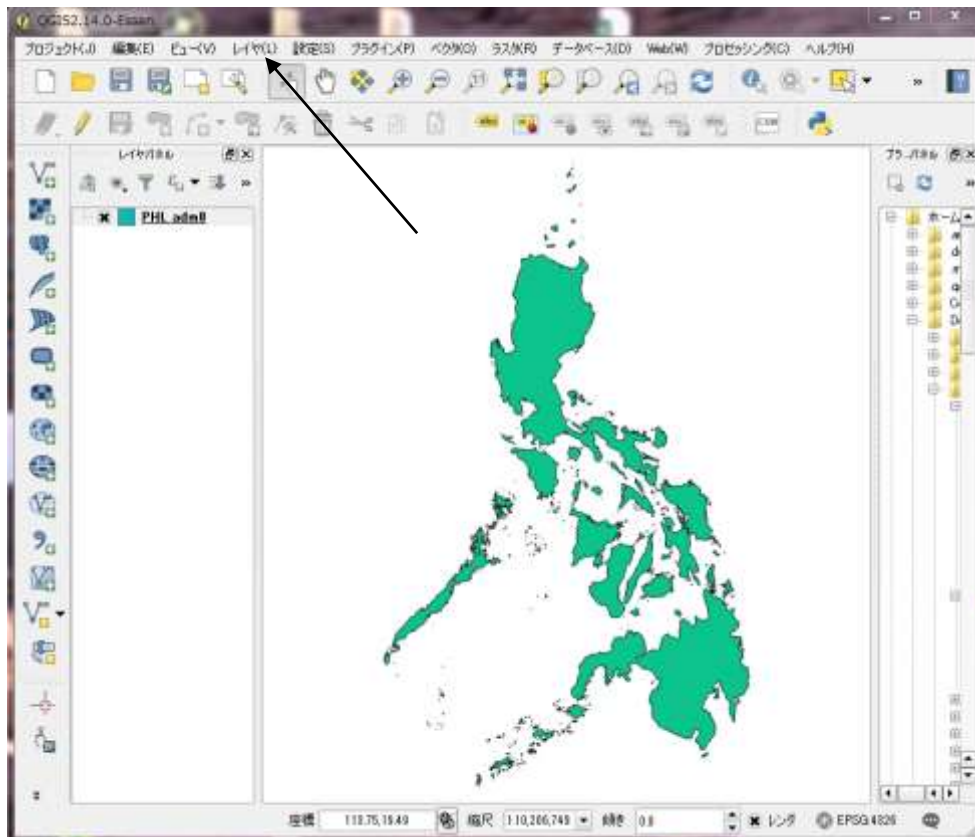
「ベクタレイヤの追加」→「ブラウズ」→目的のシェープファイル（ベースマップ）を選択



ツールバーがない場合は：「ビュー」→「ツールバー」→「レイヤ管理ツールバー」にチェック

3. データの読み込み

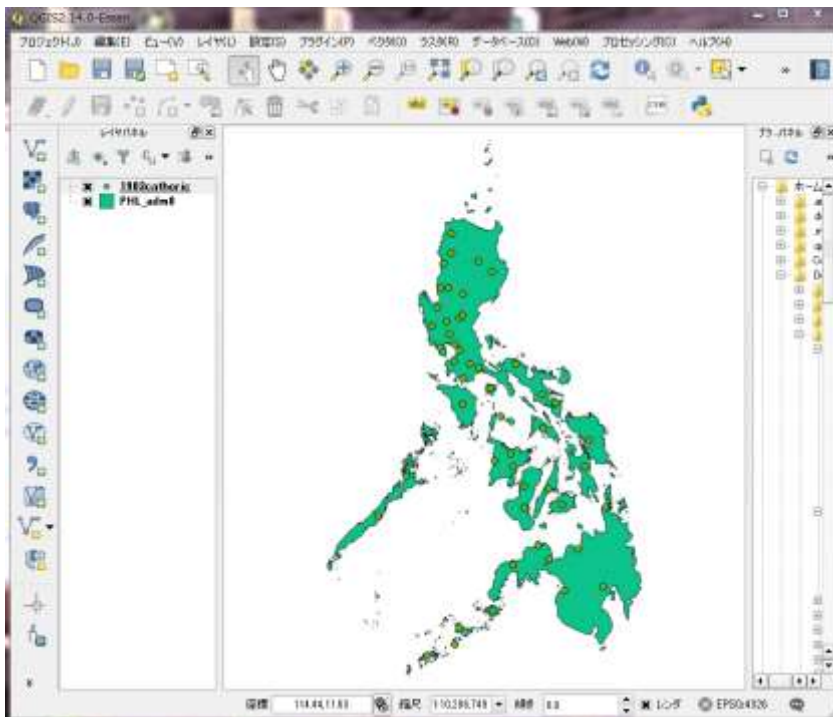
「レイヤ」→「レイヤの追加」→「デリミテッドテキストレイヤの追加」を選択。



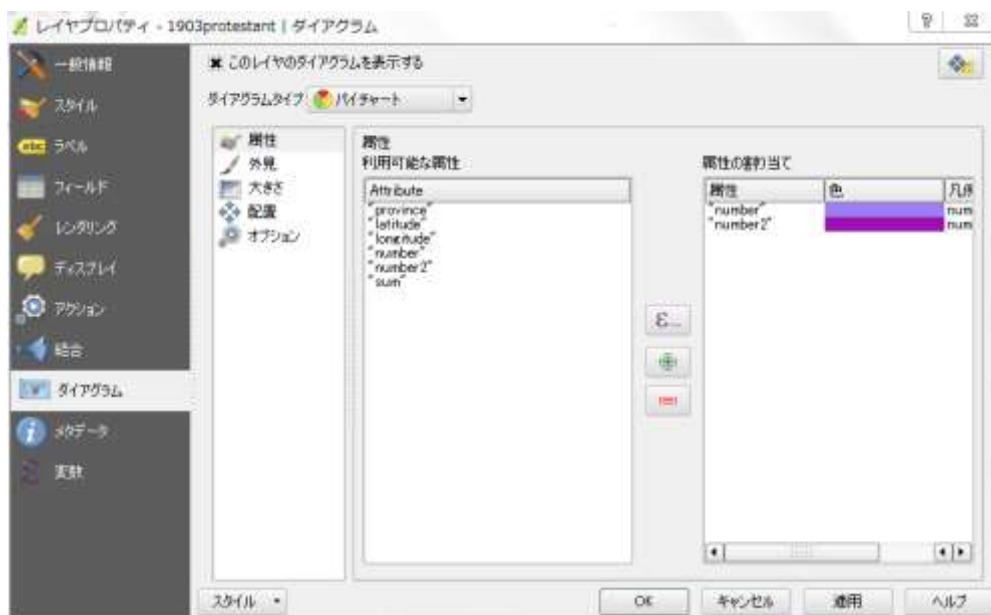
- ① ファイル名に緯度経度の入った csv ファイルまたは excel ファイルを選ぶ
- ② X フィールドに経度、Y フィールドに緯度を選ぶ（エクセルに longitude, latitude と表記しておけば自動で選択される）
- ③ OK を押す
- ④ 空間参照システム選択というウィンドウが出るが、構わず OK を押す。

4. グラフを挿入する

ここまでで、マップにポイントが表示されており、レイヤパネルに読み込まれている。



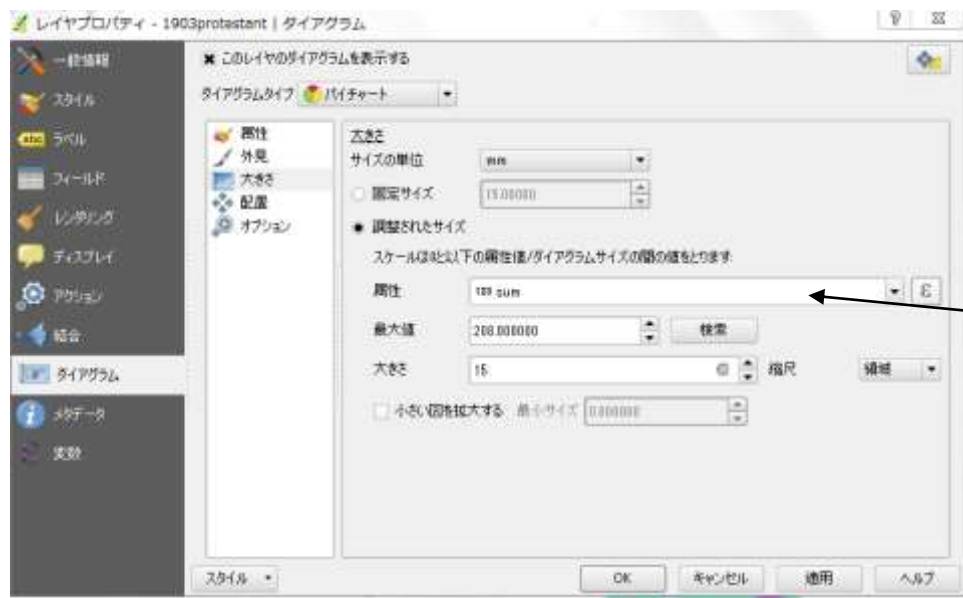
- ① レイヤパネルの読み込んだデータを右クリック→「プロパティ」
- ② ダイアグラム→「このレイヤのダイアグラムを表示する」にチェック



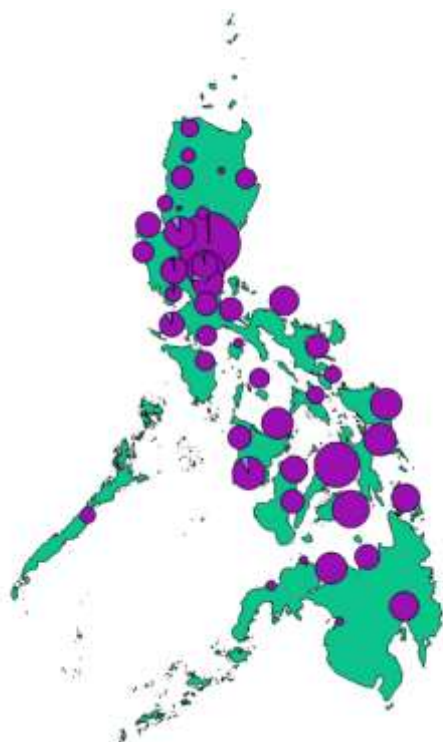
- ③ グラフの種類を選び、表示する属性（データ）を選び「+」を押す。

④ 外見、大きさ、配置などを調整する。→「OK」

輸入、輸出を円グラフで示すような場合、予めエクセル内に輸出+輸入の列を作っておき、その列を円グラフの大きさと表すとわかりやすい。



ここに合計の列を選択 (★)



完成！

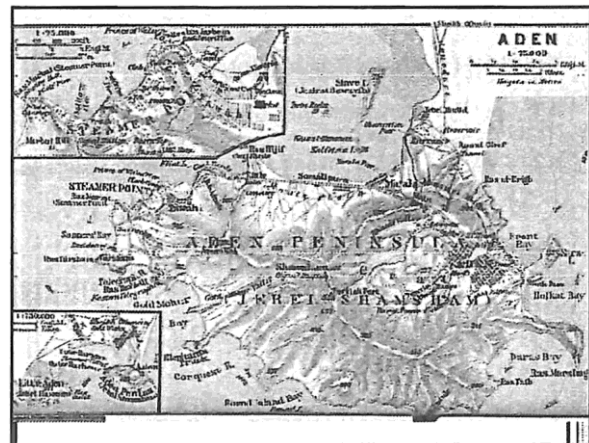
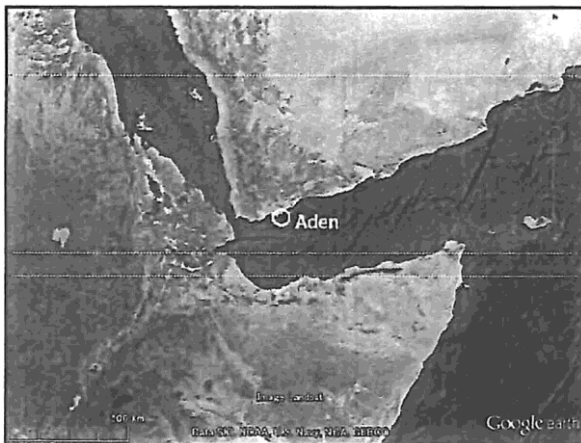
あとはいろいろ触って覚えましょう。

ADEN'S TRADE UNDER THE BRITISH ADMINISTRATION IN THE LATE 19TH CENTURY: PRELIMINARY REPORT

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Ph.D. student, Department of History,
Savitribai Phule Pune University

PURPOSE OF THE PRESENT REPORT

- o Showing the circumstances of remaining historical sources on Aden's trade in the late 19th century
- o Showing the overview of the growth of the trade under the British administration
- o Analyzing the data of trade in 1870/71 as a preliminary



POLITICAL OUTLINE

- o British Occupation in 1839
- o Aden Settlement, a part of Bombay Presidency
- o Ruled by Political Agent, later renamed as Political Resident in 1856
- o Territorial expansion:
 - Occupation of Perim in Bab al-Mandab (1857)
 - Purchase of Little Aden (1868)
 - Purchase of al-Shaykh Uthman, a vicinity in the mainland (1881)
- o Transfer of the jurisdiction to Govt. of India (1932) and to Home Govt. (1937)

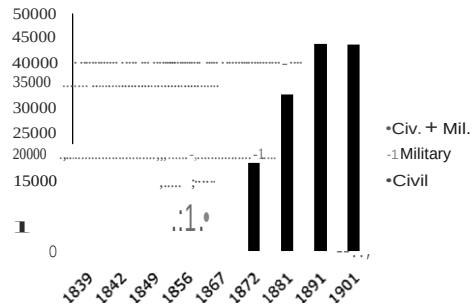
SOURCE MATERIALS (1)

- o Summary on the trade: A part of the annual administration reports after 1858/59
 - Sample of 1863/64
- o Those were based on the statistics or trade returns, which were separately submitted to the Revenue Dept of Bombay Government.
 - For the years of 1867/68, 69/70, 70/71, 84/85, 86/87-91/92, 93/94-94/95 in IOR
 - Possibly held as a part of Revenue Dept records by Maharashtra State Archives, Mumbai

SOURCE MATERIALS (2)

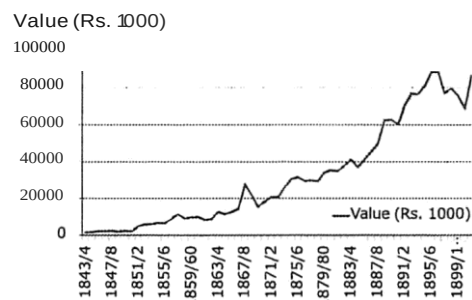
- o The Trade returns for the year 1870/71: Only obtained at present: Sample analysis
- o Supporting materials: Reports on the Trade and Navigation of British India (IOR)

GROWTH OF ADEN: POPULATION (1)



GROWTH OF ADEN: POPULATION (2)

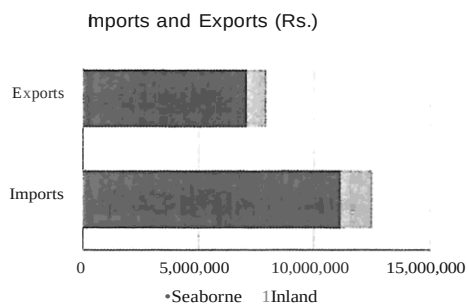
- o 1. Growth under British administration to the range of 15000-20000
- o 2. Growth in the 1870s and 1880s after the open of Suez canal in 1869

GROWTH OF SEABORNE TRADE
(1): IMPORTS AND EXPORTS

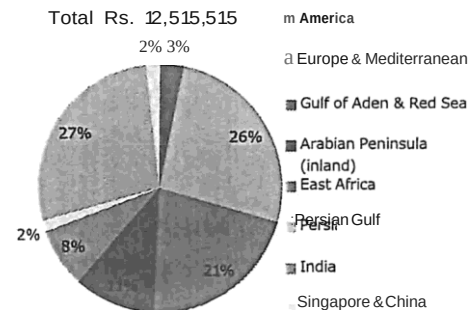
GROWTH OF SEABORNE TRADE (2): KEY FACTORS

- o 1. Declaration as a free port by Govt. of India in 1850
- o 2. Regular steam shipping established in 1860s
- o 3. Open of the Suez Canal
- o Data provided by R. J. Gavin, Aden under British Rule, 1839-1967 (London, 1975), which is the standard work but providing only the sum of the trade

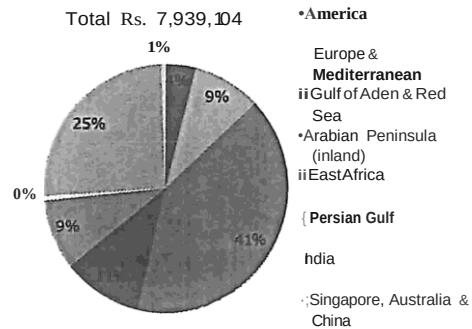
SAMPLE OF 1870/71: FROM TRADE RETURNS FOR THAT YEAR (IOR/R/G/20/1)



SAMPLE OF 1870/71 (2): MPORTS



SAMPLE OF 1870/71 (2): EXPORTS



MPORTS AND EXPORTS WITH AMERICA

Imports: Cotton Piece Goods (90%)
 Exports: Hides and Skins (57.7%) and Coffee (38.5%) from East Africa, Gulf of Aden and Red Sea

MPORTS AND EXPORTS WITH EUROPE AND MEDITERRANEAN

Imports:
 • UK (89.5%)
 • Coal from UK (63.3%), Cotton Piece Goods (23.5%), Treasure from Suez and France (6.3%)
 Exports:
 • UK (51.4%), Suez (29.0%), France (16.6%)
 • Coffee (68.4%), Gums and Resins (8.6%), Treasure (8.2%)

C

MPORTS AND EXPORTS WITH GULF OF ADEN AND RED SEA

Imports: Treasure (42.7%), Coffee (17.8%), Ivory (15.7%), Cotton Piece Goods (6.1%), Pearl (4.1%)
 Exports: Cotton Piece Goods (60.6%), Treasure (7.0%), Grain (4.2%), Coffee (3.8%), Tobacco (3.7%), Provisions, (3.4%), Sugar (3.1%)

MPORTS AND EXPORTS WITH ARABIAN PENINSULA (INLAND)

Imports: Coffee (23.9%), Jowari [Sorghum] (14.0%), Waras [a dye from Flemingia macrophylla] (8.1%), Karbi [stalk of sorghum] (7.3%), Bajari [Pearl millet] (7.2%), Wheat (6.3%), Kaat (6.0%)
 Exports: Cotton Piece Goods (45.5%), Tobacco inc. snuff (17.5%), Spices (9.4%), Cotton (8.7%), Metals (7.0%), Sugar (4.5%)

IMPORTS AND EXPORTS WITH EAST AFRICA

Imports: Provisions (23.6%), Livestock (19.0%), Coffee (15.9%), Gums and Resins (12.0%), Hides and Skins (6.5%)

Exports: Cotton Piece Goods (63.8%), Grain (11.2%), Treasure (7.2%), Fruits (7.0%)

O

IMPORTS AND EXPORTS WITH PERSIAN GULF

Imports: Fruits [Dates?] (68.8%), Sundries (10.7%), Tobacco (7.3%)

Exports: Dyes (76.4%), Grain (14.5%)

C

IMPORTS AND EXPORTS WITH INDIA

Imports

- Bombay (85.8%), Calcutta (6.8%), Ports in Cutch (4.8%)
- Cotton Piece Goods (60.8%), Tobacco (8.5%), Grain (7.8%), Cotton (4.1%), Silk Piece Goods (3.9%)

Exports

- Bombay (95.9%), Ports in Cutch (3.5%)
- Treasure (52.6%), Ivory (22.7%), Coffee (8.1%), Gums and Resins (3.7%)

O

IMPORTS AND EXPORTS WITH EAST OF MALACCA

Singapore

- Imports: Treasure (60.8%), Sugar (14.8%), Cotton Piece Goods (8.0%), Spices (6.8%)
- Exports: Treasure (45.0%), Wax (35.0%), Provisions (15.7%)

Imports from China

- Silk Piece Goods (48.5%), Apparel (20.3%), Tea (9.2%)

Exports to Australia and China

- Pearl (54.5%), Coffee (45.5%)

O

NEXT STEP

- Collecting all of the remaining trade returns held by IOR and (if available) MSA
 - Research will be done at British Library in next June and MSA next August
- Visualizing the trade by GIS in order to make clear Aden's position in the dynamics of the commercial networks

Sources held by JOR for Aden Trade in the Late 19th Century

Official Year		Shelfmark@IO R
1858159	Summary in Administration Report	<i>RI201A1207</i>
1859160	Summary in Administration Report	<i>RI201A1225</i>
1860161	Summary in Administration Report	<i>RI201A1225</i>
1861162	Summary in Administration Report	<i>RI201A1248</i>
1862163	Summary in Administration Report	<i>RI201A1254</i>
1863164	Summary in Administration Report	<i>RI201G11</i>
1864165	Summary in Administration Report	<i>RI201G11</i>
1865166	Summary in Administration Report	<i>RI201G11</i>
1866167	Summary in Administration Report	<i>RI201G11</i>
1867168	Trade Returns	V1171448
1868169	No information in Administration Report	V1101553
1869170	Trade Returns	V1171448
1870/71	Trade Returns	<i>RI201G11</i>
1871172	Summary in Administration Report	<i>RI201G11</i>
1872173	Summary in Administration Report	<i>RI201G11</i>
1873174	Summary in Administration Report	<i>RI201G11</i>
1874175	Summary in Administration Report	<i>RI201G11</i>
1875/76	Summary in Administration Report	<i>RI201G11</i>
1876177	Summary in Administration Report	V1101553
1877178	Summary in Administration Report	V1101553
1878/79	Summary in Administration Report	V1101553
1879180	<i>NIA</i>	
1880181	Summary in Administration Report	V1101553
1881182	Summary in Administration Report	V1101553
1882183	Summary in Administration Report	V1101553
1883184	[Summary in Administration Report?]	<i>RI201A1600</i>
1884185	Trade and Navigation Annual Statements	V1171435
1885186	<i>NIA</i>	
1886187	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1887188	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1888189	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1889190	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1890191	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1891192	Trade and Navigation Returns	<i>RI201A1445</i> (misnumbered)
1892193	<i>NIA</i>	
1893194	Trade and Navigation Annual Statements	V1171435
1894195	Trade and Navigation Annual Statements	V1171436

Official year: Before 1870=1 May-30 Apr; After 1870=1 Apr-31 Mar

External Trade of Aden 1863/64 (1 May to 30 Apr)

Classification of Good	Imports	Exports
	Value (Rs.)	Value (Rs.)
Apparel	20,352	5,390
Coal	2,863,126	
Coffee	135,770	844,998
Cotton	165,786	135,526
Cotton Piece Goods	1,802,262	1,477,265
Drugs	8,432	13,653
Dyes	11,750	70,896
Feathers (Ostrich)	104,536	151,123
Fishmaws		80
Fruits	42,274	19,523
Grain	184,811	44,224
Gums and Resins	31,078	75,890
Hides and Skins	29,783	36,894
Ivory	76,367	220,434
Live Stock	169,044	23,888
Malt Liquor	17,722	1,396
Mats, &c.	4,076	253
Metals	66,011	37,764
Manufactured Metals	1,871	40
Mother-of-Pearl Shells		
Oils	12,231	1,945
Oilman's Store	785	
Paints and Colours	2,417	35
Pearls	184,725	194,275
Provisions (Ghee)	105,158	39,190
Seeds	18,422	5,015
Silk	21,023	800
Silk Piece Goods	50,168	5,150
Spices	63,509	28,822
Spirits	29,379	
Sugar	76,167	37,135
Tea	10,988	50
Tobacco	234,497	49,522
Tortoise Shells	500	1,640
Wax	80	11,305
Wines	17,253	
Woods	1,390	410
Sundries	178,150	110,793
Total	6,741,893	3,645,324
Treasure	1,399,726	1,043,766
Total	8,141,619	4,689,090
By land	1,654,904	3,166,893
Grand Total	9,796,523	7,855,983

Imports=6,742,393 in text

Imports=8,142,119 in text

Imports=9,797,023 in text

Places of imports, 1863/64

Imports from		Value (Rs.) excluding	Value (Rs.) including
Foreign or External ports	UK	2,915,647	5,699,575
	Arabian Gulf and Red Sea	874,062	
	China	39,330	
	France	20,850	
	Singapore	11,775	
	Suez	43,095	
	Others		
Indian or Home Ports	Bombay	1,977,868	2,251,237
	Others		
Indian or Home ports not British			191,307

Place of exports, 1863/64

Exports to		Value (Rs.) excluding	Value (Rs.) including
Foreign or External ports	African Coast	407,635	2,922,145
	Arabian Gulf and Red Sea	1,537,873	
	China	13,060	
	France	303,800	
	Persian Gulf	53,279	
	Suez	210,294	
	Others		
Indian or Home	Calcutta	11,416	1,725,518
	Others		
Indian or Home ports not British			41,427

Value (Rs.) of Imports by Sea - Aden in 1870/71

Discription of Goods	Foreign or External Ports												Indian or Home Ports				Indian or Home Ports, Not British	Total
	UK	Africa, Coast of	America	Arabian Gulf and Red Sea	China	France	Trieste	Mauritius	Italy	Singapore	Persian Gulf	Suez	Calcutta	Madras	Ports in Malaba	Bombay	Ports in Cutch	
Annarel	9 755		612	6 060	1 600	220	425					6 590	42			4 445	145	29 894
Coal	2 087 702															9 450		2 097 152
Coffee		154 285		474 372											600	1 845		631 502
Cotton				36 990							2 350					48 986	91 000	179 326
Cotton Piece Goods	758 230	40 195	347 400	162 534		5 570	3 200		246	18 360	1 520	6 582	3 725			2 064 183	18 912	3 430 659
Druirs	1 140			18 383			290			2 475	82	4 660	103	200	230	16 505		44 068
Dves		3 140		14 680						6 392					3 000	9503	231 20	60 055
Feathers		44 364		8 890														53 254
Fishmaws		165		5 070														5 235
Fruits		54 34		47 074					300	150	126 152	644			305	6 620	942	187 621
Grain		5 545		23 605							6 595		17 3046		41 128	53 225	1 130	304 274
Gums and Resins	100		1 400	13 981						3 270	3 134					526		139 291
Hides and Skins		62 813		44 688												40		107 541
Ivorv		11 876		418 675														430 551
Livestock		184 129		1 309							200							185 638
Malt Llaour	11 665					75	242									75		12 057
Mats &c.		3 279		32 49						50						40		6 618
Metals	28 245	2 792		4 772	225	7 450	6 025		1 010	1 450	25	2 015	300	600		51 840		106 749
Manufactured Metals	3 936			8 270	100	540	2 625		148	240		1 000				14 860		31 719
Mother O'Pearl Shells		438		2 740														3 178
Oils	590	60	8 500	310						230				150		29 284		39 324
Oilman Stores	7 320	40	3 107						12							6 153		17 782
Paints and Colours	2 768		743	225			20			1 200		100				1 739		6 795
Pearls				108 400														108 400
Provisions	4 280	228 619	1 700	3 696		150 38	17 721			140	85	19 811			155	8 010		299 340
Seeds	380	3 309		20 768							500				100	50 47		30 104
Silk				100	400										7 000	51 885		59 385
Silk Piece Goods				140	3 820					2 200					6 650	125 985		138 795
Soices	470	2 610		4 660						15 692		2 340	50		19 791	33 226		78 839
Soirits	10 548					11 041	310	2 850	2 200							240		27 189
Suirar				1 173				7 950		33 831				40 308		850	66 296	150 408
Tea					725											7 922		8 647
Tobacco	1 025	673	9 212	50 666	500	350					13 370	230	682			246 807	43 533	367 048
Tortoiseshells		27		2 225														2 252
Wax	880	200				400										1 520		3 000
Wines	4 058					2 633	566		1 142			1 995						10 394
Woods		12 503	1 194	1 852							1 600					9 797	7 293	6 905
Sundries	17 473	10 336	10 605	33 865	500	30 48	4 910	30	1 400	3 810	19 672	5 168	2 580		615	50 833	1 266	166 111
Total Merchandize	2 950 565	893 712	384 473	1 523 622	7 870	46 365	37 684	108 30	6 458	89 890	175 285	51	234 821	3 800	82 974	2 938 002	163 853	9 601 339
Treasure Gold				166 615						8 000	107 500					2 700		324 815
Treasure Silver		65 615		969 042		240				131 194	8 200	58 471				4 000		1 236 762
Total Treasure		65 615		1 135 657		40 240				139 194	8 200	165 971				6 700		1 561 577
Grand Total (Rs.)	2 950 565	959 327	384 473	2 659 279	7 870	86 605	37 684	108 30	6 458	229 084	183 485	217 106	234 821	3 800	82 974	2 944 702	163 853	11 162 916

Value (Rs.) of Exports by Sea - Aden in 1870/71

Foreign or External Ports																		Indian or Home Ports				Indian or Home Ports, Not British	Total
Discription of Goods	UK	Africa, Coast of	America	Arabian Gulf and Red Sea	Australia and	France	Trieste	Mauritius	Italy	Singapore	Persian Gulf	Suez	Calcutta	Madras	Ports in Malabar	Bombay	Ports in Cutch						
Annarel		60		8 230												1 050		9 340					
Coal				6 310														6 310					
Coffee	276 362	8 494	121 580	122 011	1 000	116 682	2 005		10 730		239	87 625				162 198	734	909 660					
Cotton		1 030		35 695														36 725					
Cotton Piece Goods	240	464 235		1 953 897							620			3 500		19 800	440	2 442 732					
Druies	1 015	440	4 222	18 260		1 200	3 525			40	30	790	1 350			32 345	2 221	65 438					
Dves		8 730		57 406							33 660	100				6 475	5 725	112 096					
Feathers	25 100					20						27 803				620		53 543					
Fishmaws				74												7 340		7 414					
Fruits		51 036		31 734						690	64					11 761	445	95 730					
Grain		81 539		136 633							6 383	8				3 294	45 936	273 793					
Gums and Resins	50 927	3 240	7 600	11 025		1 040	810			620	400	9 035	750			71 647	3099	160 193					
Hides and Skins	630		182 226	1 662		455	750			480		21 180						207 383					
Ivorv	1 928			200		40										457 390	715	460 273					
Livestock				492								50						542					
Malt Llaour				222														222					
Mats &c.		286		114												87	138	625					
Metals		25 328		27 634												6 816	578	60 356					
Manufactured Metals	1 240			9 400					720							150		11 510					
Mother O'Pearl Shells	2 900	15		2 375		130	920					510				11 524		18 374					
Oils		13		10 036												7 650		17 709					
Oilman Stores				30												600		630					
Paints and Colours				6 074												250		6 324					
Pearls					1 200											48 900		50 100					
Provisions		4 160		110 542				5 850		7 900	819	2 825				7 529	4 225	14 3850					
Seeds		45		17 407												184	2 005	19 641					
Silk	160			28 420														28 580					
Silk Piece Goods				55 900												1 500		57 400					
Spices	1 840	1 383		45 295								1 960				4 700	200	55 478					
Soirits				2 677														2 692					
Suuar		80		100 932								120	3			15		101 135					
Tea				52												50		102					
Tobacco	20	7 625		120 561			32	800		800			3 379	1 600		3 980	30	138 827					
Tortoiseshells													100					1 350					
Wax	100		208			80			1 020	17 680			1 305			1 600		21 993					
Wines				1 898												15		1 913					
Woods		189		6 285			150					1 055				2 250		10 213					
Sundries	610	10 394		69 837			300			225	590	140	1 370			4 386		90 659					
Total Merchandize	363 072	668 322	315 836	2 999 420	2 200	119 647	8 492		7 370	130 75	27 700	43 530	15 804	2 100	5 100	0	877 365	69 582	5 680 855				
Treasure Gold	5 275			2 750					4 660				18 609			204 460		235 754					
Treasure Silver	2 642	24 499		221 320					23 100		22 678	500	32 989	5 600		850 431		1 183 759					
Total Treasure	7 917	24 499		224 070		0			27 760		22 678	500	51 598	5 600		1 054 891		1 419 513					
Grand Total (Rs.)	370 989	692 821	315 836	3 223 490	2 200	119 647	8 492	35 130	130 75	50 378	44 030	209 641	7 700	5 100	0	1 932 257	69 582	7 100 368					

Estimate of the value of goods arrived from the interior into Aden by the daily Kaffilas for 1870-71

Discription of Goods		Value (Rs.)	
Aloes		6,955.0	
Bairee		97,439.5	[Pearl millet]
Bees' Wax		18,432.0	
Coffee		323,300.0	
Charcoal		3,924.0	
Dhall		22,500.0	
Earthenware		2,416.0	
Firewood		51,337.0	
Fowls		10,656.0	
Fruits		33,430.0	
Grass		27,370.0	
Ghee		52,740.0	
Honey		10,560.0	
Henna		906.0	
Jowaree		188,760.0	[Sorghum]
Jowlies		2,670.0	[Jawali, mixture of gram and barley, or barley and wheat]
Kurbie		99,390.0	[stalk of pot-herb/sorghum]
Kaat		81,780.0	
Live stock	Bullocks	12,654.0	
	Camels	10,080.0	
	Cows	11,820.0	
	Donkeys	7,320.0	
	Sheep	2,472.0	
	Horses	7,600.0	
	Goats	6,231.0	
	Mules		
Mat-bags		4,382.0	
Munieet		8,640.0	[majith, a dye-plant, Bengal madder]
Potash		8,072.0	
Powder, Gun		320.0	
Reeds		6,861.0	
Seeds		4,740.0	
Vegetables		31,960.0	
Wheat		84,881.0	
Wurru		110,000.0	[waras, dye made from Flemingia macrophylla]
Total		1,352,598.5	

Value of goods passed into Arabia, per inland communication for 1870-71

Discription of Goods	Value (Rs.)
Cotton	73,363
Cotton Piece Goods	381,795
Dates	25,893
Drugs	1,729
Grain	11,316
Gums	4,942
Metals	58,414
Silk	13,938
Spices	78,707
Sugar	37,817
Sundries	3,819
Tobacco	133,190
Tobacco Snuff	13,813
Total	838,736

Regions related to Aden's trade in 1870/71

Exports to	Value (Rs.)
America	315,836
Europe & Mediterranean	721,844
Gulf of Aden & Red Sea	3,223,490
Arabian Peninsula (inland)	838,736
East Africa	727,951
Persian Gulf	44,030
India	2,014,639
Singapore China & Australia	52,578
Total	7,939,104

Imports from	Value (Rs.)
America	384,473
Europe & Mediterranean	3,298,418
Gulf of Aden and Red Sea	2,659,279
East Africa	970,157
Persian Gulf	183,485
India	3,430,150
Singapore and China	236,954
Total	11,162,916

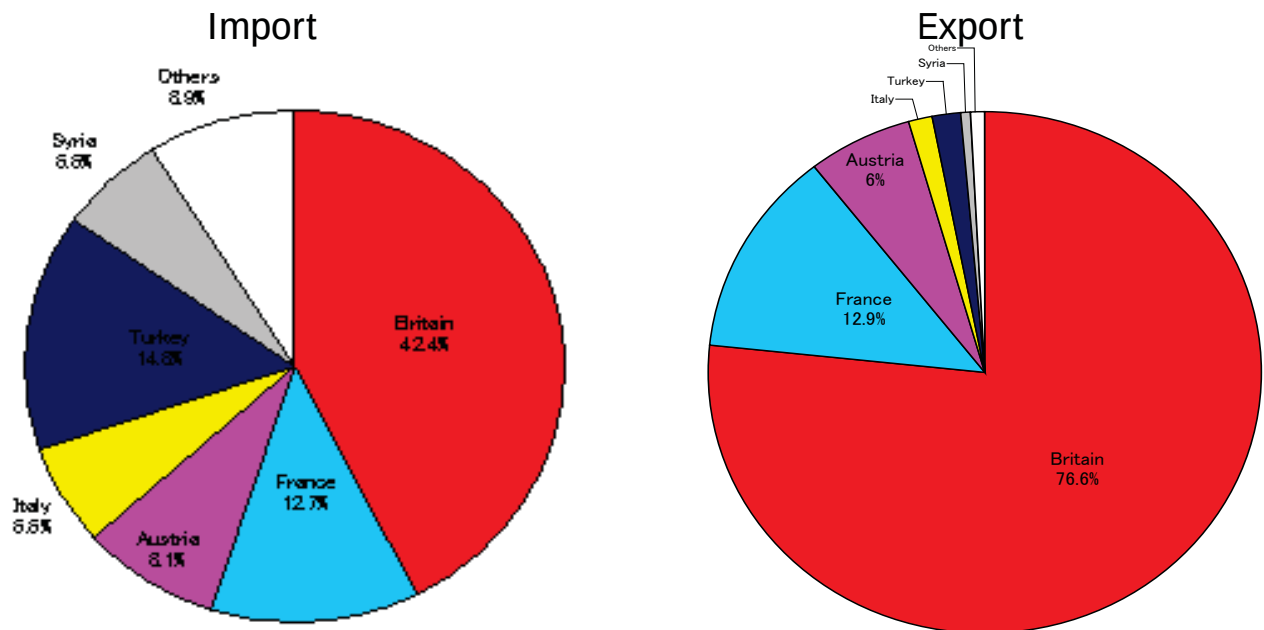
Global economic history from Egyptian perspective

Hiroshi Kato

1. Situation of external trade of Egypt around 1870

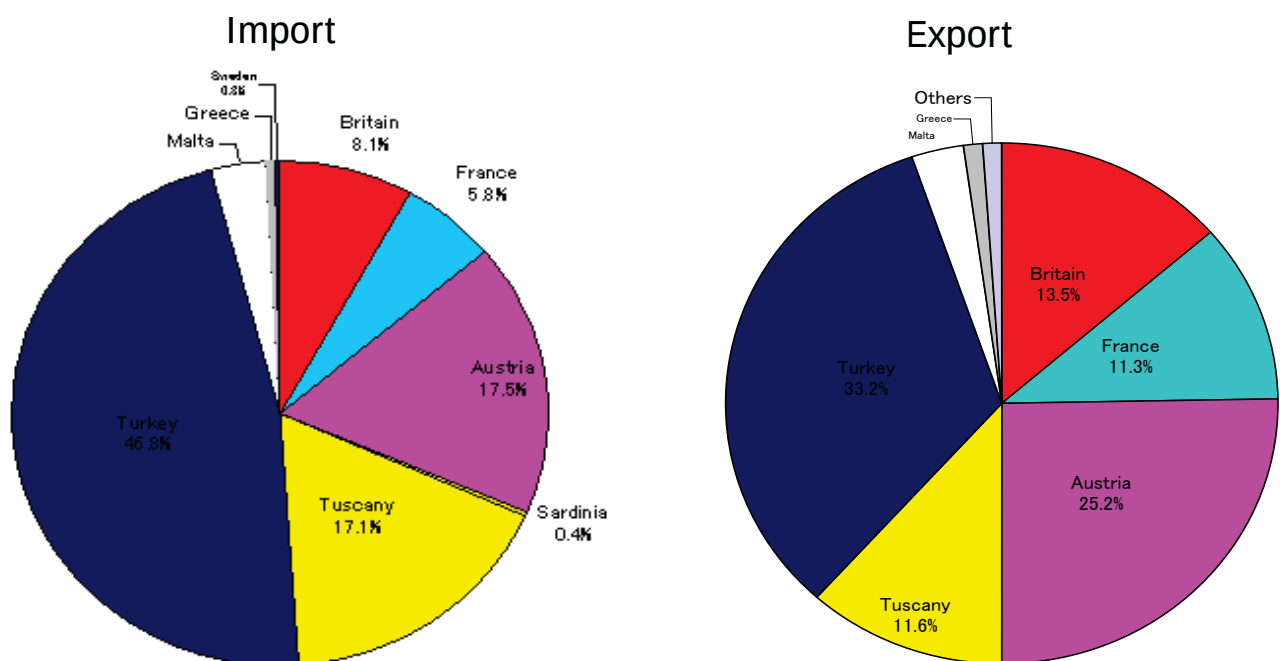
Q1 When was the structure of the external trade changed in modern Egypt?

Partners of the external trade in Alexandria in the latter of 1860s



Source: E. De Regny, *Statistique de l'Egypte*, 1re Annee, Alexandria, 1870

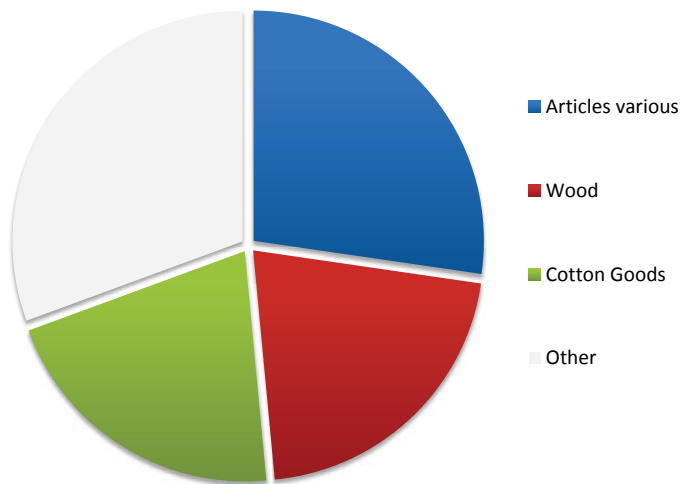
Partners of the external trade in Alexandria 1831



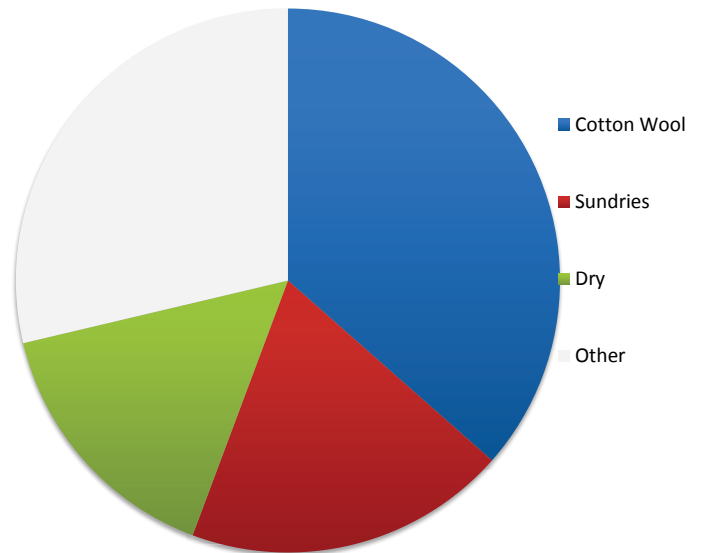
Source: J. Bowring, "Report on Egypt and Candia," *Parliamentary Papers*, 1840, pp. 68, 72-73.

Trade goods in Alexandria in 1831 (J. Bowring, "Report on Egypt and Candia,")

1831 Alexandria Import
Total value



1831 Alexandria Export
Total value



Trade networks in 1831 East Mediterranean networks



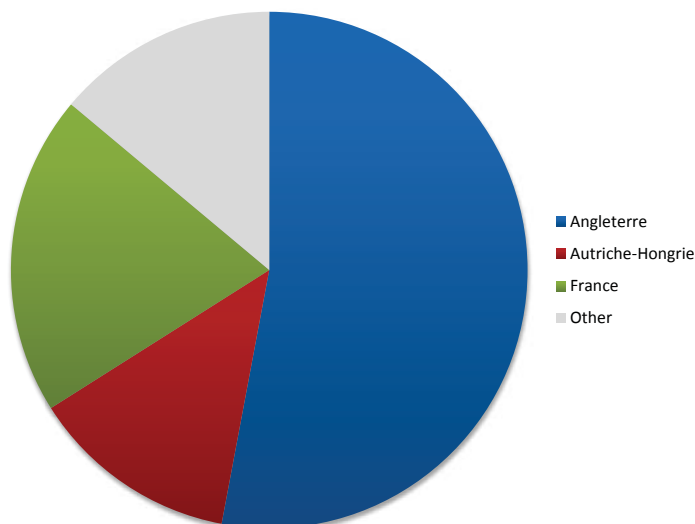
Conclusion

- The graphs on 1860s apparently show that Egypt had been already involved the modern world economic system whose center is the Europe in 1860s, in other words before the opening of Suez Canal in 1869.
- However, the graphs on 1831 show completely different feature. They assume the **Eastern Mediterranean trading market** in the first half of the 19th century.
- The difference between the first and the latter of 19th century is decisive.
- In conclusion, the middle of 19th century was the turning point in the involvement of Egyptian economy into the **Modern Word Economic System**.

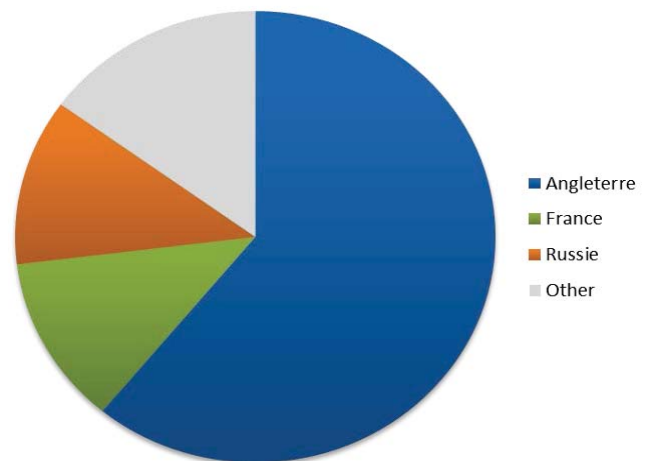
Trade partners in Alexandria in 1878

(Le commerce exterieur de l'Egypte pendant les annees 1874, 1875, 1876, 1877 et 1878)

Alexandrie Import

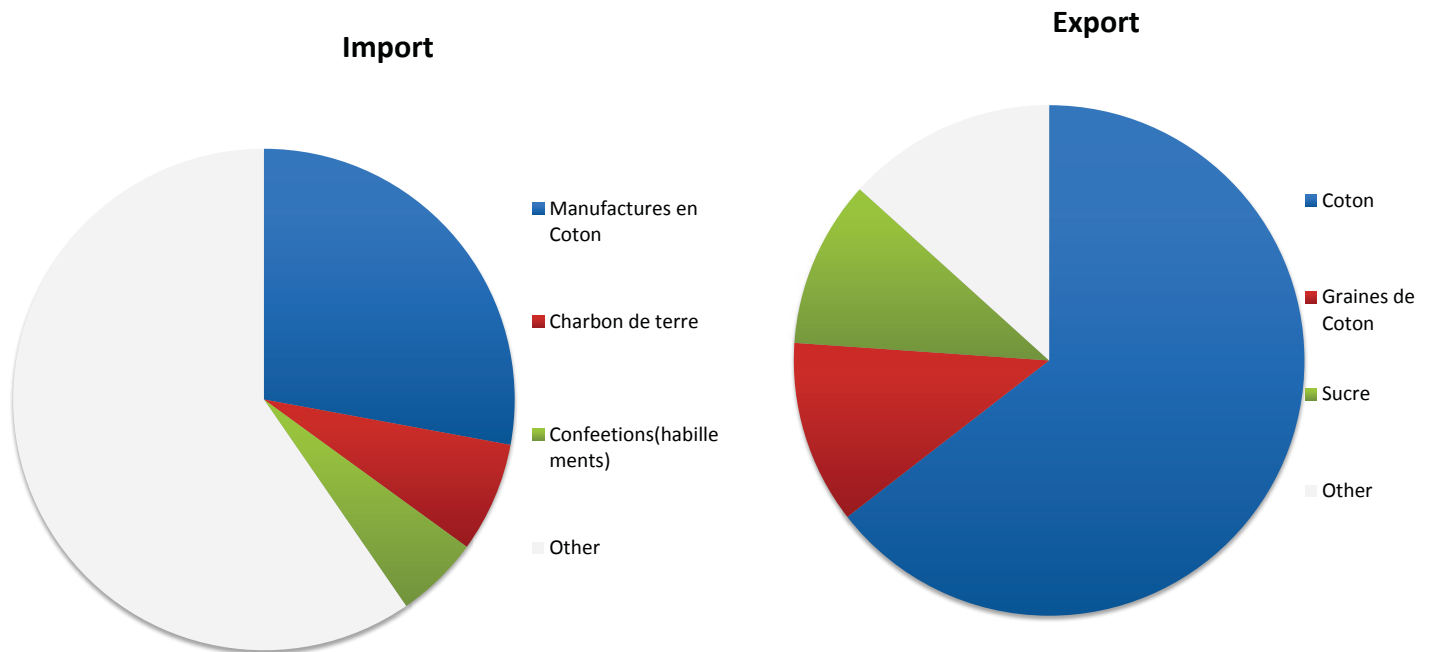


Alexandrie Export



Trade goods in Alexandria in 1878

(Le commerce exterieur de l'Egypte pendant les annees 1874, 1875, 1876, 1877 et 1878)



Trade networks in 1878

- To examine the trade networks, the data of external trade in ports were collected.
- The port under examination are six Egyptian ports: Alexandria, Damietta, Arish, Port Said in the Mediterranean, Suez and Qusair in the Red Sea.
- These ports had different 1) trade partners, 2) trade networks and 3) trade goods, which reflected their different roles in local and international trade markets.

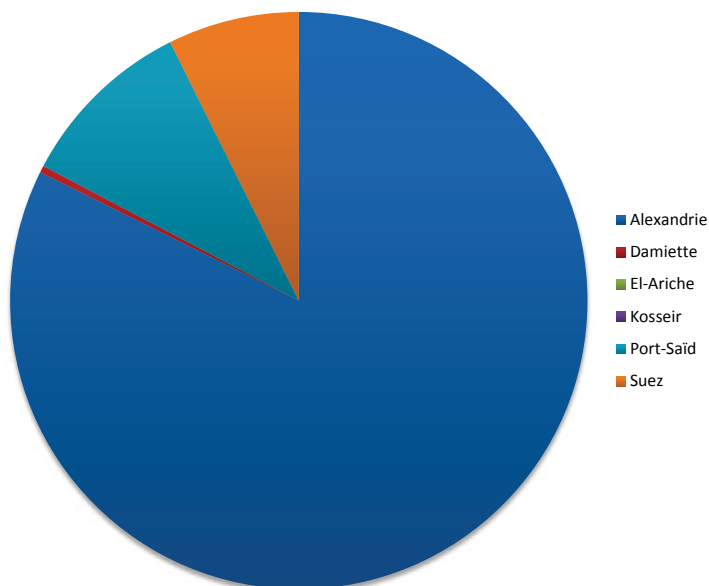
Six main ports in modern Egypt

Alexandria
Damietta
Port Said
Arish
Suez
Qusair

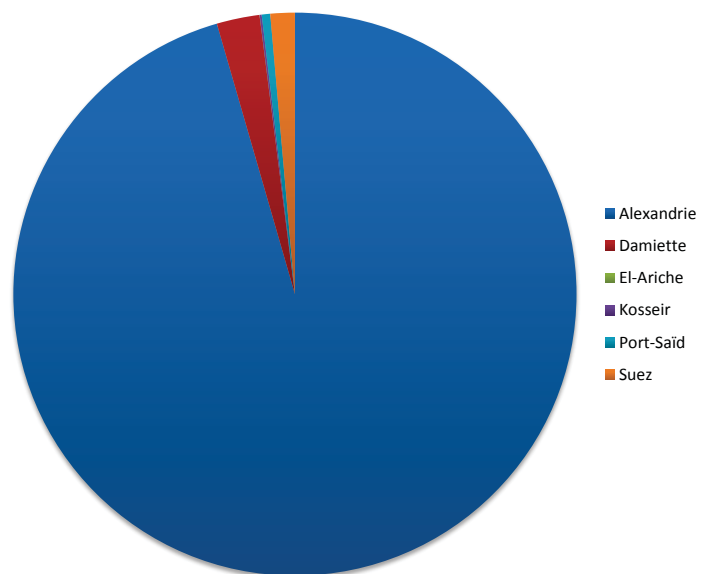


Comparison on the volume of trade in six main port of Egypt (*Le commerce exterieur de l'Egypte pendant les annees 1874, 1875, 1876, 1877 et 1878*)

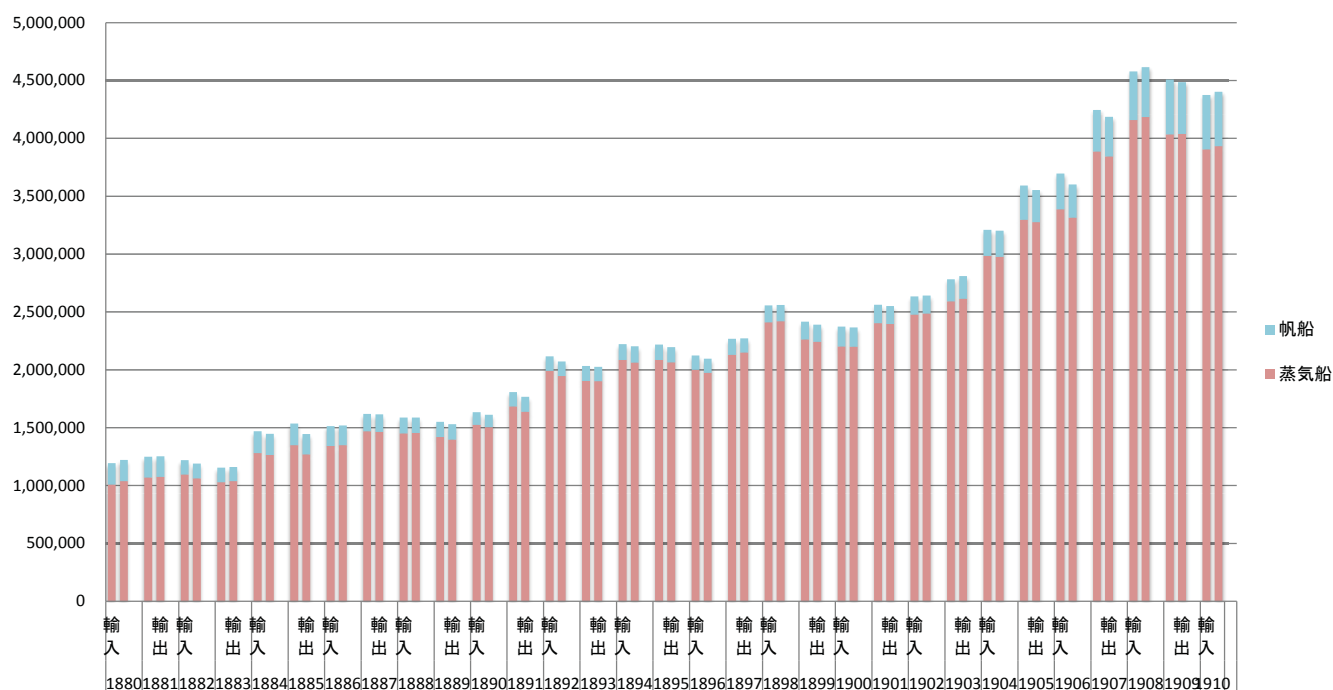
import 1878



export 1878

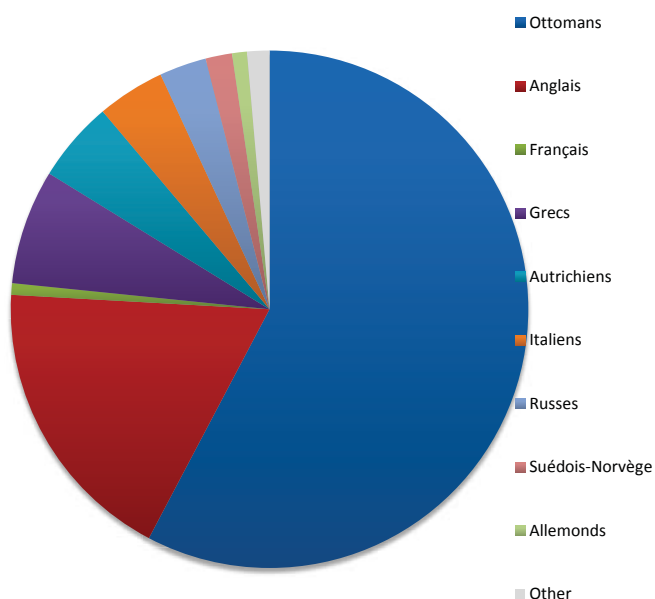


Volume of import and export trade in Alexandria by kind of ship (1880-1910) (Malaval et al., *Le port d'Alexandrie*)

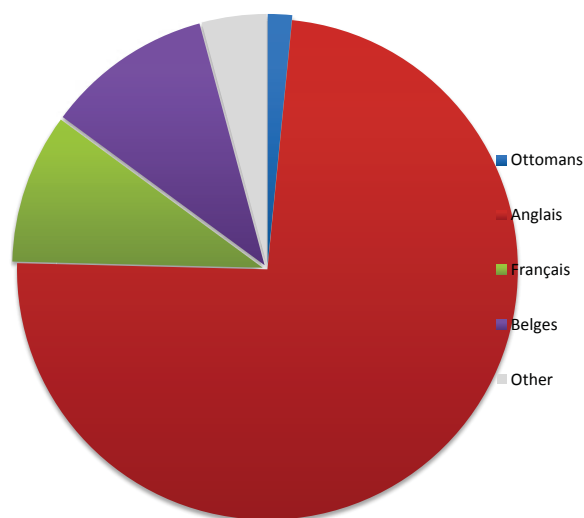


Trade in Alexandria in 1871 (*Le commerce exterieur de l'Egypte pendant*)

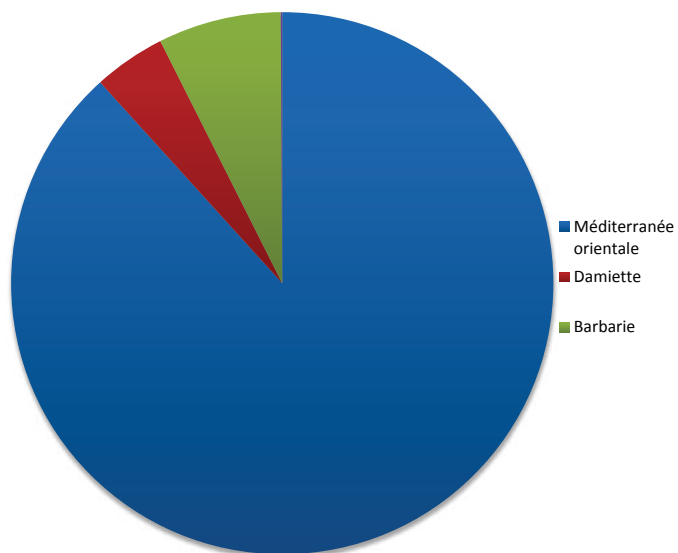
A Volte



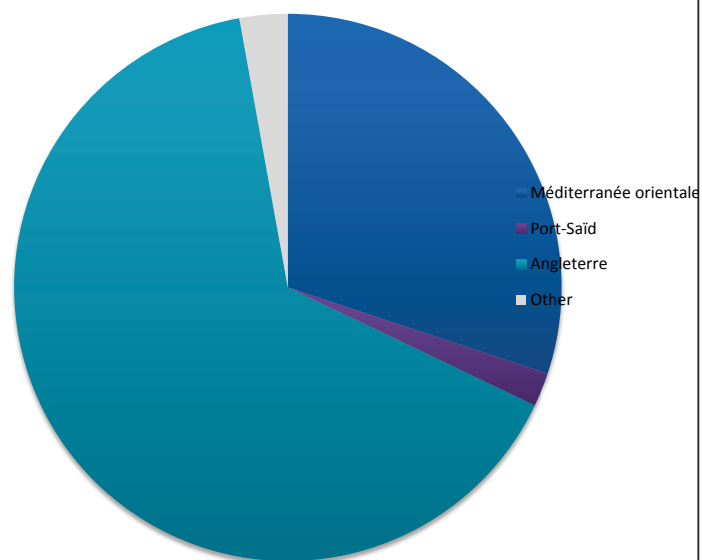
A Vapeur



Ottomans-A Volte



Anglais-A Volte



Trade in six Egyptian port in 1878
(*Le commerce extérieur*)

Trade partners

Alexandrie Import



Alexandrie Export



Damiette Import



Damiette Export



El-Ariche Import



El-Ariche Export



Port-Saïd Import

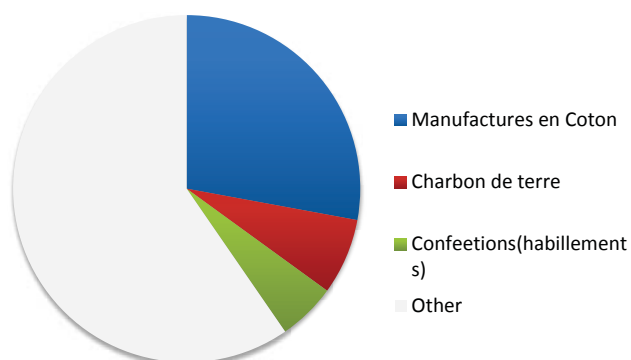


Port-Saïd Export

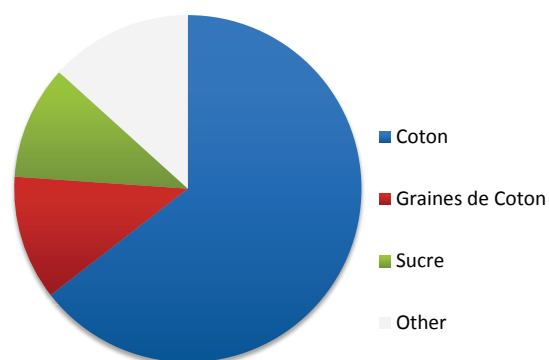


Trade goods

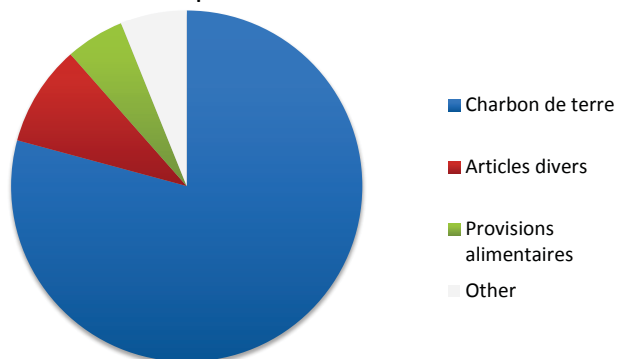
Alexandria Import



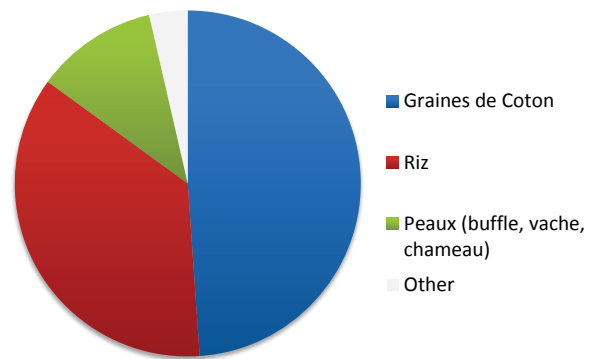
Alexandria Export



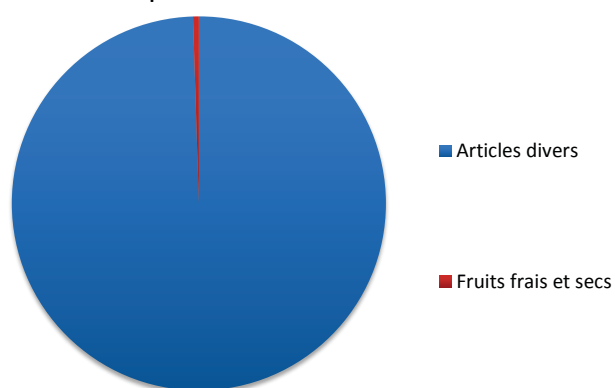
Damietta Import



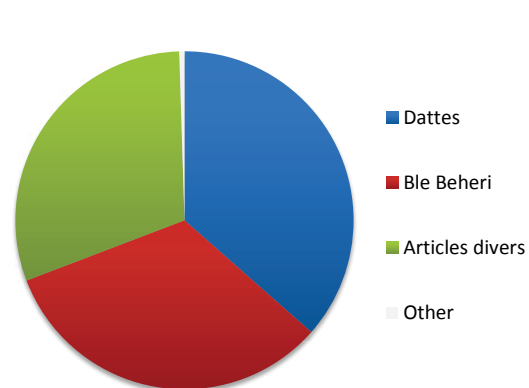
Damietta Export



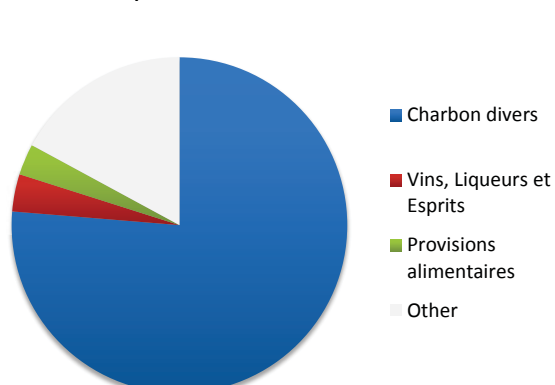
Arish Import



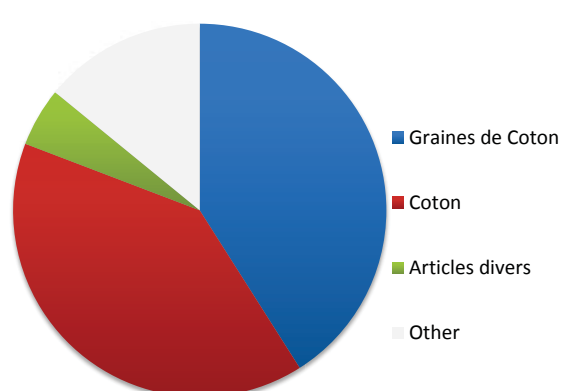
Arish Export



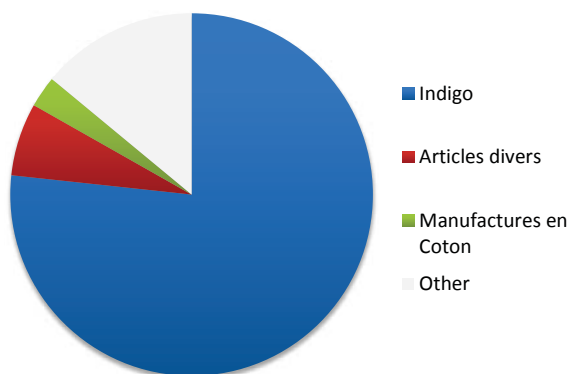
Port Said Import



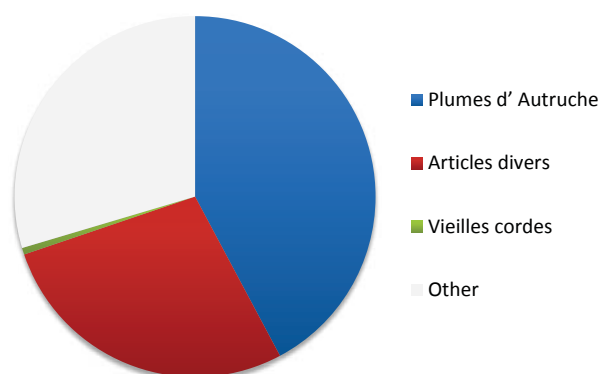
Port Said Export



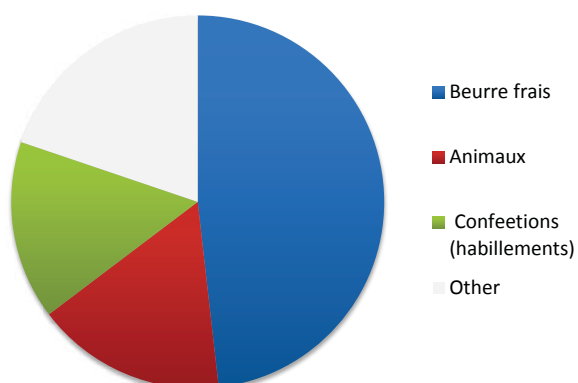
Suez Import



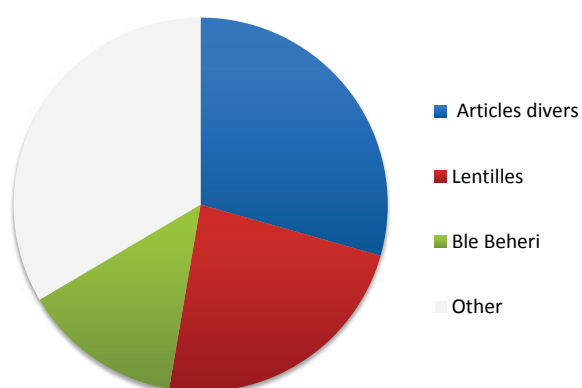
Suez Export



Qusair Import

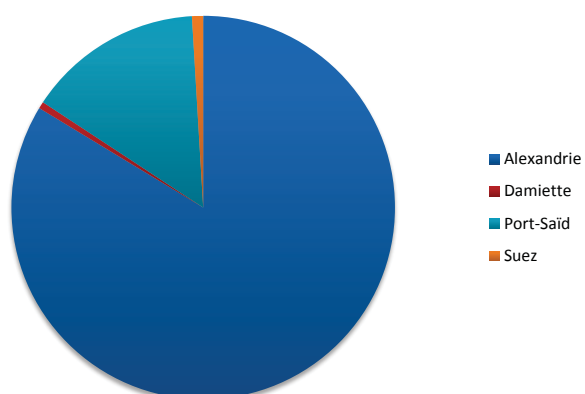


Qusair Export

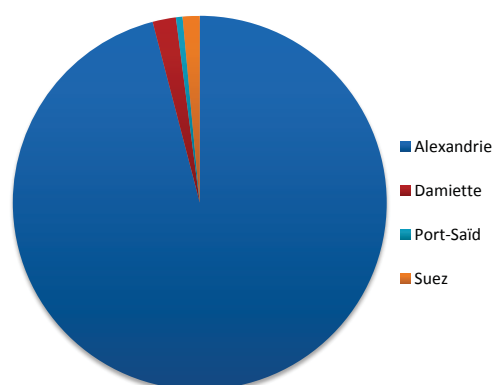


Trade networks

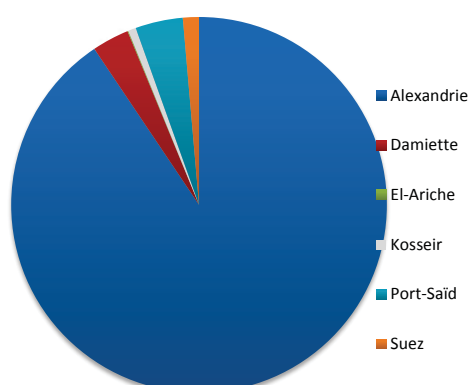
Angleterre Import



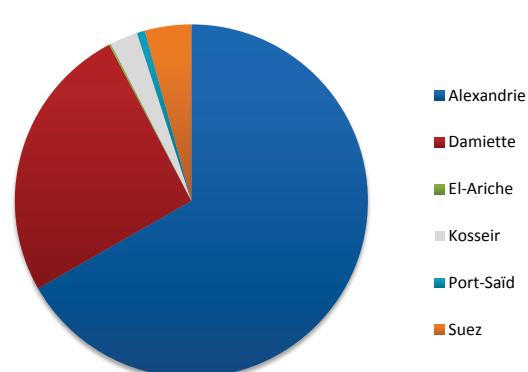
Angleterre Export

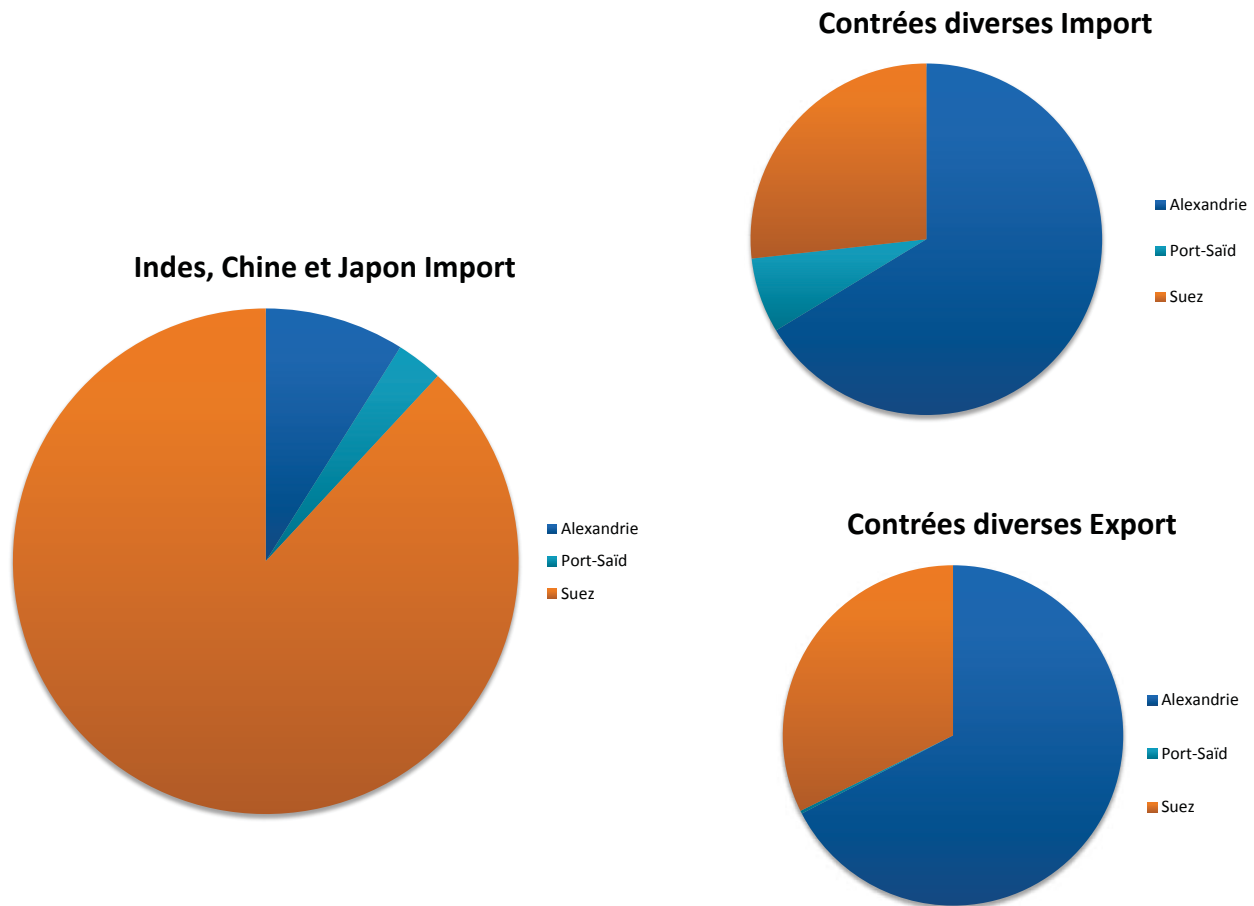


Turquie Import



Turquie Export





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Conclusion

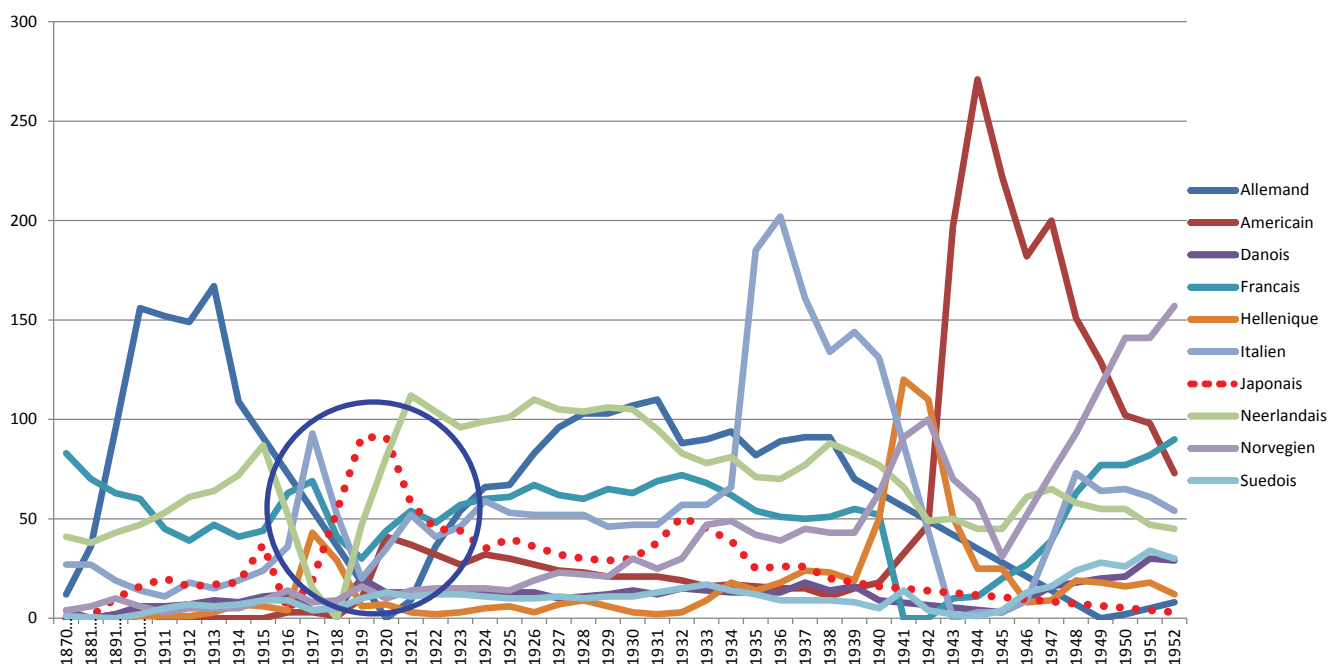
- Alexandria: principal (international and local) port
- Port Said: international port
- Damietta and Arish: local ports for the Eastern Mediterranean trade
- Suez and Qusair: local ports for the Red Sea and Indian Sea trade
- The pattern of Egyptian trade in 1870s shows that the traditional trade pattern, that is the Eastern Mediterranean trading market in the first half of 19th century was not swept away, and the new pattern of trade in the latter half of 19th century was piled up on the traditional trade patterns.

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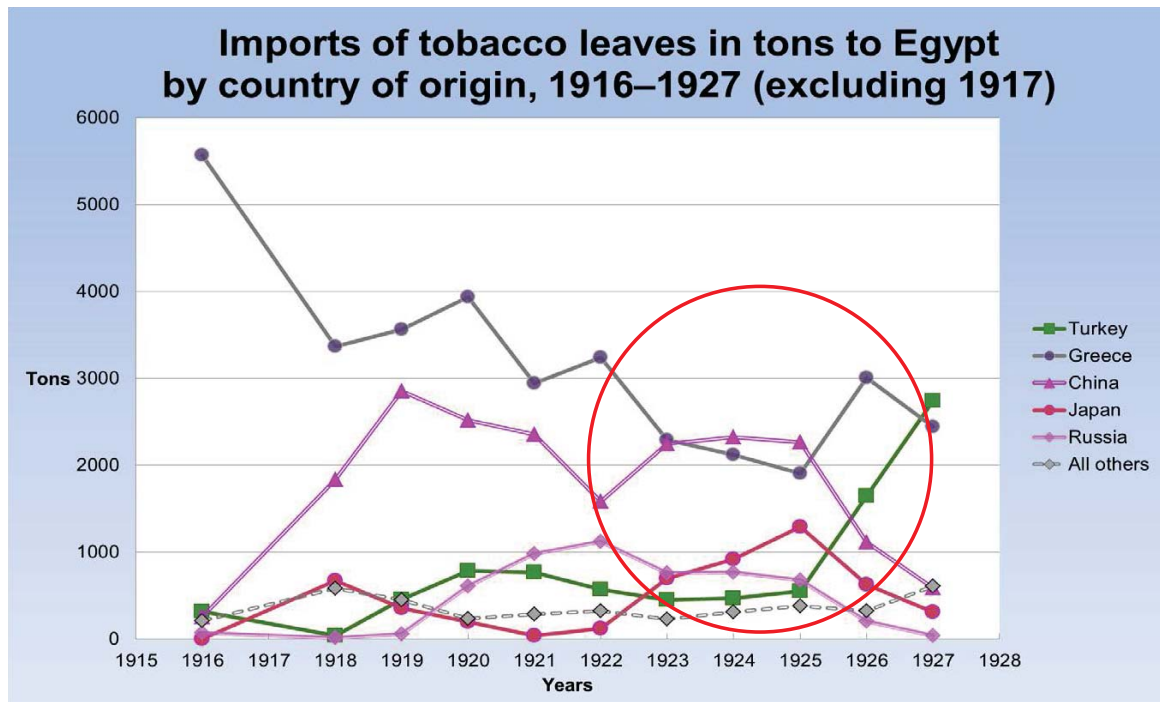
2. Trade expansion of Japan in the Middle East in the period between two World Wars

Trade expansion of Japan in the Middle East in the period between two World Wars

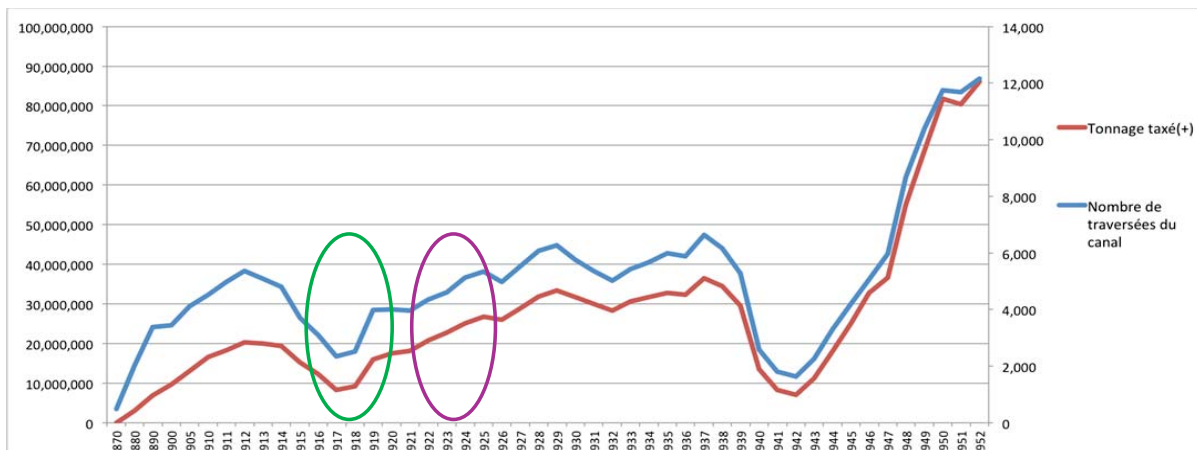
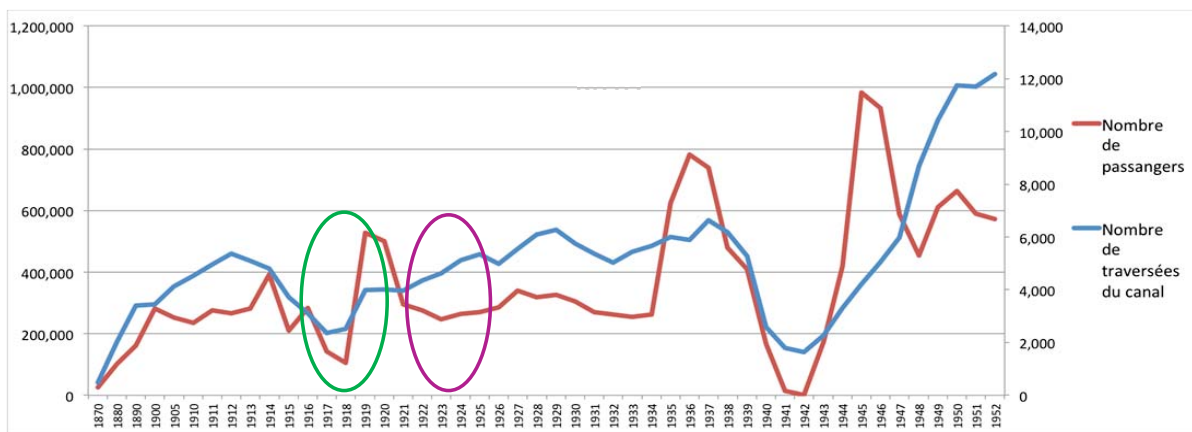
Repartition par pavillons du tonnage net transite
(proportion pour mille du tonnage net total)



The second event that shows the trade expansion of Japan in the Middle East in the period between two World Wars was observed in the Egyptian tobacco market in the 1920s. (KAWAKUBO Kazumi, "The Egyptian Tobacco Market in the 1920s: The Local Market, Trade, and Diplomacy")



On trade goods and passengers in Port Said (Delaunay, *Le port de Port-Said*, An. No 11)



1870 年前後のエジプト外国貿易に関する統計事情

加藤 博

1. データ

エジプトは国際貿易の要衝にある。1798 年にナポレオンがエジプト遠征を行なったのも、イギリスのインドへの道を遮断するためであった。また、1869 年のスエズ運河開通が国際貿易に与えた意義については、語られつくされた感さえある¹。

19 世紀エジプトの統計事情は、1880 年代の前後で区別できる。1880 年代以降はイギリス単独占領下であって、社会経済統計が網羅的、体系的に収集された。そのため、エジプトという国を単位とした統計が整備されていく。これに対して、1880 年代以前には、データは多くの典拠、推計に基づくものであり、それをエジプト国の時系列データとして整合的に整理するのは難しい。

この点、貿易統計については、比較的体系的なデータが残されている。しかし、それでも、次の二点について、留意すべきである。第一は、貿易統計がいくつかの主要な港、とりわけアレクサンドリアに集中していることである。第二は、貿易統計に現われるのはもっぱら主要な港を介した国際貿易に限られ、地域的、国内的取引に関するデータが少ないということである。これは、統計を作成した当事者の関心が国際貿易にあったからである。

1880 年代以前でも、とりわけ 1869 年のスエズ運河開通以後、多くの外国貿易統計がフランスとイギリスによって作成された。1876 年のエジプト財政の破綻まで、スエズ運河の株式はエジプト政府とフランスによって持たれていたが、財政破綻を契機にエジプト政府の持ち株はイギリスに買い取られたという背景から、両国がエジプトを介した貿易に大きな関心を示したからである。

しかし、ここで取り上げるのは、統計作成者が誰であれ、エジプト政府の出版物として刊行された統計集であり、それは、以下の三つである。

- 1) E. De Regny, *Statistique de l'Egypte*, 1re, 2me, 3me Annee, Alexandria, 1870, 1871, 1872
- 2) Ministere de l'Interieur, Direction Generale de la Statistique, *Le commerce exterieur de l'Egypte pendant les annees 1874, 1875, 1876, 1877 et 1878*, Cairo, 1879
- 3) Ministere des Finances, Direction de la Statistique, *Annuaire statistique de l'Egypte*, Cairo, 1909—

3) は「国民経済」の枠組みのなかでエジプトの外国貿易統計を整理したものである。こうしたエジプト政府の出版物として刊行された統計集のほか、1909 年に設立されたアカデミック・サークル「エジプト政治経済・統計・立法協会」(Societe d'Economie Politique, de Statistique et de Legislation) など、公的、私的な研究機関の雑誌によって、年度ごとの統計が掲載されている。これに対して、以下の二つの文献は、エジプト側のみならず、ヨーロッパ側の統計にも依拠しており、近代エジプトの外国貿易を大局的に分析するのに有用である。

- 4) B. Malaval and G. Jondet, *Le port d'Alexandrie*, Cairo, 1912
- 5) Robert Delatour, *Le port de Port-Said*, Grenoble, 1953

¹ スエズ運河についての文献は枚挙に暇がない。

上記 1)、2) に記載された統計の内容は多岐にわたっている。それを整理すれば、港ごと（とりわけアレクサンドリア）の 1) 輸出入相手、2) 輸出入項目の量・課税額、3) 出入港の船舶の種類・数、そしてまれにはあるが、4) 総輸出に占める中継貿易の比率、などである。

2. テーマ

貿易統計には、いくつかの克服しがたい困難がある。それは主として、次の三つである。

- 1) 物資の交流点が多く、19 世紀において地域、国単位で貿易の総体を把握することはほぼ不可能であること。それゆえに、せいぜい、比較的統計を集めやすい港を単位とした貿易事情で満足しなければならない。
- 2) とりわけ、陸路での貿易統計を収集することは、ほぼ不可能であること。この点はとりわけ、「密輸」をどう評価するかという重要な問題と関係する。
- 3) たとえ港を単位としても、得られた統計が国内・地域市場向けの取引に関するものか、中継ぎの取引に係るものなのかを区別することが難しいこと。このことはとりわけ、大きな国際港の統計について言える。

さて、こうした困難のなかで、1) 貿易相手、2) 貿易品目、3) 貿易ネットワークの変化を分析することによって、19 世紀エジプトにおける外国貿易事情を明らかにしたい。具体的には、次の二つのテーマを検討する。

- 1) エジプト貿易における構造変化。それは換言すれば、いつエジプト経済はヨーロッパを中心とした世界経済システムに編入されたかに答えることである。
- 2) 1869 年のスエズ運河の開通がエジプト貿易構造に与えた影響。それを検討するなかで、エジプト貿易構造における国際貿易圏、地域貿易圏、国内貿易圏の重なりを指摘する。

1-1 エジプト貿易における構造変化

1880 年代以前について、まとまった統計が取れるのは、アレクサンドリアでの貿易統計である。アレクサンドリアの 1831 年と 1860 年代後半（1865 年から 69 年にかけての年間平均貿易）における貿易相手と貿易項目は対照的である。

1860 年代後半では、輸入相手の 69.5% がヨーロッパ（イギリス、フランス、オーストリア、イタリア）であり、そのうち、イギリスとフランスが 54.9%（イギリス 42.2%、フランス 12.7%）を占めている。この傾向は輸出相手をみるとき、さらにはっきりしたものになる。上記ヨーロッパで 97% を占め、そのうち、イギリスが 76.6%、フランスが 12.9% である。

ところが、1831 年における統計をみると、輸出入相手の上位 5 カ国はともにトルコ（輸入、輸出のそれぞれ 46.8%、33.2%）、オーストリア（17.5%、25.2%）、トスカーナ（17.1%、11.6%）、イギリス（8.1%、13.5%）、フランス（5.8%、11.3%）となっている。つまり、最大の貿易相手はトルコ（輸入が 46.8%、輸出が 33.2%）であり、ヨーロッパ（オーストリア、トスカーナ、イギリス、フランス）は合わせても、輸入が 48.5%、輸出が 61.1% である。

1860 年代後半において圧倒的な割合を占めたイギリスとフランスと言え、合わせて輸入が 13.9%、輸出が 24.8% でしかない。さらに、注意すべきは、1831 年時点で、先にヨーロッパとして分類したオーストリアとトスカーナは、現在のオーストリアという国家、

トスカーナというイタリアの地方ではないということである²。

こうして、1831 年と 1860 年代後半のアレクサンドリア輸出入統計を比較することによって、次の二つが明らかになる。第一は、1860 年代後半において、エジプトの貿易構造はヨーロッパとの関係を基本とするようになっていたということである。とりわけ、貿易相手としてのイギリスは突出していた。

第二は、ところが、これとは対照的に、1831 年におけるエジプトの主要貿易相手は、地中海周辺地域だったということである。1831 年統計における上位 5 つの貿易相手のうち、オーストリアとトスカーナはヨーロッパに位置していたものの、それぞれベネチア商人とリヴォルノ商人であったと考えられる。また、最大の貿易相手であるトルコとはオスマン帝国であるが、そこで主として貿易の相手となったのは、レバント・シリアのアラブ地域であったと思われる。

さらに、マルタ、ギリシア、サルディニアが上位 5 つに続く貿易相手であったが、この 3 つの相手はすべて地中海に面している。つまり、貿易相手の上位 8 つのうち、イギリスとフランスを除けば、すべての貿易相手が東地中海に面している。このことから、1831 年時点で、エーゲ海、アドリア海を内海とした東地中海貿易圏が存在し、当時のエジプトの貿易はこの東地中海貿易圏を中心にして展開していたと思われる（図版 1）。

以上はアレクサンドリア港についてだけの貿易事情である。もし、これにほかのエジプトの港での貿易、さらに統計が存在しないためにその数量を把握できないが、リビア、スーダン、シリア方面への陸上貿易、紅海を介したアラビア半島、インド洋方面の貿易を加えたならば、1831 年のエジプトは多方面な貿易相手を持っていたと考えられる³。

ところが、先にみたように、1860 年代後半のエジプト貿易構造はまったく異なったものになっていた。つまり、世界システム論的な議論の枠組みで、中東、つまりオスマン帝国がいつ近代世界経済システムに編入され、「中心」ヨーロッパに経済的に「従属」することになったかについては意見が分かれるが、エジプトに関する限り、その経済がヨーロッパを中心とした世界経済システムに編入されたのは、19 世紀の中葉であったということになる。

こうした近代におけるエジプト経済構造の変容事情は、1831 年と 1860 年代後半の輸出入の貿易品目を検討すると、さらにいっそう明らかになる。つまり、1831 年では、輸出入ともに多様な品目を取り引きされていたのに対して（図版 2）、1869 年では、輸出は綿花を中心とした「原料」、輸入は「加工製品」が圧倒的な比率を占めるようになっている（図版 3）。

1-2 1869 年のスエズ運河の開通がエジプト貿易構造に与えた影響

1869 年のスエズ運河の開通は、19 世紀後半の世界経済史における大きな事件の一つであった。それでは、スエズ運河の開通はエジプトの貿易構造にどのような影響を及ぼしたであろうか。この点において、直ちに予想されるのは、スエズ運河の開通は少なくとも貿易構造に関する限り、ほとんど影響を与えなかったであろうということである。

というのも、先に論じたように、19 世紀におけるエジプト貿易構造の根本的变化は、ス

² つまり、当時の文献によれば、アレクサンドリアに居住していた外国人のうち、オーストリア人と登録されていたほとんどは、一当時ウィーンを首都とするハプスブルグ帝国の統治下にあった、おそらくベネチアを中心とした地方のイタリア人であり、トスカーナ人と登録されていた大部分は、フィレンツェの外港にして、中世以降、特権的な自由経済地区であったリヴォルノのユダヤ人であったからである。

³ 当時のエジプトの国力の増大が中東・アフリカでのオスマン帝国に代わる新たな現地帝国の出現を予感させるものだったと述べても、決して誇張的な表現ではないだろう。

エズ運河開通の前、19 世紀の中葉においてすでに生じていたからである。この変化は、19 世紀の 30 年代から 50 年代にかけての交通手段の革命的な変化を背景にしていたが、1869 年のスエズ運河開通は、この「交通革命」の最後の局面であった⁴。

そのため、検討すべき論点は次の二つである。1) スエズ運河開通はエジプト貿易量にどのような影響をあたえたか。2) スエズ運河開通は従来の貿易ネットワークにどのような変化をもたらしたか。

1-2-1 スエズ運河開通が貿易量に与えた影響

この点を、アレクサンドリアの貿易量の時系列データから見てみよう。アレクサンドリアを取りあげるのは、時系列データが入手しやすいことと並んで、後述するように、エジプトの貿易において、アレクサンドリアの貿易量が圧倒的に多かったからである。

図版 4 は 1880 年から 1910 年までの期間における船舶の種類（帆船・蒸気船）ごとのアレクサンドリア輸出入総額である。ここから、次の二点を指摘できる。

- 1) スエズ運河の開通によって、急激な貿易量の増加が見られたわけではないこと。このことは、スエズ運河の通過貨物に対する関税局が置かれたポートサイドの 1870 年以降の貿易総額の統計によっても確認できる。
- 2) 貿易量の増加は蒸気船での貿易によってもたらされたこと。それは、蒸気船の渡航数のみならず、蒸気船の大型化によってもたらされた。

1-2-2 スエズ運河開通による貿易ネットワークの変化

この点は、エジプトの 6 つの主要な港の貿易相手と貿易品目の分析によって明らかになる。6 つの主要な港とは、地中海に面したアレクサンドリア、ダミエッタ、アリーシュ、ポートサイド、そして紅海に面したスエズとクサイルである（**図版 5**）。

まず、この 6 つの港の貿易量（1878 年）の比較をみてみよう。圧倒的にアレクサンドリアの貿易量が多く、次いでポートサイド、ダミエッタが続いている（**図版 6**）。

ところで、先に述べたように、スエズ運河開通以後の貿易量の増加は蒸気船での貿易によってもたらされた。そこで、蒸気船がスエズ運河開通以後の貿易における主力船舶であると考えられるところから、アレクサンドリアの貿易量（1871 年）を帆船と蒸気船に分け、かつ船舶の所有者（船に掲げられた旗）を示せば、**図版 7** のようになる。

圧倒的に帆船の所有者はオスマン帝国であり、蒸気船の所有者はイギリスである。オスマン帝国の貿易のほとんどは帆船によってなされており、蒸気船は使われていない。そこで、イギリスの帆船と蒸気船、オスマン帝国の帆船の行先を示したのが、**図版 8** である。イギリスの帆船と蒸気船、とりわけ蒸気船がイギリス行であったのに対して、オスマン帝国の帆船の行先は圧倒的に東地中海地域である。

さて、最後に、貿易ネットワークを分析するために、6 つの港の貿易事情（貿易相手、貿易品、貿易ネットワーク）を検討しよう。まず、貿易相手（1878 年）である（**図版 9**）。

貿易相手に関して、港を二つの類型に分けることができる。第一は主たる貿易相手がヨーロッパである港であり、第二は主たる貿易相手がヨーロッパ以外、とりわけオスマン帝国である港である。前者に相当するのがアレクサンドリア、ポートサイドであるが、ポー

⁴ 1835 アレクサンドリア・マルセイユ間蒸気船ルート開通

1836 スエズ・ボンベイ間蒸気船ルート開通

1855 アレクサンドリア・カイロ間鉄道開通

1858 カイロ・スエズ間鉄道開通

1869 スエズ運河開通

トサイドについては、イギリスが圧倒的な貿易相手である。

後者に相当するのがアリーシュ、スエズ、クサイルであり、前者と後者の中間がダミエッタである。スエズの場合、高い比率でインド、中国、日本を貿易相手にすることにおいて、ほかの港と区別される。

次に、貿易品についてである。貿易品のうち、輸出入上位3項目（1878年）について、港ごとに整理した統計が図版10である。

アレクサンドリア：輸入 綿製品・石炭、輸出 綿花を中心とした原料
 ダミエッタ：輸入 石炭・雑貨、輸出 綿花・米
 アリーシュ：輸入 雑貨、輸出 デーツ・小麦・雑貨
 ポートサイド：輸入 石炭・酒、輸出 綿種・綿
 スエズ：輸入 インディゴ・雑貨、輸出 ダチョウの羽・雑貨
 クサイル：輸入 バター・動物・既製服、輸出 雑貨・レンズマメ・小麦

つまり、主たる貿易品が加工品・原料である港（アレクサンドリア、ポートサイド）、日常品である港（アリーシュ、クサイル）、そしてその中間の港（ダミエッタ、スエズ）の三つの類型を指摘できる。

最後に、貿易ネットワークをみてみよう。それを、貿易相手がどのエジプトの港から商品を輸入し、どのエジプトの港へ商品を輸出したかを検討することによって、見通しをつけよう。ここでは、貿易相手として、イギリス、オスマン帝国、インド・中国・日本の三つを取りあげよう（図版11 関税額）。

まず、イギリスの貿易である。イギリスの貨物は約80%がアレクサンドリア、次いで約10%がポートサイド向けであり、これに対して、イギリスへの貨物は、ほぼ100%がアレクサンドリアから出ている。

これと対照的なのが、オスマン帝国の貿易である。つまり、オスマン帝国の貨物は約90%がアレクサンドリア向けなのに対して、オスマン帝国への貨物は、約60%がアレクサンドリアから出ているが、それに次いで、約30%がダミエッタから出ている。

興味深いのは、インド・中国・日本の貿易であり、輸出に関する統計はないが、輸入にみる限り、80%以上がスエズ向けで、次いで10%弱がアレクサンドリア向けである。

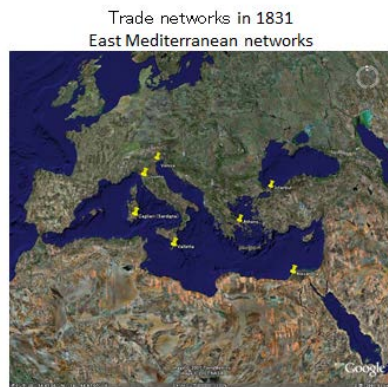
以上の貿易相手、貿易品目、貿易ネットワークに関する分析から、6つの港について、とりあえず次のような結論を導き出せる。

アレクサンドリア：基幹（インターナショナル・ローカル）港
 ポートサイド：インターナショナル港
 ダミエッタ、アリーシュ：東地中海向けローカル港
 スエズ、クサイル：紅海・インド洋向けローカル港

つまり、それぞれの港は主要な相手と商品項目をもつ貿易ネットワーク（インターナショナル・ネットワーク、ローカル・ネットワーク）の一部として貿易活動を行っていた。その意味するところは、インターナショナル・ネットワークとローカル・ネットワークは対抗関係にはなく、それゆえに、1870年代において、インターナショナル・ネットワークはそれまでのローカル・ネットワークを駆逐したわけではなく、ローカル・ネットワークの上にかぶさるような形で展開していたということである。

《图版》

图版 1



14

图版 2

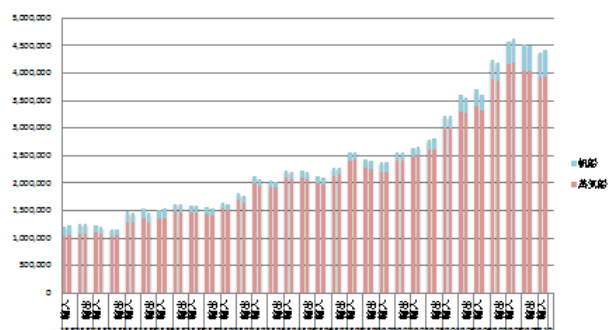


图版 3



图版 4

Volume of import and export trade in Alexandria by kind of ship
(1880-1910)
(Malaval et al., *Le port d'Alexandrie*)



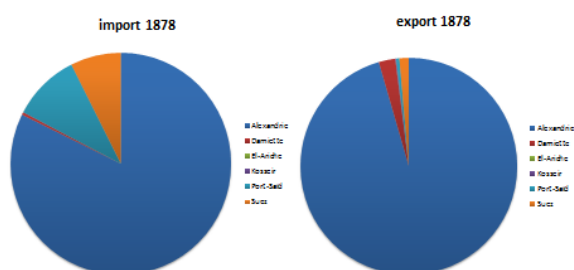
図版 5

Six main ports in modern Egypt



図版 6

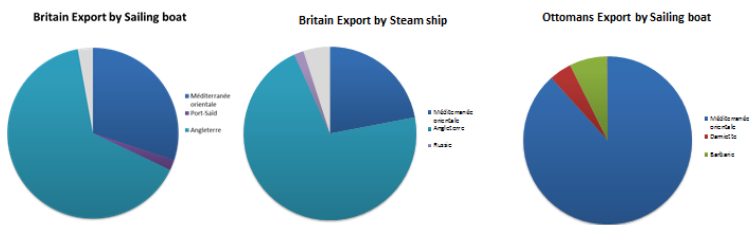
Comparison on the volume of trade in six main port of Egypt
(*Le commerce extérieur de l'Egypte pendant les années 1874, 1875, 1876, 1877 et 1878*)



図版 7



図版 8



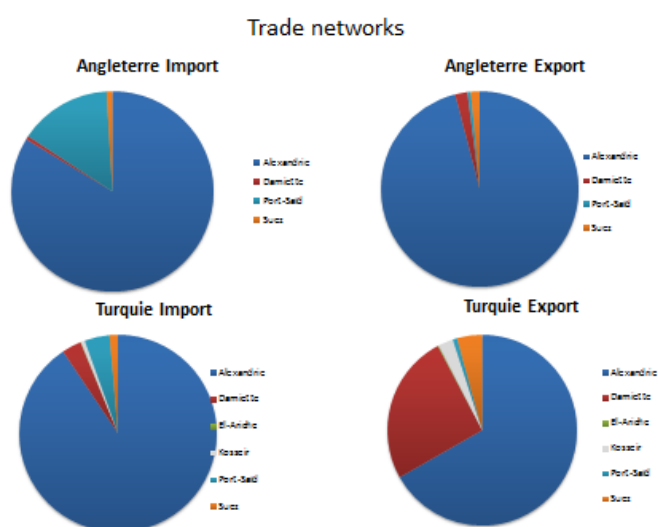
図版 9

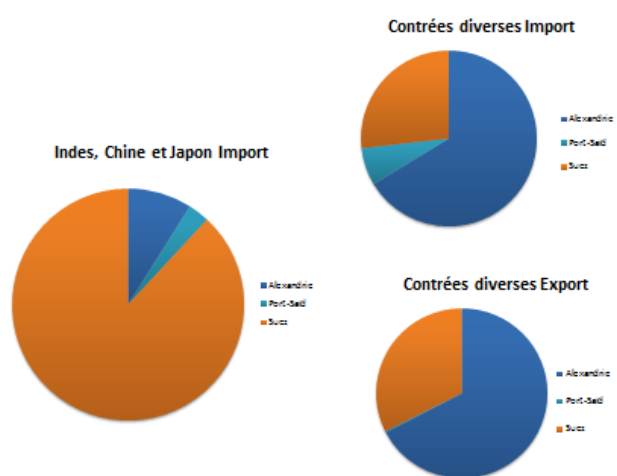
	Arabians	English	Suez	Portugal	France	Greece	India	China	Japan	Italy	Russia	Suez	Other	Total
Britain	1000000	1111111	1111111		1000000	1000000								5000000
France		1000000	1111111		1000000	1000000								4000000
Italy		1000000	1111111		1000000	1000000								4000000
Spain		1000000	1111111		1000000	1000000								4000000
Portugal		1000000	1111111		1000000	1000000								4000000
Other	1000000	1111111	1111111		1000000	1000000								5000000
Britain	1000000	1111111	1111111		1000000	1000000								5000000
France		1000000	1111111		1000000	1000000								4000000
Italy		1000000	1111111		1000000	1000000								4000000
Spain		1000000	1111111		1000000	1000000								4000000
Portugal		1000000	1111111		1000000	1000000								4000000
Other	1000000	1111111	1111111		1000000	1000000								5000000
Total	1000000	1111111	1111111		1000000	1000000								5000000

図版 10

Le commerce extérieur de l'Égypte, 1878, pp. 118-123					
Généralité					
Import			Export		
1	Vêtements en soie	27.8	1	Soie	81.8
2	Draps de soie	11.2	2	Draps de soie	11.8
3	Carreaux (mobilier)	8.4	3	Carreaux	12.8
	Autres	58.8	4	Autres	12.2
Généralité					
Import			Export		
1	Draps de soie	78.2	1	Draps de soie	18.8
2	Carreaux de soie	8.2	2	Soie	18.2
3	Produits alimentaires	8.4	3	Produits (sucre, viande, poisson)	11.4
	Autres	8.2	4	Autres	9.8
Généralité					
Import			Export		
1	Carreaux de soie	88.8	1	Soie	18.8
2	Produits alimentaires	2.8	2	Soie (sucre, viande, poisson)	12.7
			3	Carreaux de soie	12.2
			4	Autres	2.8
Port-Saïd					
Import			Export		
1	Draps de soie	78.2	1	Draps de soie	12
2	Vin, Liqueurs en Europe	2.8	2	Soie	18.8
3	Produits alimentaires	2	3	Carreaux de soie	8.2
	Autres	27.2	4	Autres	14.2
Suez					
Import			Export		
1	Indice	78.2	1	Produits alimentaires	12.2
2	Carreaux de soie	8.8	2	Carreaux de soie	17.8
3	Vêtements en soie	2.8	3	Vêtements de soie	2.8
	Autres	12	4	Autres	18.8
Quana					
Import			Export		
1	Soie (sucre, viande, poisson)	18.2	1	Carreaux de soie	18.2
2	Indice	12.8	2	Carreaux	12.2
3	Carreaux (mobilier)	12.8	3	Soie (sucre, viande, poisson)	12.8
	Autres	18.8	4	Autres	12.8

图版 11





Workshop on Asian Trade Networks in the Long 19th Century
(May 21, 2016 at Wholfahrt TOYAMA)

Supplement Topic

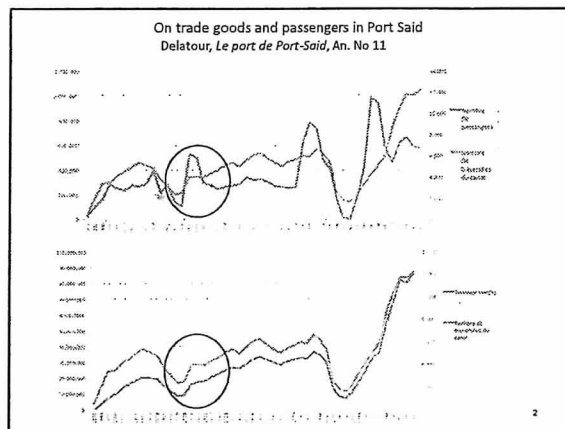
Global Economic History from Egyptian Perspective

Japanese Advance to Suez Canal :

**The forgotten attempts of
the Interwar Japanese external trade
with Egypt and Turkey**

Nobuo MISAWA

1



The Japanese Military Activities in the Mediterranean Sea

(1) Japanese Military Attaches

*Major Sadakata IIDA

1917-21 France & Italia

*Lieutenant Colonel Takaakira KUWAKI

1921-22 Turkey & Greece

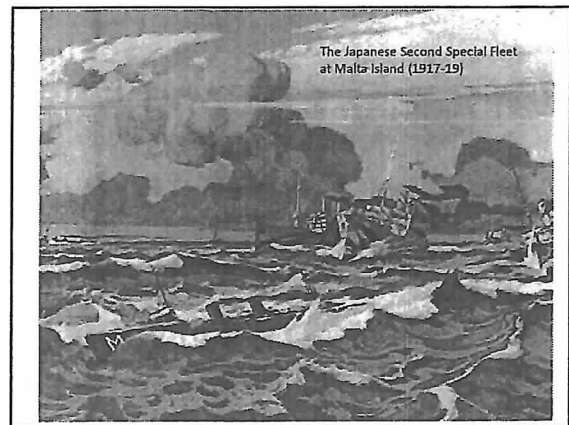
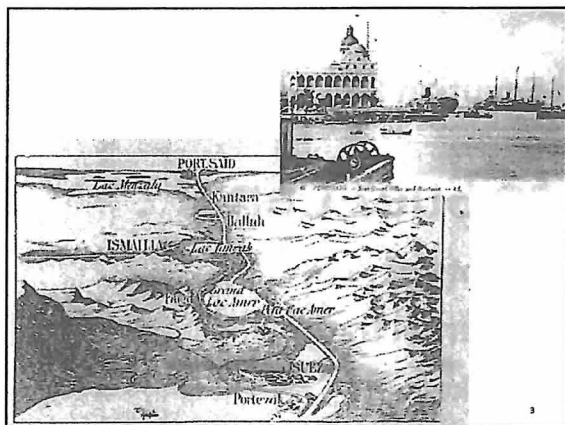
(2) Japanese Warship

*The Second Special Fleet (1917-19)

→ to guard the Allied private ships in the East Mediterranean Sea against the attacks of German U-boats.

*Heimei-maru Incident in Aegean Sea (1921)

→ Greek capture of the Japanese ship on the way to bring the Ottoman prisoners in Siberia to Istanbul

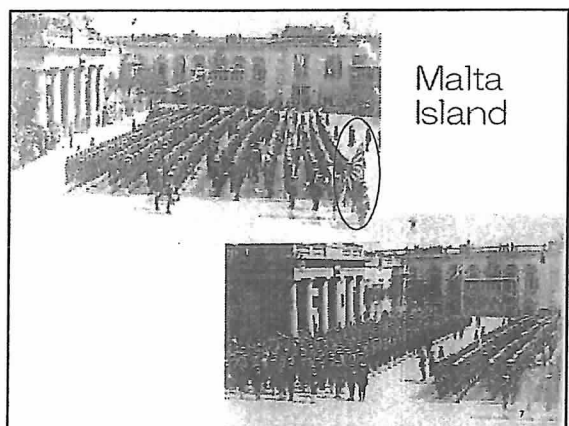


(1) Institutional History

After the second half of 19th Century, the Japanese went to Europe via Suez Canal. Japanese Powers (Government, Military, Traders and etc.) was well aware of Port Said is very important as the gate of Mediterranean Sea.

After the Russo-Japanese War (1904-1905), the Japanese Powers had the strong interests in the Mediterranean World (Near East, Balkan, Africa).

For the Japanese Powers, WWI was great opportunity to advance to the Mediterranean World. The Japanese Traders found the attractive markets. After WWI, the Japanese Powers began to establish the footholds in Egypt and Turkey. Due to the information from the diplomats and military attaches, at first the Japanese Powers established the Japanese diplomatic establishments, then established the commercial museums.





The Conference about Trade business in Near East
近東貿易会議
Istanbul, April 26 – May 5, 1926

- * Embassy in Istanbul
Ambassador Yukichi OBATA, as Chairman
First Secretary Hitoshi ASHIDA (→later, Prime Minister)
Translator Chishu NAITO
- * Legation in Athens
Minister Seiji OKUYAMA
- * Legation in Bucharest
Minister Kintomo MUSHANOKOJI (→later, Ambassador in Istanbul)
- * Consulate in Port Said
Vice-Consul KUROKI
- * Consulate in Odessa
Consul SASAKI
- * Ministry of Foreign Affairs (Tokyo)
First Secretary Kumaichi YAMAMOTO

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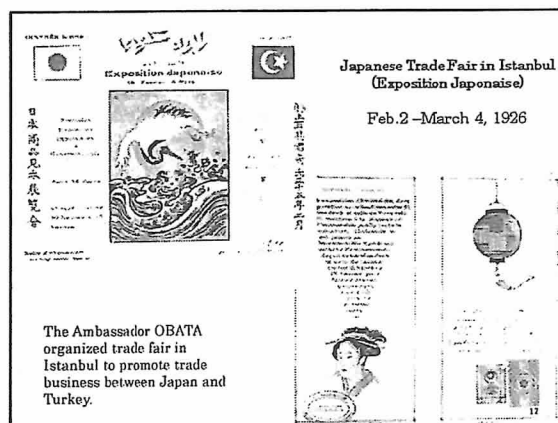
The Japanese Diplomatic establishments
in Egypt & Turkey after WWI

the Legation in Istanbul (1921)
→ the Embassy in Istanbul (1925)

the Consulate General
in Alexandria (1926)

the Consulate General
in Port Said (1920)

the Legation in Cairo (1936)



The Japanese diplomats in Istanbul

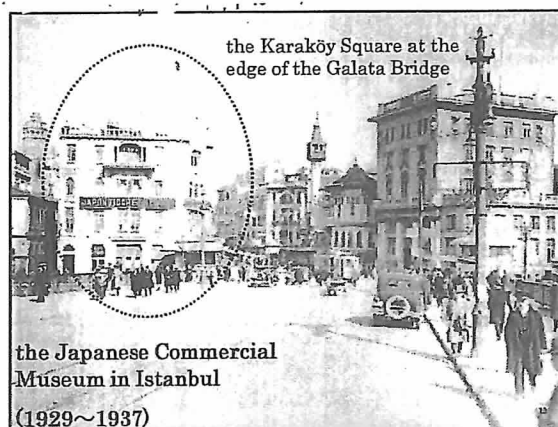


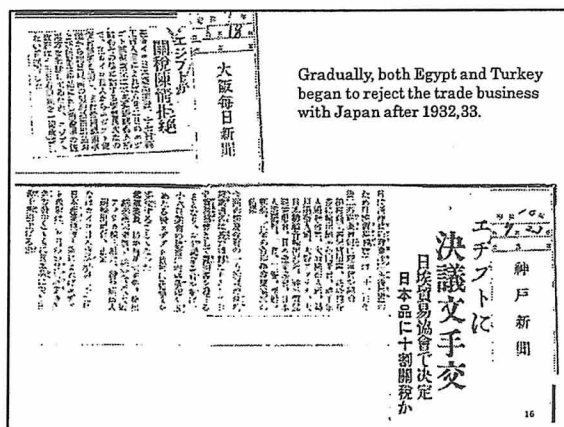
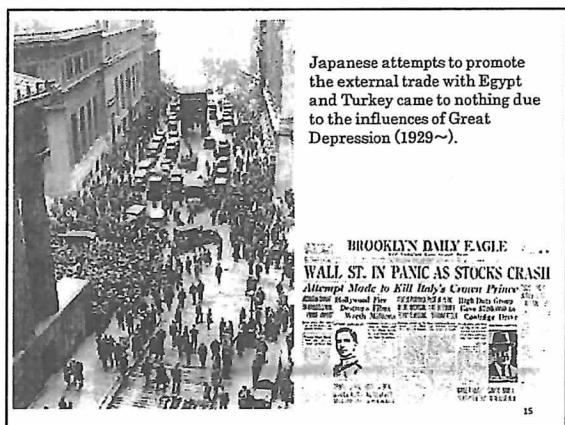
Sadatsuchi UCHIDA

Akio
KASAMA

Yukichi OBATA

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(2) DATA

(A) Official Trade Data of Japan

- *大蔵省『大日本外国貿易年表』(明治15～昭和3年)
- *大蔵省『日本外国貿易年表』(昭和4～35年)
- *大蔵省『日本貿易年表』(昭和8～39年)
- *大蔵省『大日本外国貿易対照表』
- *大蔵省／台湾総督府『台湾外国貿易年表』
- *台湾総督府『台湾外国貿易対照表』
- *関税局『朝鮮外国貿易月表』

(B) Official Trade News collected by Japanese Ministry of Foreign Affairs

- * 外務省通商局《通商彙纂》(1894-1913)
- * 外務省通商局《通商公報》(1913-1924)
- * 外務省通商局《日刊海外商報》(1925-1928)
- * 外務省通商局《週刊海外經濟事情》(1928-1934)
- * 外務省通商局《海外經濟事情》(1935-1943)

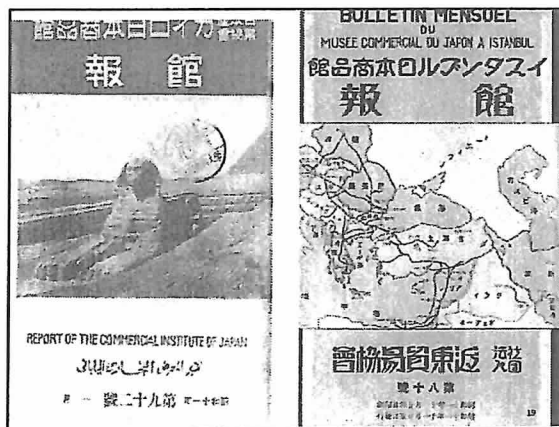
(C) The publications of the Japanese Commercial Museums in Cairo & Istanbul

- *『カイロ日本商品館館報』1-110号(1926-1937)
Bulletin of the Commercial Museum in Cairo, no.1-110, (1926-1937)
 *『コンスタンチノープル／イスタンブル日本商品館館報』1-90号(1927-1937)
Bulletin of the Commercial Museum in Istanbul, no.1-90 (1927-1937) . .

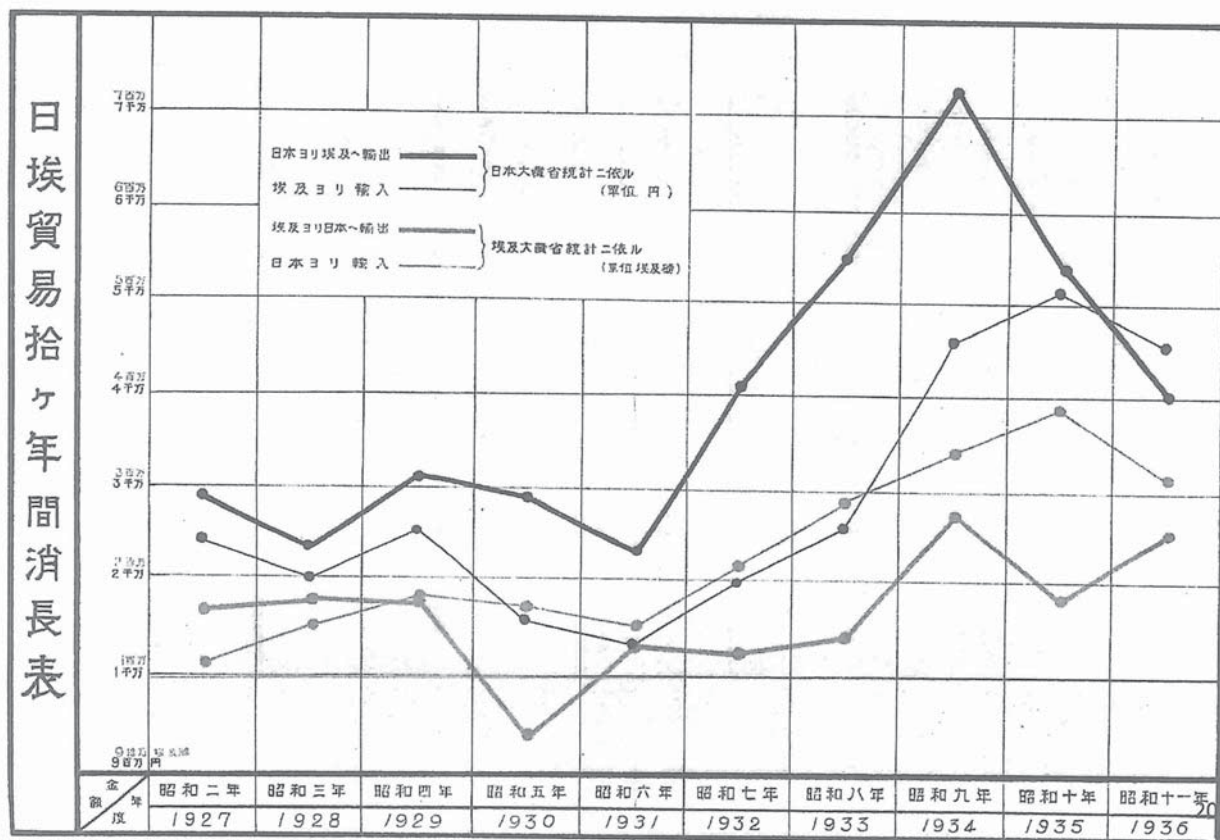
(D) The publications of the Japanese Associations related to trade business

- * The publication of Trade Business between Japan and Egypt 日埃貿易協會
- * Association of Trade Business between Japan and Egypt 日埃貿易協會
- 『日埃貿易協會資料』
- 『日埃貿易協會會報』
- 『日埃貿易統計』
- 『日埃貿易統計表』
- * Association of Trade Business between Japan and Turkey 日土貿易協會
- 『土耳其對外輸出產品統計表』
- * Japanese Europe-Africa-Near East Trade Union Confederation
- 日本歐阿近東輸出入組合連合會
- 『歐阿近東』

(E) The publications of the Egyptian and Turkish Associations related to trade business



Trade business between Japan and Egypt(1926-37)



DATA 01a: The Balance of Turkish Trade (1891-1896)

	1891		1892		1893		1894		1895		1896	
	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT
GERMANY	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
AUSTRIA	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
ITALY	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
RUSSIA	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
FRANCE	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
ENGLAND	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
NET TOTAL	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000

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DATA 01b: The Balance of Turkish Trade (1897-1900, 1905, 1907)

	1897		1898		1899		1900		1905		1907	
	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT
GERMANY	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
AUSTRIA	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
ITALY	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
RUSSIA	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
FRANCE	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
ENGLAND	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
NET TOTAL	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000

22

**DATA 01c: The Balance of Turkish Trade
(1908-1910, 1911, 1913)**

	1908		1909		1910		1911		1913	
	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT
GERMANY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
AUSTRIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BELGIUM	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BULGARIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
DENMARK	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
FRANCE	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
HOLLAND	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BRITAIN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SPAIN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SWEDEN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
RUSSIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
ITALY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
IRAN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Japan	2,709	00	427	01	2527	01	5037	00	4759	01
U.S.A.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
OTHERS	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
TOTAL	2,709	00	427	01	2527	01	5037	00	4759	01

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DATA 02a: The Balance of Turkish Trade (1925-1928)

	1925		1926		1927		1928	
	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT
GERMANY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
AUSTRIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BELGIUM	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BULGARIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
DENMARK	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
FRANCE	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
HOLLAND	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
BRITAIN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SPAIN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SWEDEN	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
RUSSIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
ITALY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
HUNGARY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
POLAND	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
ROMANIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
RUSSIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
OTHERS	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Japan	4,637,594	2.4	0	0.0	6,017,528	2.6	221,435	0.1
U.S.A.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
OTHERS	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
TOTAL	4,637,594	2.4	0	0.0	6,017,528	2.6	221,435	0.1

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DATA 02b: The Balance of Turkish Trade (1932-1937)

[illegible]

25

DATA 02c: The Balance of Turkish Trade (1938-1940)

	1951				1952				1953			
	IMPORT		EXPORT		IMPORT		EXPORT		IMPORT		EXPORT	
	1951	%	1951	%	1952	%	1952	%	1953	%	1953	%
GERMANY	772.1	1	1.1	0.01	1,047	1.0	27,533	37.0	5,015	17.0	1,000	3.0
AUSTRIA	771	0.4	1.5	0.01								
BELGIUM	743.4	2					2,743	1.4	510			
BULGARIA	131		35.1	0.01	473	0.4	342	0.4	762	0.1		
CZECH REPUBLIC	110		6.1				1.3	0.00				
FRANCE	1,976	1.0	1.0	0.00	2,288	2.2	5,650	7.4	1,923	2.0	1,008	3.0
HOLLAND	1,781	0.9	2.1	0.01			2,177	2.9	1,172	1.2		
IRELAND	247.94	0.1	2.6	0.01	30	0.0	7,392	8.7	9,663	10.0	1,109	3.0
ISRAEL					6.0	0.0	5	0.0				
SWEDEN	1,050	0.5			1,100	1.0	3,764	5.4	471	0.5		
SWISS	1,467	0.7					1,767	2.3	1,400	1.5		
ITALY	1,120	0.6	2.3	0.01			1,754	2.3	1,321	1.4	1,000	3.0
HUNGARY	258				2	0.0	1.8	0.0	278	0.3		
POLAND	1,441	0.7	7.2	0.02	1,018	0.9	1,855	2.5	2,293	2.4	1,000	3.0
ROMANIA	2,750	1.4					1,746	2.4	1,000	1.0		
RUSSIA	9,291	5.0	2.4	0.01	1,162	1.0	7,977	10.7	958	1.0	1,000	3.0
YUGOSLAVIA	6.7						2.4	0.00				
GREECE	724	0.4	1.4	0.01	70	0.0	1,608	2.1	1,000	1.0		
INDIA	1.1				1	0.0	1	0.0	1	0.0		
IRAN					0.0	0.0	0.0	0.0	0.0	0.0		
IRAQ							0.0	0.0				
JAPAN	972	0.4	413	0.6	524	0.4	225	0.3	209	0.2	75	0.1
SYRIA	4.5						16.7	0.1				
EGYPT	1,357	0.7			1,015	0.9	1,901	2.6	1,000	1.0		
USA	15,590	8.2			16,000	15.0	17,745	23.9	14,000	14.0		
OTHERS	2,743	1.4			2,500	2.3	9,157	12.3	6,470	6.8	1,000	3.0
UNKNOWN									1	0.0		
TOTAL	16,747		3,770		16,747		16,747		16,747		16,747	

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2016/05/22 Ryota Ishikawa (石川亮太)

Pusan (釜山) —1878/1903

1 Overview of Pusan

- Trading post with Japan no later than 1420s
- Japan House (Waegwan, 倭館), founded in 1678, for Tsushima(対馬) islanders
- Pusan became the first treaty-port in 1876. Japan House turned into the Japanese settlement.
- Pusan – Seoul railway started to run in 1905

2 Institutional framework of trade statistics

(1) 1876 – 1882

- Japan was the only trading partner (through treaty port) of Korea
- Korea didn't impose customs duty and didn't have its customs.
- The Japanese consulate in Pusan made statistics based on reports from Japanese merchants.
* 『朝鮮旧貿易八箇年対照表(Statements of Corean Trade with Japan for the Years 1877 to 1884)』
(Ministry of Finance, 1885) and other fragmented sources are existing

(2) 1883 – 1906

- Korea started treaty-port trade with other countries and founded maritime customs
- Trade statistics were published in the same style as Chinese ones.
* Annual report (*Returns of trade and trade reports*): 1885-1893, 1901, 1903-1906 (existing)

(3) 1907 – 1910

- Korea became a Japanese protectorate after Russo-Japanese war
- The style of statistics adopted Japanese one.
* 『韓外国貿易年表』 1908, 1909 (『朝鮮貿易年表』 after 1910)

3 Trade statistics for 1878

(1) Material

- Full year data is available only from 1878, by 『朝鮮旧貿易八箇年対照表』
- Trade with Japan, by Japanese merchants (= all of treaty port trade before 1883)
- Japanese Yen, but paper note price
- No data about domestic trade, other complementary sources are very limited too

(2) Overview

- Import was a little larger than export.
- Most of imports were not Japanese goods.

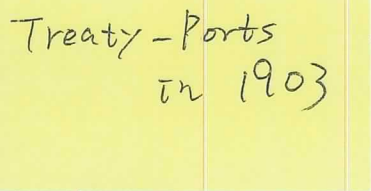
(3) Trade goods

- Large part of imports were Western cotton goods, imported via Shanghai and Nagasaki.
- Traditional imports like copper, came from Osaka, mostly for minting.
- Main exports were traditional trading goods. Rice for Tsushima, cattle hide for Osaka, bicho-de-mar for China via Nagasaki.

4 Trade statistics for 1903

(1) Material

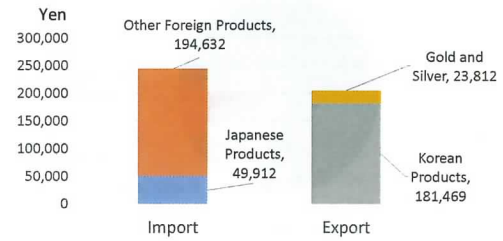
- Korea Imperial Maritime Customs, *Return of trade and trade reports for 1903*
- The last year before Russo-Japanese war and Pusan-Seoul railway
- Domestic trade data is available, inter-treaty port trade and non-treaty port trade, only by Western



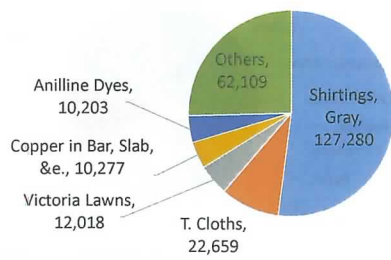
Pusan (figures)

Ishikawa Ryota, 2016/5/22, Toyama

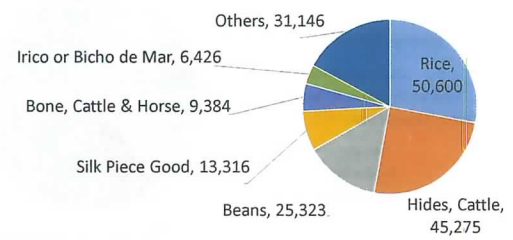
Trade of Pusan in 1878



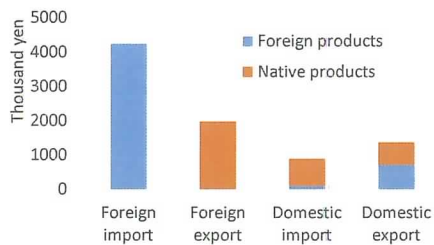
Import of Pusan in 1878



Export of Pusan in 1878



Trade of Pusan in 1903



Foreign Trade of Pusan in 1903

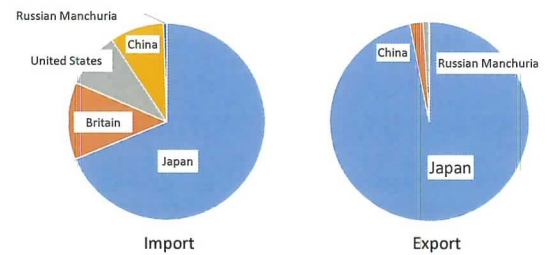


Table: Overview of Pusan's trade in 1903

(A) Foreign Goods

	Imported from —			Re-exported to —		Exported and
	Foreign countries	Treaty ports in Korea	Non treaty ports	Re-ex. To F. countries	Re-ex. To K. Ports	Re-exported to — Non-Treaty Ports
Russian Manchuria	21,857			54		
England	547,242			0		
Japan	2,979,183			19,156		
United States	398,377			0		
China	383,508			325		
Total	4,230,167			19,535		
Chemulpo 濟物浦(仁川)		N/A			243,183	
Chinnampo 鎮南浦		N/A			56,276	
Kunsan 群山		N/A			80,669	
Mokpo 木浦		N/A			143,127	
Masampo 馬山浦		N/A			152,869	
Wonsan 元山		N/A			11,378	
Songchin 城津		N/A			14,267	
Total		84,679			701,769	
Kyengsan 慶尚			0			867
Chulla 全羅			4,366			285
Kangwon 江原			0			96
Hamkyeong 咸鏡			215			20,201
Total (Non-treaty ports)			4,581			21,449

(B) Native Produce

	Imported from —		Exported to —		Re-exported to —	Exported and
	Treaty ports in Korea	Non-Treaty ports	Foreign countries	Treaty ports in Korea	Treaty ports in Korea	Re-exported to — Non-Treaty Ports
Russian Manchuria			19,698			
England			0			
Japan			1,902,752			
United States			0			
China			42,333			
Total			1,964,783			
Chemulpo 濟物浦(仁川)	142,531			268,431	21,276	
Chinnampo 鎮南浦	179,073			14,341	1,064	
Kunsan 群山	72,857			7,866	6,231	
Mokpo 木浦	105,906			7,398	3,344	
Masampo 馬山浦	178,432			8,556	210	
Wonsan 元山	113,290			293,494	333	
Songchin 城津	1,100			17,610	0	
Total	793,189			617,696	32,458	
Kyengsan 慶尚		1,596				5,742
Chulla 全羅		101				60
Kangwon 江原		6,448				11,147
Hamkyeong 咸鏡		159,903				79,190
Total (Non-treaty ports)		168,048				96,139

Source) Korea Imperial Maritime Customs, *Returns of Trade and Trade Reports for the Year of 1903, 1904.*

Note) Names of place and classification of goods are as the original text.

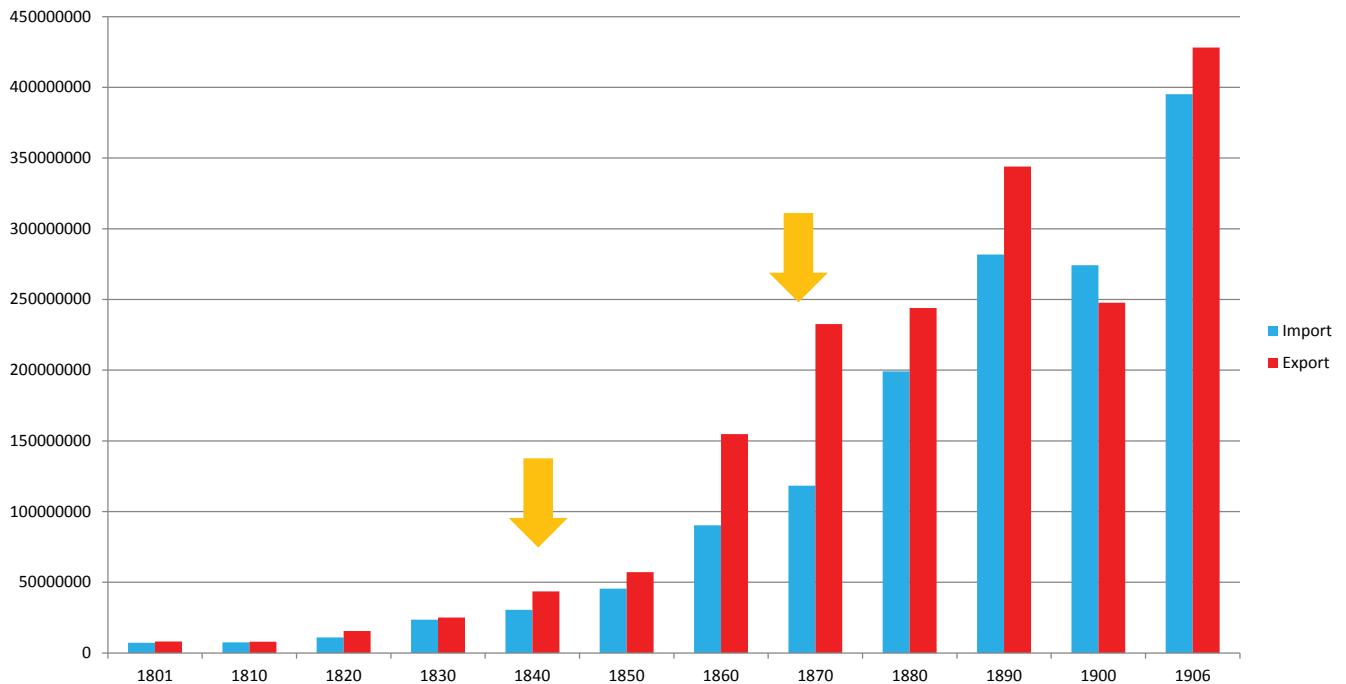
Bombay

Michihiro OGAWA

Outline

1. Selection of years (1840 and 1870)
2. Data on Bombay Trade and Prices in 1840 and 1870
3. Data on Prices in the Bombay Presidency in 1870
4. Archival Research

1 Trend in the 19th Century



2-1 Bombay Trade in 1840

Articles	Value (Rs.)
Apparel	587463
Copper	1239146
Spirits	1172452
Raw Silk	3228071
Sugar	2170730
Woollens & Woollen Stuffs	636067
Animals horses	525500
Iron	1024906
Other Metals	677628
Dyeing and Tanning Materials	717167
Chemicals & Drugs	731787
Cotton Piece Goods	10348051
Others	17341598
Total	40400566

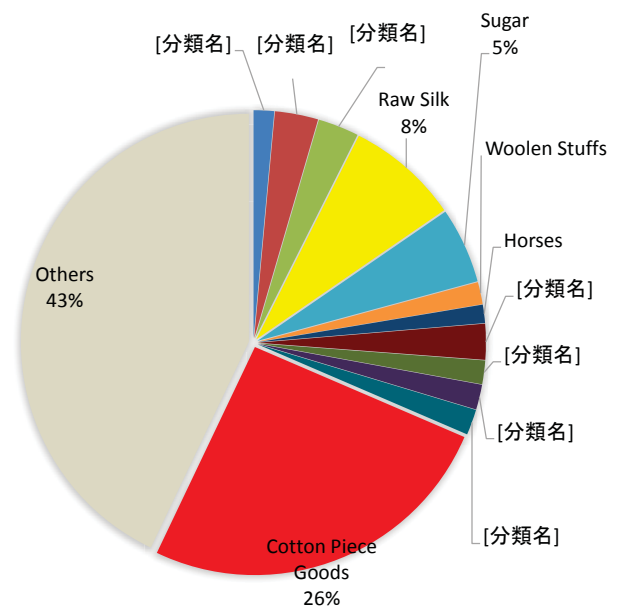
Import

Articles	Value (Rs.)
Raw Cotton	18984230
Gums	243027
Grain	282416
Opium	11435274
Silk (raw)	287908
Sugar	1109725
Tea	306327
Wool	659534
Spices	459581
Cotton Piece Goods	3263166
Metals	508175
Dyeing and Tanning Materials	570639
Chemicals & Drugs	408766
Skins Dressed and Tanned	917598
Others	4022667
Total	43459033

Export

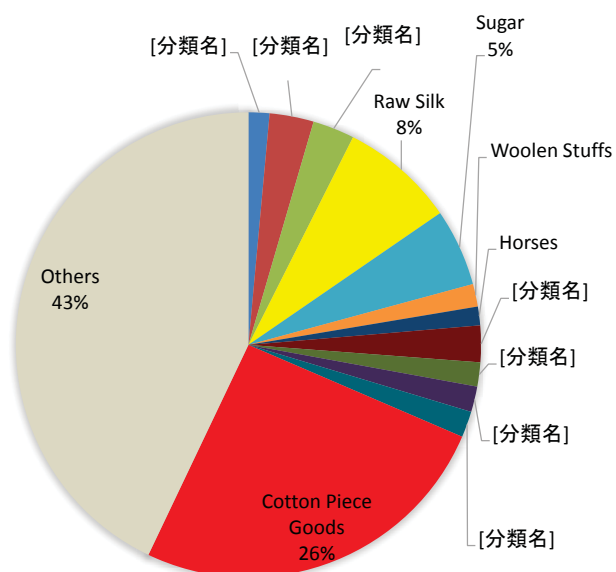
2-1-1 Imports into Bombay in 1840

- Total: Rs.40,400,566
- 1. Cotton Piece Goods (26%)
- 2. Raw Silk (8%)
- 3. Sugar (5%)

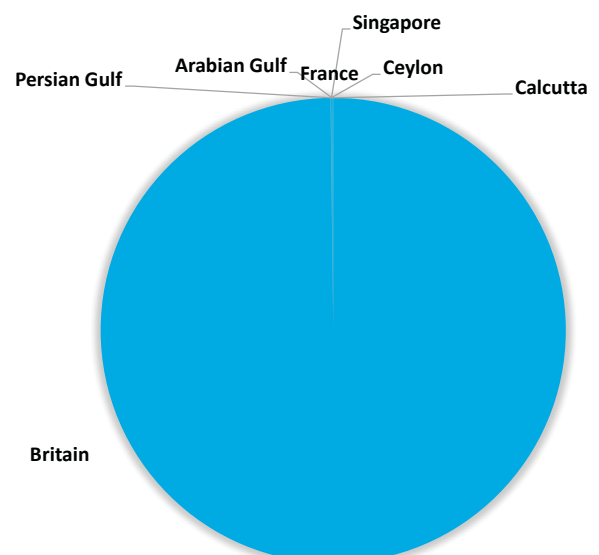


2-1-1 Cotton Piece Goods (Imports in 1840)

IMPORTS INTO BOMBAY IN 1840

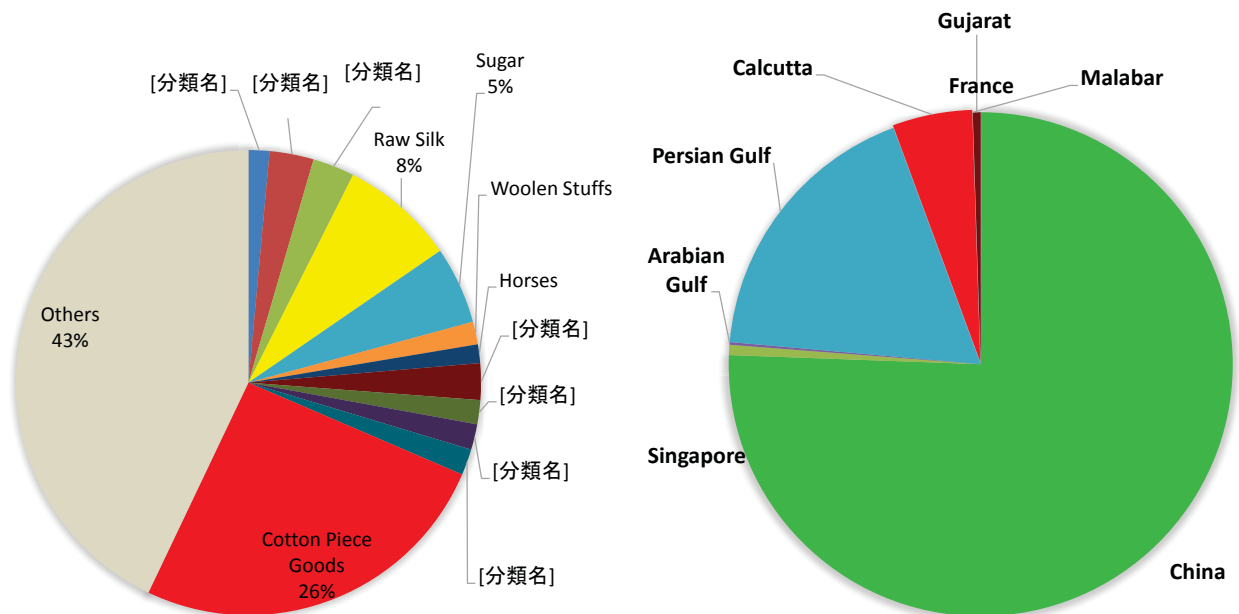


COTTON PIECE GOODS
(IMPORTS IN 1840)

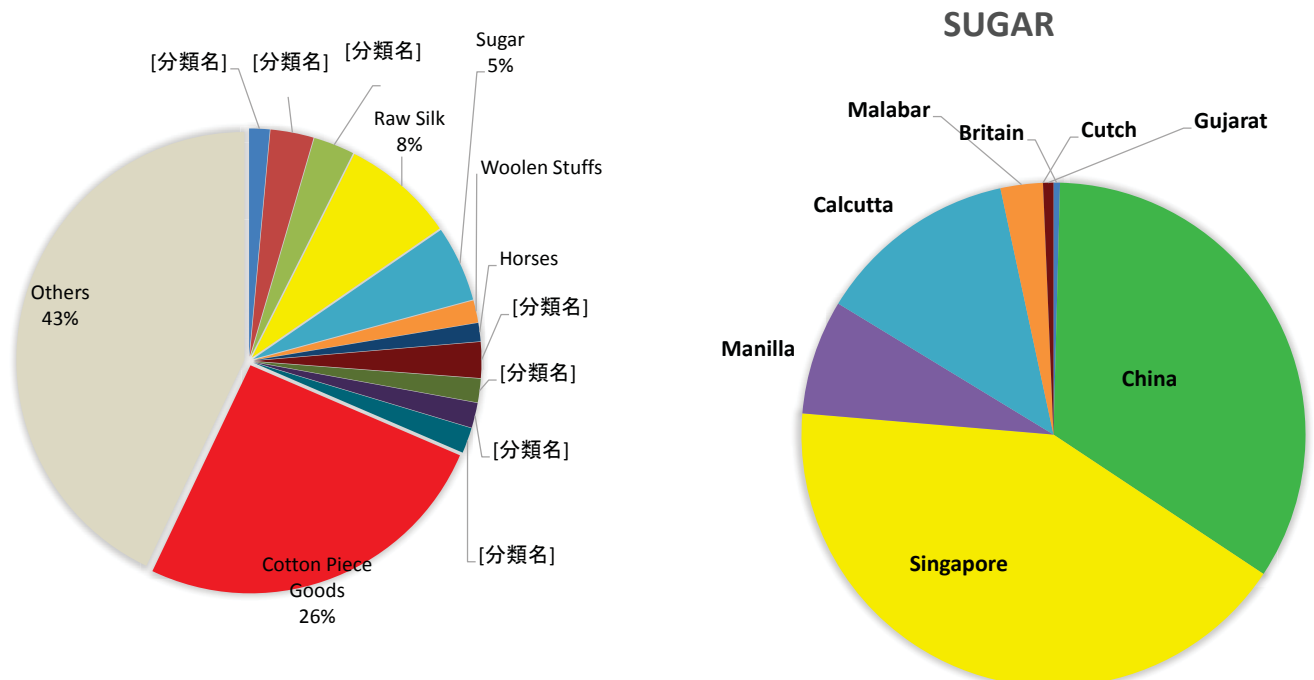


2-1-1 Raw Silk (Imports in 1840)

IMPORTS INTO BOMBAY IN 1840

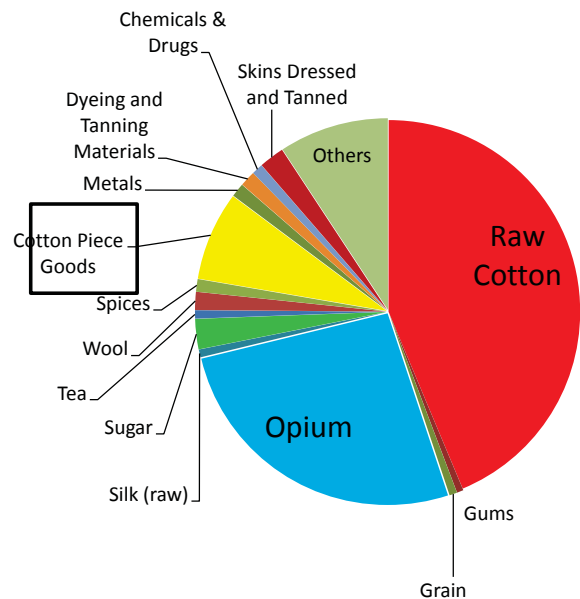


2-1-1 Sugar (Imports in 1840)

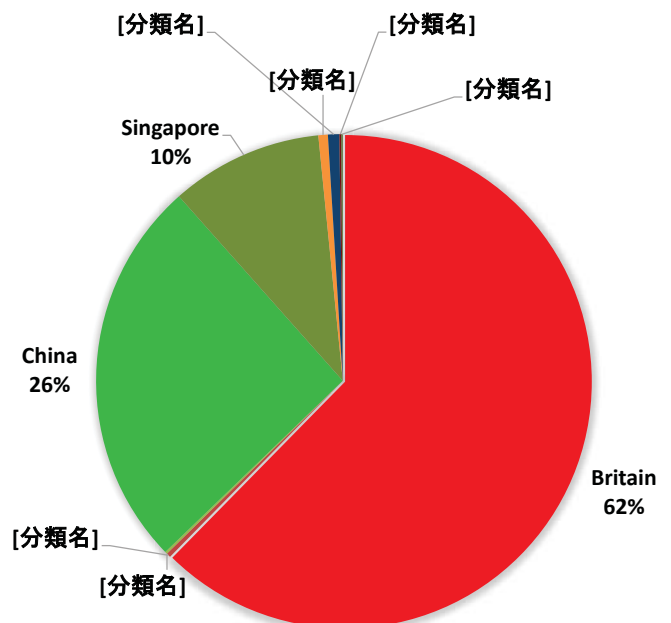
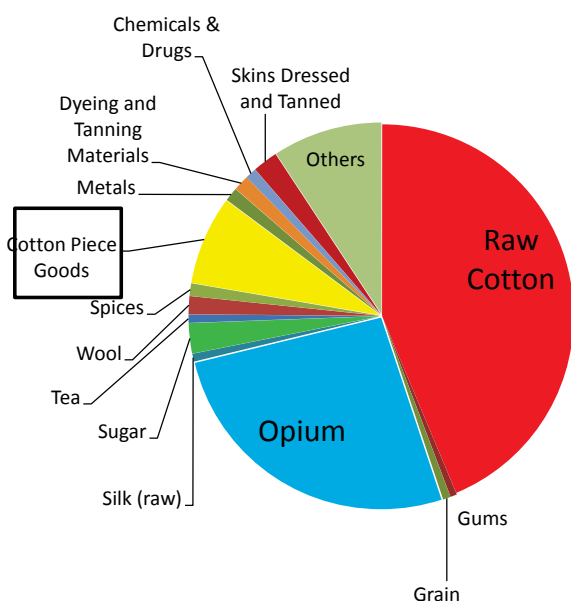


2-1-1 Exports from Bombay in 1840

- Total: Rs.43,459,033
- 1. Raw Cotton (44%)
- 2. Opium (26%)
- 3. Cotton Piece Goods (8%)
- 4. Sugar (3%)

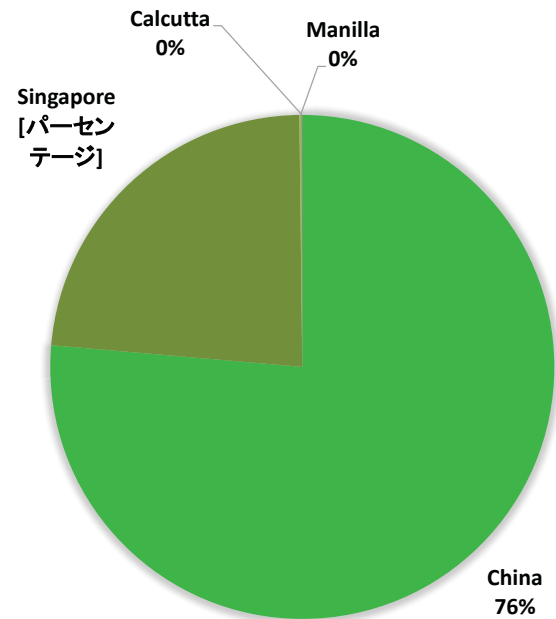
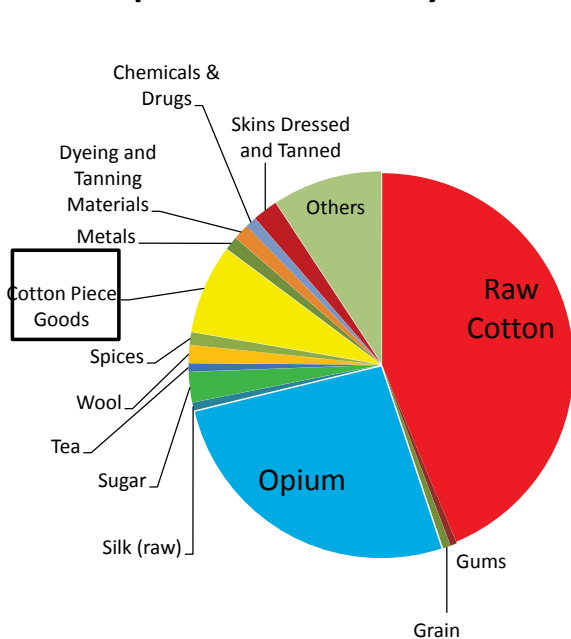


2-1-1 Raw Cotton (Exports in 1840)



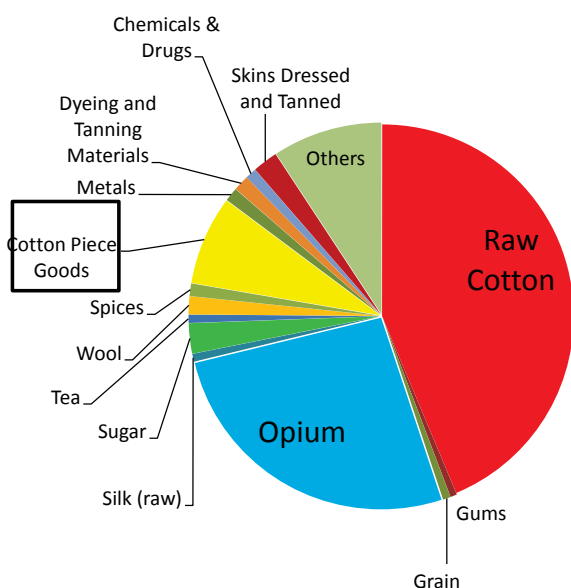
2-1-1 Opium (Exports in 1840)

Exports from Bombay in 1840

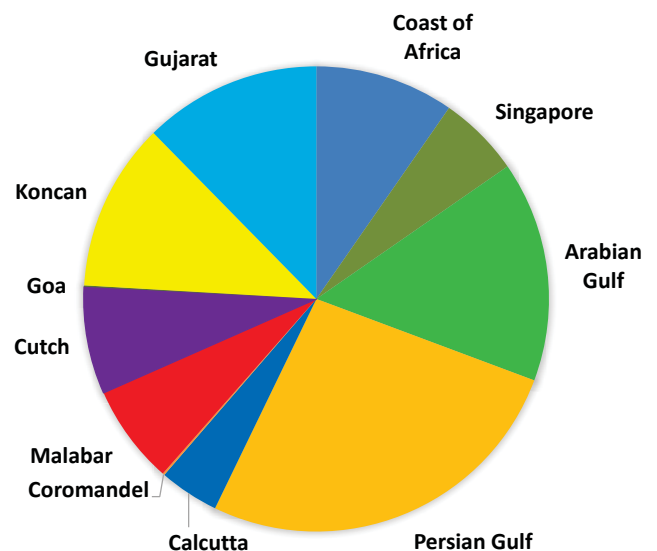


2-1-1 Cotton Piece Goods (Exports in 1840)

Exports from Bombay in 1840

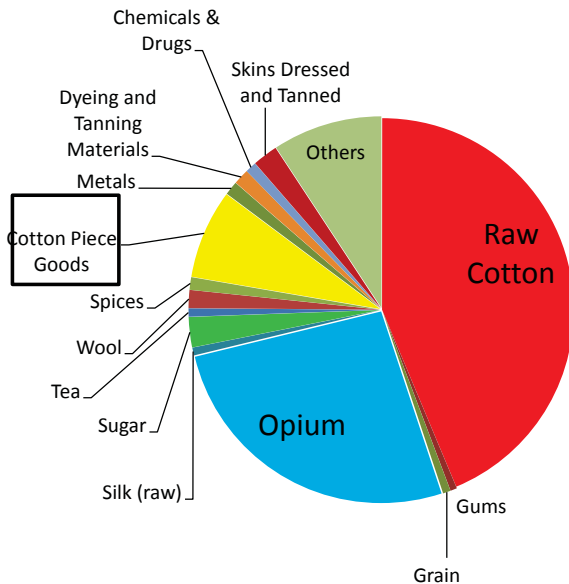


COTTON PIECE GOODS (EXPORTS IN 1840)

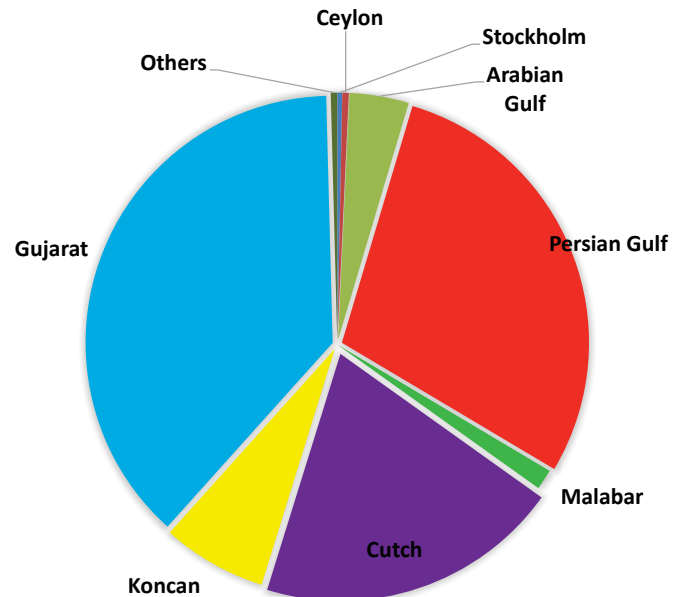


2-1-1 Sugar (Exports in 1840)

Exports from Bombay in 1840

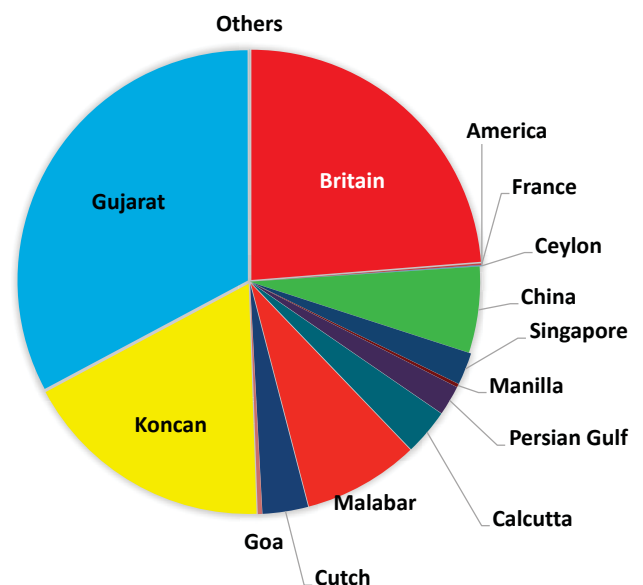


SUGAR (EXPORT IN 1840)

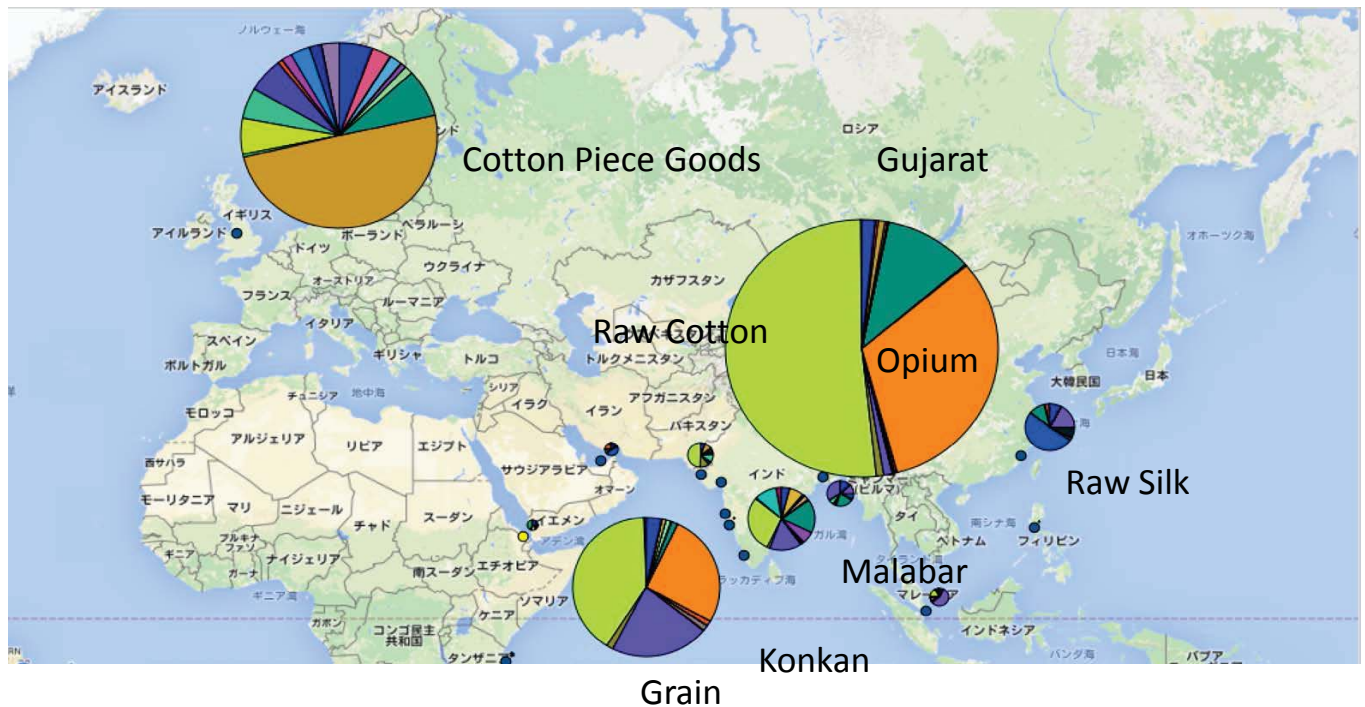


2-1-2 Imports into Bombay in 1840

- Total: Rs.40,400,566
- 1. Gujarat (33%)
- 2. Britain (24%)
- 3. Konkan (18%)
- 4. Malabar (8%)
- 5. China (6%)



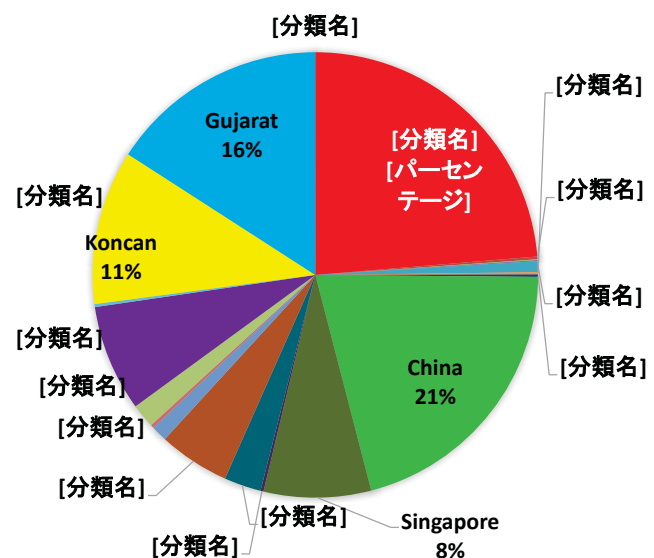
2-1-2 Imports into Bombay in 1840



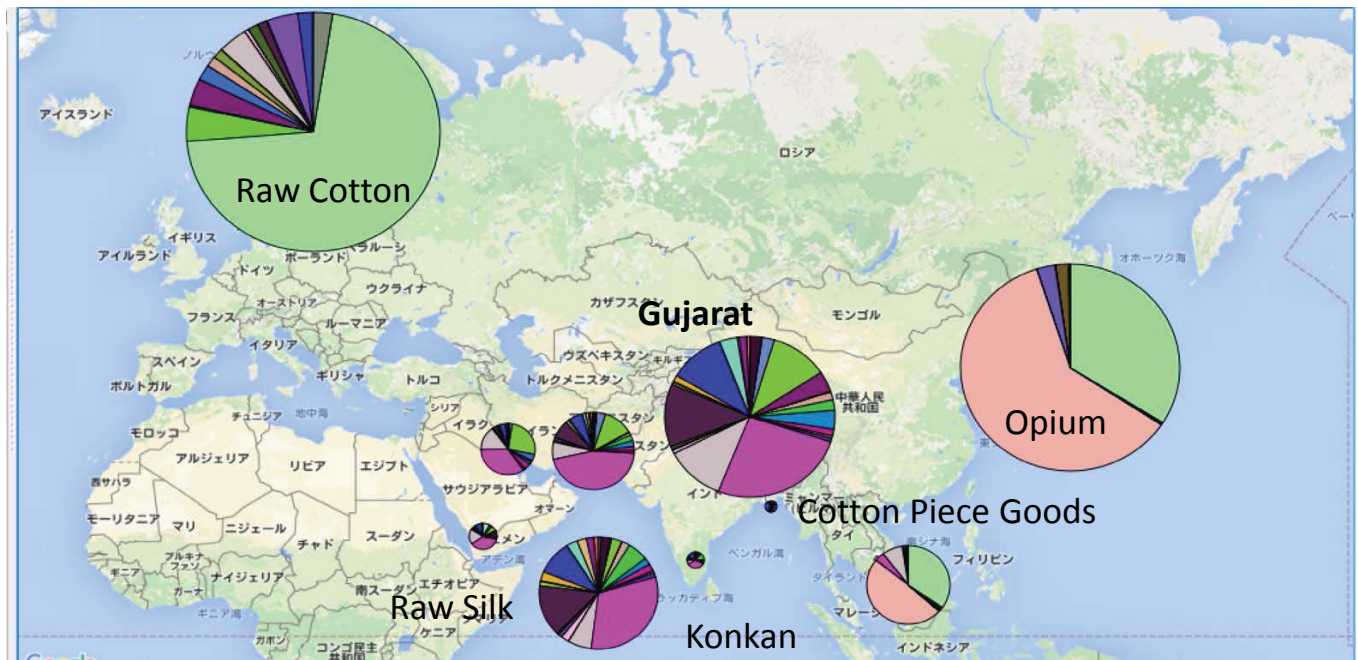
2-1-2 Exports from Bombay in 1840

Total: Rs.43,459,033

- 1. Britain (24%)
- 2. China (21%)
- 3. Konkan (11%)
- 4. Singapore (8%)



2-1-2 Exports from Bombay in 1840



2-1-2 Bombay Trade in 1870

Articles	Value (Rs.)
Apparel	1499378
Coals	2976635
Cotton	1393105
Dates	1645653
Glass	1362731
Copper	5997258
Spirits	3427629
Raw Silk	8767200
Sugar	5335210
Woollen Stuffs	1772403
Iron	2553707
Machinery	1557373
Railway Plant	5457306
Cotton Piece Goods	49972234
Silk Piece Goods	2142924
Others	23398576
Total	119259322

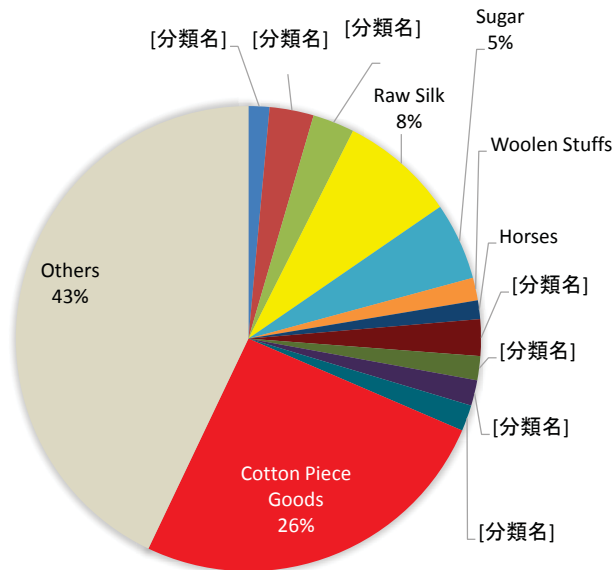
Import

Articles	Value (Rs.)
Apparel	142402
Raw Cotton	156210658
Grain	2063522
Opium	59712603
Silk (raw)	233620
Sugar	151763
Wool	5804236
Spices	512368
Cotton Piece Goods	1237102
Metals	85254
Dyeing and Tanning Materials	425962
Chemicals & Drugs	90489
Skins Dressed and Tanned	232854
Others	3418905
	230321738

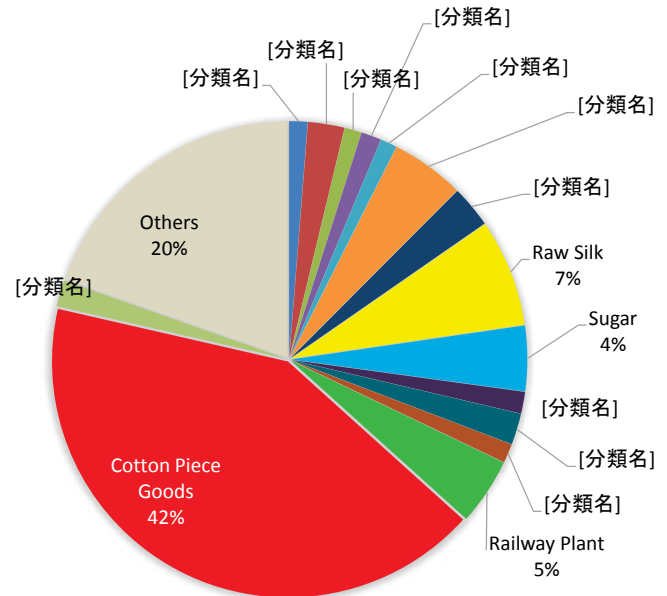
Export

2-1-2 Comparison of Imports in 1840 and 1870

IMPORTS INTO BOMBAY IN 1840

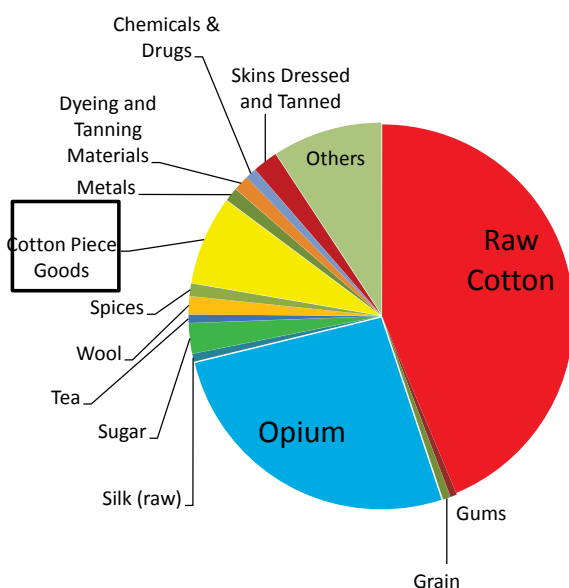


IMPORTS INTO BOMBAY IN 1870

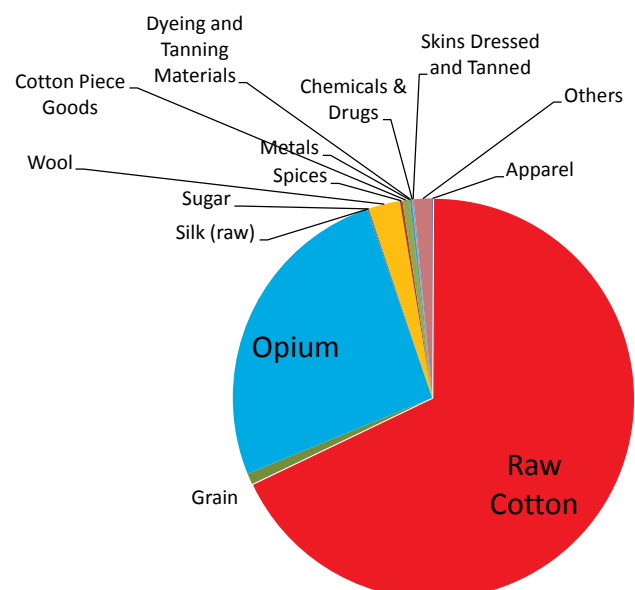


2-1-2 Comparison of Exports in 1840 and 1870

Exports from Bombay in 1840



Exports from Bombay in 1870



Cotton Piece Goods: 3,263,166 (in 1840) > 1,237,102 (in 1870)

2-2 Prices (Bombay City) in 1840

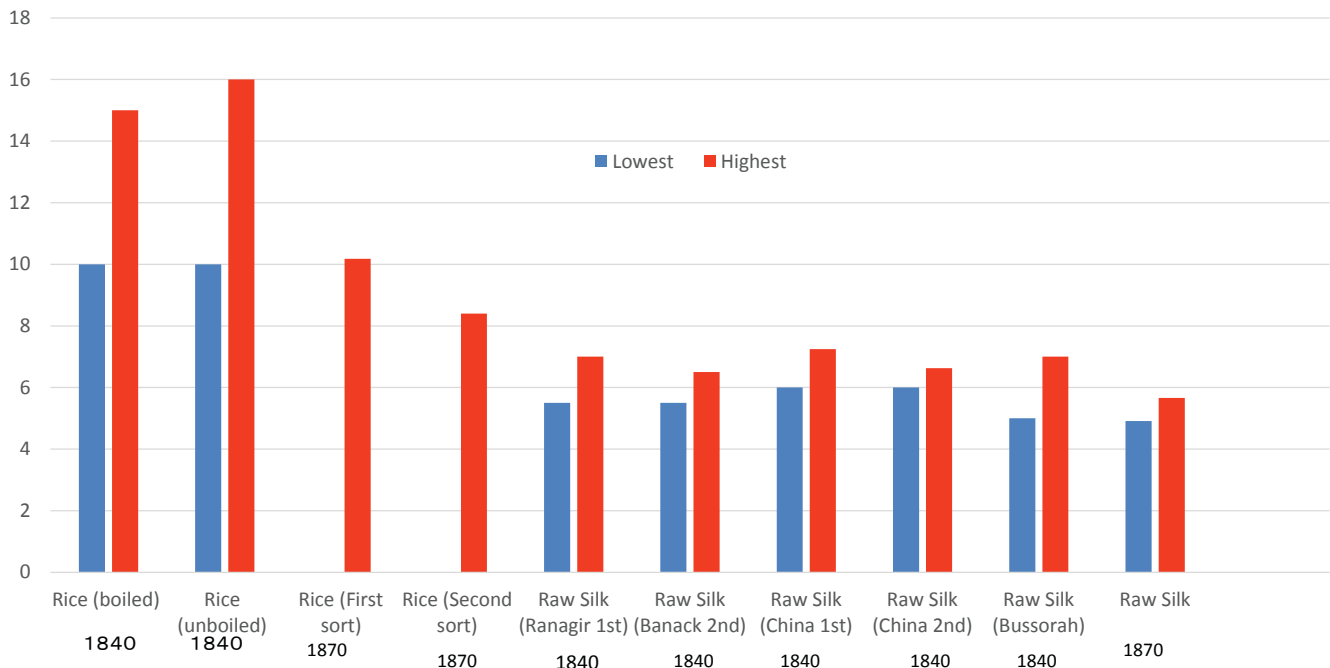
No.	Articles	Description 1	Description 2	Unit	Lowest-Month	Lowest Price	Highest Month	Highest Price
1	Woollens	Searlet	Fine	yard	April	2.75	September	3.25
2	Woollens	Yellow	Fine	yard	April	2.75	February	3.25
3	Woollens	Mazarine Blue	Fine	yard	October	2.75	January	3.125.
4	Woollens	Searlet	Superfine	yard	June	5.75	February	6.5
5	Woollens	Emerald Green	Superfine	yard	June	4.75	January	5.75
6	Woollens	Yellow	Superfine	yard	May	4.5	January	5.25
7	Woollens	Mazarine Blue	Superfine	yard	May	5.25	February	6.75
8	Woollens	Scarlet	Long Ells	piece	July	12.5	March	13
9	Woollens	Emerald Green	Long Ells	piece	August	12.5	April	13
10	Woollens	Mazarine Blue	Long Ells	piece	July	12.5	January	13
11	Woollens	Yellow	Long Ells	piece	June	12	December	13
12	Metals	Anchors		cwt	June	13	January	20
13	Metals	Copper	Bolt	cwt	August	55	March	68
14	Metals	Copper	Bussorah	cwt	March	56	March	57
15	Metals	Copper	Japan	cwt	n/a	n/a	n/a	n/a
16	Metals	Copper	Nails	cwt	March	57	December	70
17	Metals	Copper	Plate	cwt	March	57	April	62.5
18	Metals	Copper	Raised bottom	cwt	March	52	February	64
19	Metals	Copper	Sheathing	cwt	May	58	April	62.25
20	Metals	Copper	Sheet	cwt	June	58	April	62

101 Items

2-2 Prices (Bombay City) in 1870

No.				Unit	January	July	Year
1	Rice	1st sort	Bombay City	cwt			10.18
2	Rice	2nd sort	Bombay City	cwt			8.4
3	Wheat		Bombay City	cwt			7.99
4	Gram		Bombay City	cwt			8.3
5	Tur dal		Bombay City	cwt			9.74
6	Oil	Coconut	Bombay City	cwt			21.68
7	Oil	Sweet	Bombay City	cwt			22.4
8	Ghee	Best	Bombay City	cwt			56
9	Milk		Bombay City	cwt			16.59
10	Raw Sugar	Jagri	Bombay City	cwt			14.45
11	Potato		Bombay City	cwt			7.4
12	Salt		Bombay City	cwt			3.81
13	Bread		Bombay City	cwt			24.89
14	Mutton		Bombay City	cwt			37.33
15	Tobacco		Bombay City	cwt			70
16	Firewood		Bombay City	cwt			1.26
17	Fowls		Bombay City	dozen			9.78
18	Eggs		Bombay City	dozen			5.56
19	Coal		Import	Ton	17.5	21	
20	Raw Silk		Import	pound	5.66	4.91	
21	Sugar	Mauritius	Import	cwt	17	18	
22	Cotton		Export	cwt	1996	2319	
23	Linseed		Export	cwt	6.06	5.69	
24	Opium		Export	Chest	1413	1464	
25	Wheat	Khandwa	Export	cwt	0.12		
26	Wool		Export		629.68		

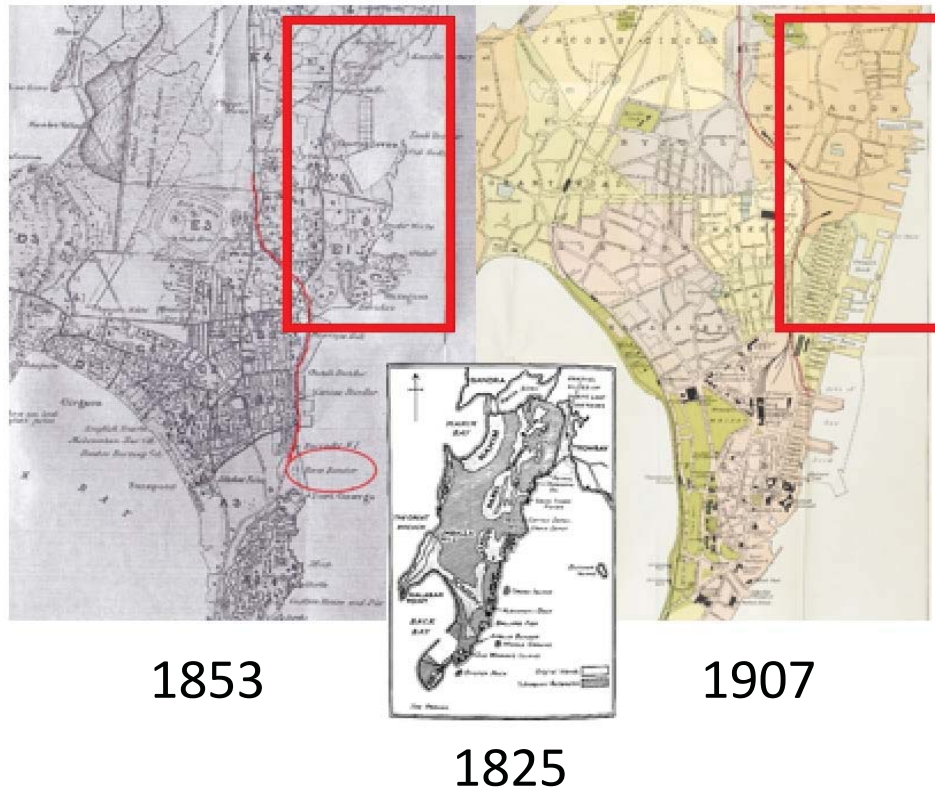
2-2 Comparison of Prices in 1840 and 1870



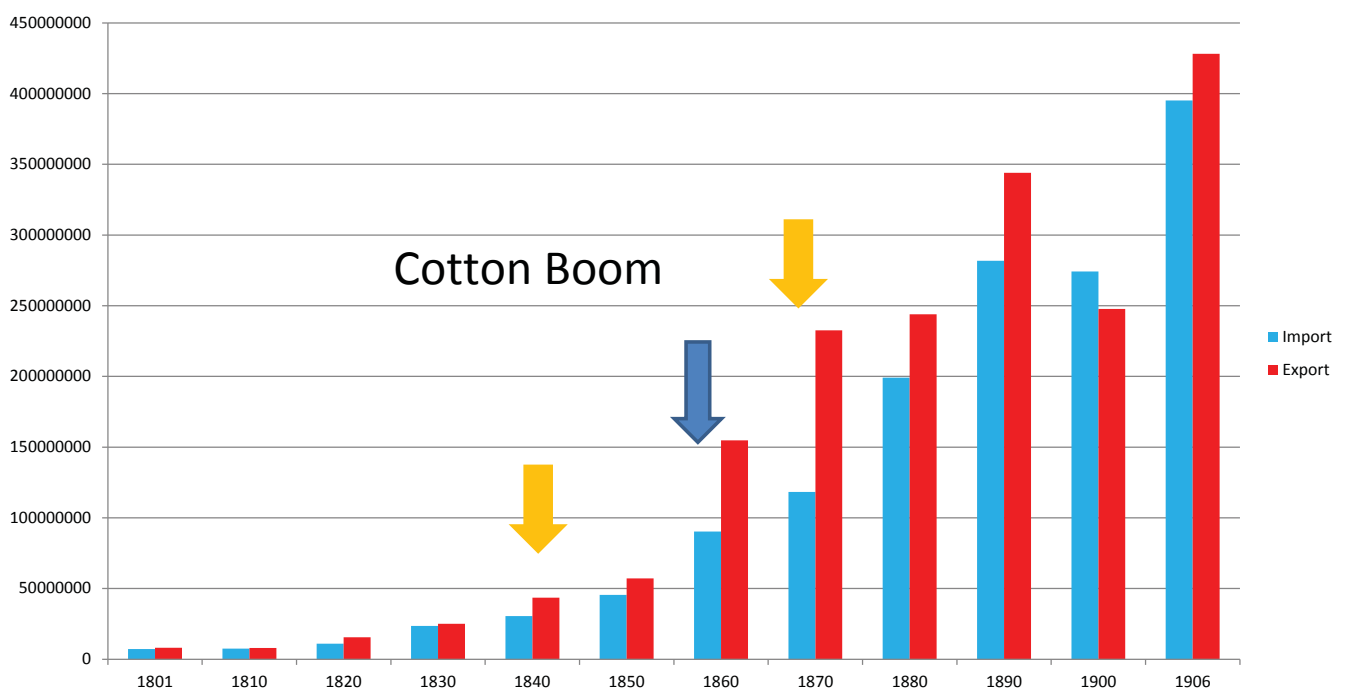
2-2 Changes of Bombay between 1840 and 1870

- 1840: the Bank of Bombay / 1842: the Bank of Western India (the Oriental Bank)
- 1853: Opening of G.I.P. Railways
- the early 1860s: Cotton Boom > the late 1860s: the Reclamation Boom in Bombay
- 1869: Opening of Suez Canal
- 1870: Bombay, Baroda, and Central Indian Railway connected Gujarat to Bombay.

2-2 Changes of Bombay between 1840 and 1870

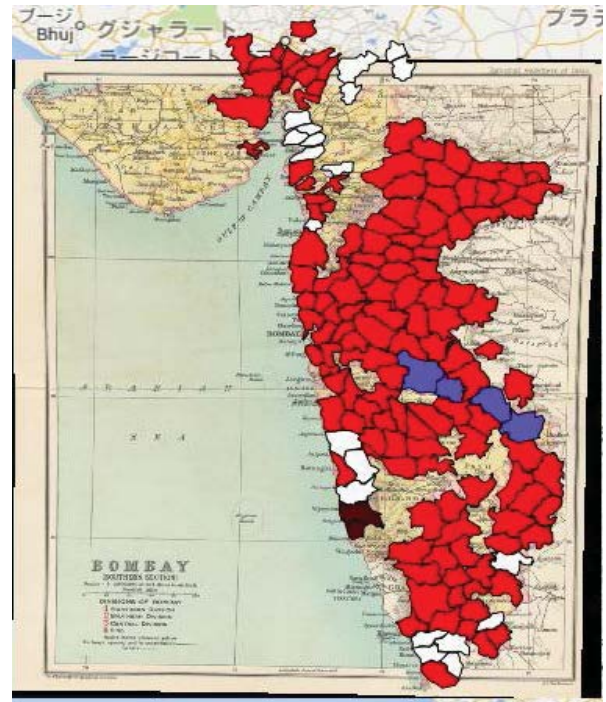


2-2 Changes of Bombay between 1840 and 1870



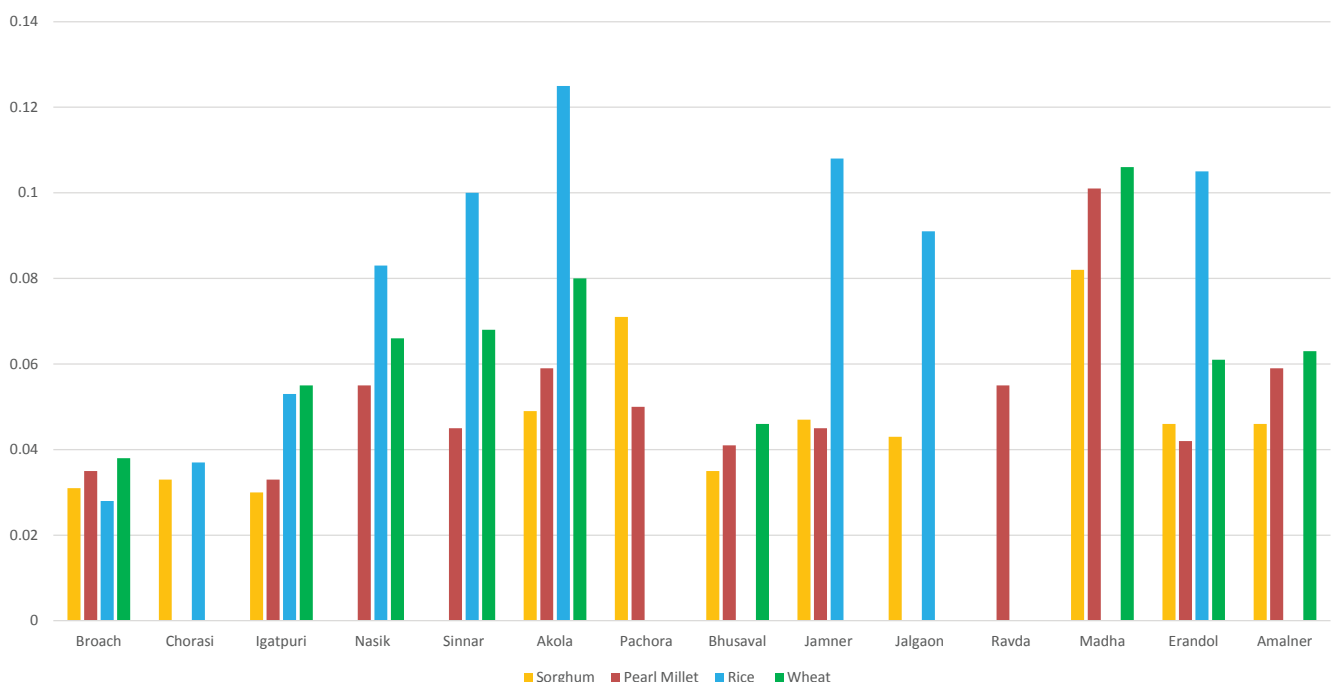
3 Settlement Reports

- The new land revenue system (*Rayatwari* Settlement) > the investigation on the prices of staple crops and on the local markets
- > The Settlement Reports
- The new land revenue system had been introduced in most part of the Bombay Presidency before 1870.



1870

3 Local Prices in 1870



Raw Cotton: Conversion rate?

3-2 Local Markets in Bombay Presidency

APPENDIX C.

Statement showing the Villages in which Weekly Bazar is held in the old Bdgalkot Taluka.

No.	Villages.	Days on which Bazar is held.	Weekly Sales.		Chief Articles traded in.
1	2	3	4		5
			All kinds of grains ...	20,000	Rice, wheat, gram, jowari, rala and minor grains. Jagri, sugar, salt, spices, chillies, and cocoanuts. Saris, dhotis, and khans, or women's bodices. Pauvel, all kinds of vegetables, and fruits.
			Groceries ...	14,000	
			Cloth and clothes ...	10,000	
			Cotton yarn ...	5,000	
			Vegetables ...	1,500	
			Total ...	50,500	
			Grains of all kinds ...	12,000	Rice, wheat, gram, jowari, rala and minor grains. Jagri, sugar, salt, spices, chillies and cocoanuts. Saris, dhotis, and khans or women's bodices. Pauvel, all kinds of vegetables, and fruits.
			Groceries ...	6,000	
			Cloth and clothes ...	4,000	
			Cotton yarn ...	2,000	
			Vegetables ...	1,200	
			Total ...	25,200	

3-2 Railway Trade (1870) in Settlement Reports

Ankleshwar Station			
	Outwards	Inwards	Unit
Passenger	41721	40761	
Passenger	17605	17999	Rs.
Cotton	1793	6	Ton
Grain	594	1147	Ton
Others	5138	3435	Ton
Cotton	34540	75	Rs.
Grain	3562	7679	Rs.
Others	37367	21925	Rs.

The data on the trade of a local port is also included in the settlement reports.

Panolee Station			
	Outwards	Inwards	Unit
Passenger	6453	6112	
Passenger	2315	1923	Rs.
Cotton	12	n/d	Ton
Grain	60	39	Ton
Others	128	107	Ton
Cotton	217	n/d	Rs.
Grain	326	132	Rs.
Others	481	711	Rs.

4 Archival Research

1. Sea Trade Data: 1840 > 1870
2. Prices in the Bombay Presidency: 1840 < 1870
3. Data on Local Prices and Local Markets in 1870: Problems on cotton data > **Cotton**
4. No data on inland trade within the Bombay Presidency.

➤ Archival Research

- i) Proceedings etc. in BL and Maharashtra Archives
- ii) Series of the Statistical Data in BL

4 Statistical Data in BL

- ii) Series of the Statistical Data on the Bombay Presidency
 1. Commerce Reports (1801/02-1857/58)
 2. India Annual Rail and River-borne Trade Returns (1888-) the related statistics (1873-)
 3. Bombay Trade and Navigation Annual Statements (1848/49-at least 1880)
 4. Annual Report on **Cotton** in the Bombay Presidency (1868-at least 1882/83)

Homework

- Ten Top Items: Prices in 1870
- Who took the commission? / Who took the money?
- Summary on the difference between 1840 and 1870
- Global Place Finder

Domestic and Foreign Markets after the opening of Treaty Ports in the Late Imperial China---1870s' case

Fan, I-chun

Academia Sinica, Taipei, Taiwan

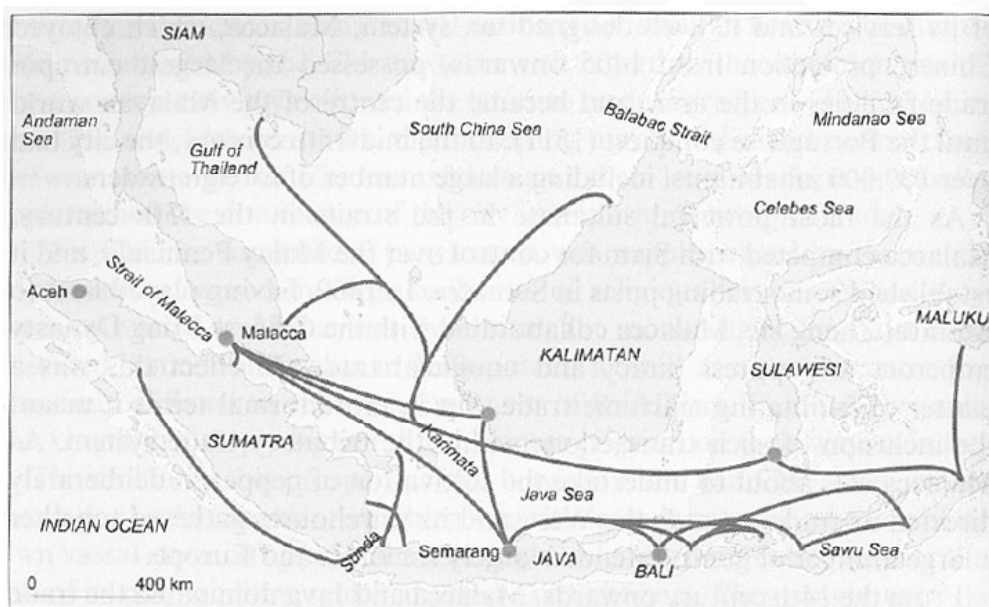
Toyama, Japan 2016.5.22



- **Background of the Traditional Asian Trading Network**
- **Opening of the China Treaty Ports**
- **Data of the Maritime Customs**
- **Samples of the Annual Report and Returns of Trade**
- **Examples of the early Trade Network**
- **From Domestic Trade to International Trade in China**
- **Demonstration of Display and Analysis System of Trade**

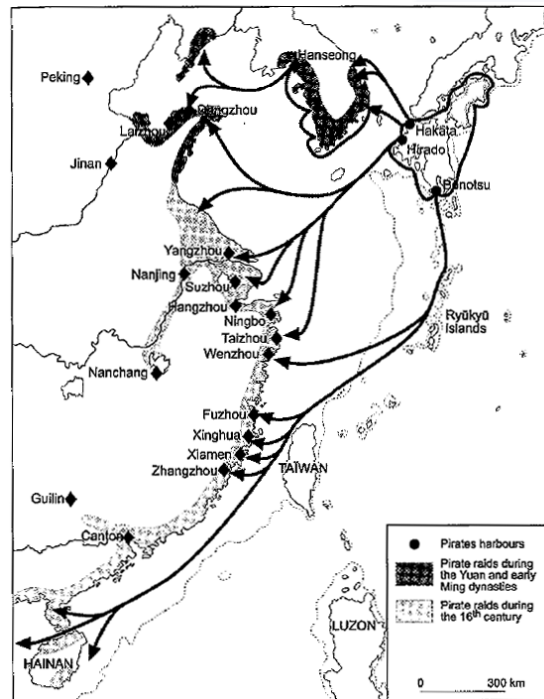
Commercial Network in Asia before the Expansion of Western Powers

Malacca's trade routes before the Portuguese conquest (1511)



Gipouloux, François, The Asian Mediterranean : port cities and trading networks in China, Japan and Southeast Asia, 13th-21st century, Cheltenham, U.K. ; Northampton, Mass. : Edward Elgar, 2011, p.64

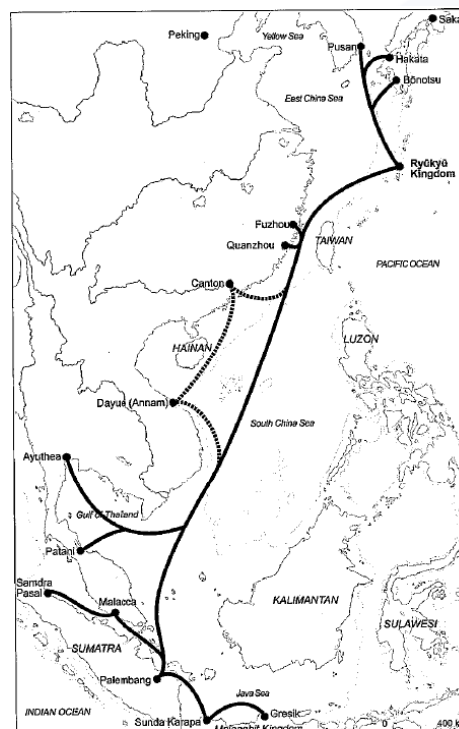
113 Japanese piracy in East Asia from the 14th to the 16th century



Gipouloux, François, *The Asian Mediterranean : port cities and trading networks in China, Japan and Southeast Asia, 13th-21st century*, Cheltenham, U.K. ; Northampton, Mass. : Edward Elgar, 2011, p.67

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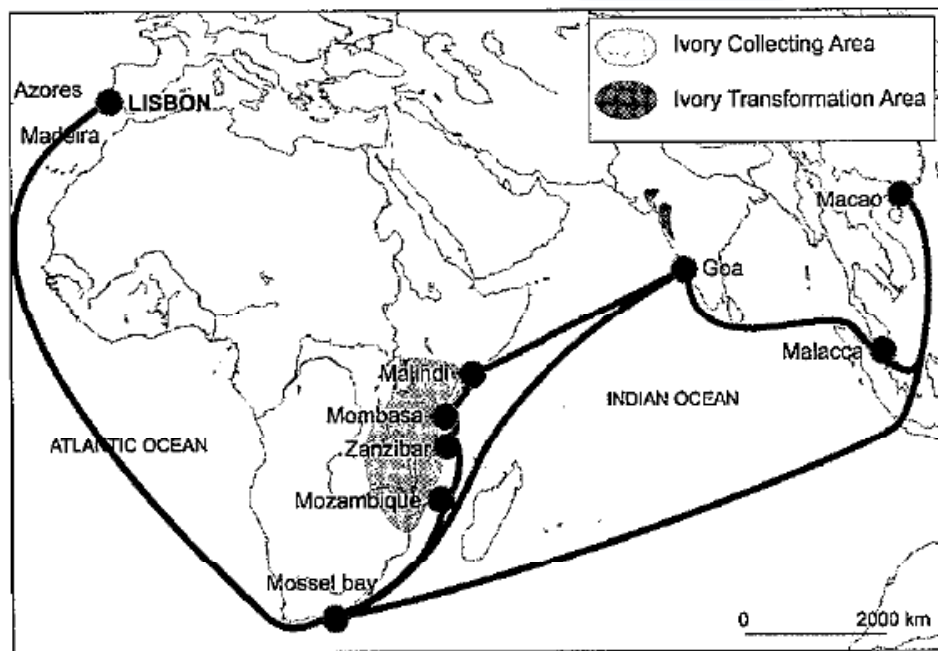
The Ryūkyū archipelago's maritime trade network, from the late 14th to the mid-16th century



Gipouloux, François, *The Asian Mediterranean : port cities and trading networks in China, Japan and Southeast Asia, 13th-21st century*, Cheltenham, U.K. ; Northampton, Mass. : Edward Elgar, 2011, p.69 (adapted from Hamashita Takeshi)

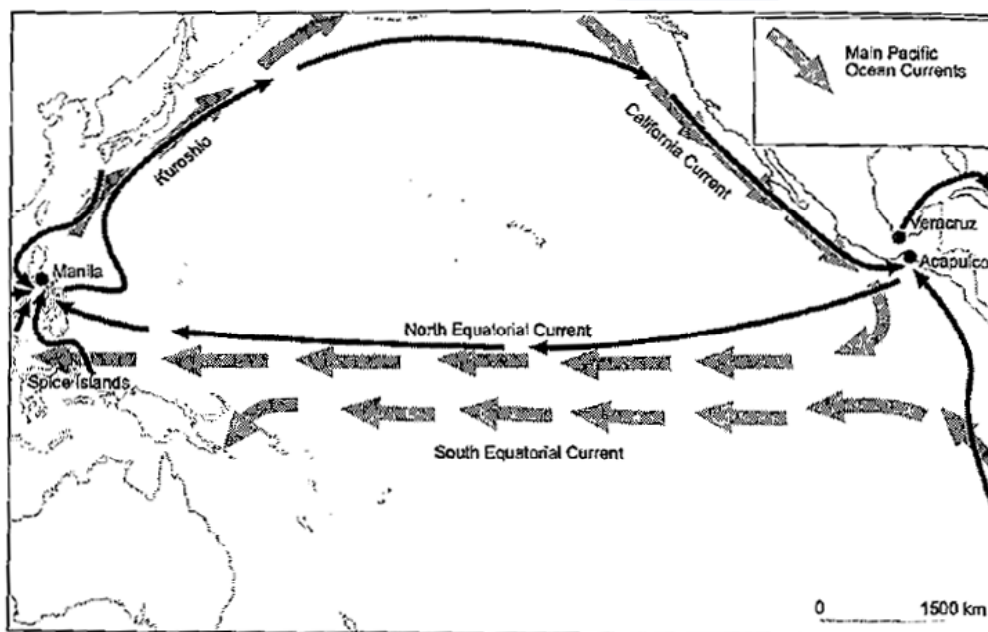
6

16th-century Portuguese expansion in the Indian Ocean and Asia and the ivory trade



Gipouloux, François, *The Asian Mediterranean : port cities and trading networks in China, Japan and Southeast Asia, 13th-21st century*, Cheltenham, U.K. ; Northampton, Mass. : Edward Elgar, 2011, p.115

The Manila Galleon's route



Gipouloux, François, *The Asian Mediterranean : port cities and trading networks in China, Japan and Southeast Asia, 13th-21st century*, Cheltenham, U.K. ; Northampton, Mass. : Edward Elgar, 2011, p.124

China Opening to the World in the 19th Century

The Nanking Treaty (1842)

Opening of the Treaty Ports (1842-1907):

Shanghai, Ningpo.....



Operation of the Treaty Port in the Early Stage

Import and Export Tax collection:

Canton (1843.7.27)

Amoy (1843.11.2)

Shanghai (1843.11.17)

Ningpo (1844.1.1)

Foochow (1845. 7)

Robert Hart and The Custom Offices

- **Robert Hart as the Inspector General of Customs**
- **The Establishment of Imperial Maritime Customs System**

China Maritime Customs Publications (I)

- **I. Statistical Series**
- **II. Special Series**
 - No. 11 “Tea, 1888”**
 - No. 31 “The Soya Bean of Manchuria”**
- **III. Miscellaneous Series**
 - No. 10 “Names of Places on the China Coast and the Yangtze River”**

China Maritime Customs Publications (II)

- **IV. Service Series**
 No. 10 Service List (Corrected to July 1, 1884)
- **V. Office Series**
 Customs Papers No. 27. Reports on Smuggling at Canton
- **VI. Inspectorate Series and Others**
 Customs Interport Tariff of the Republic China (1931)

Statistical Series Publications on the Foreign and Domestic Trades

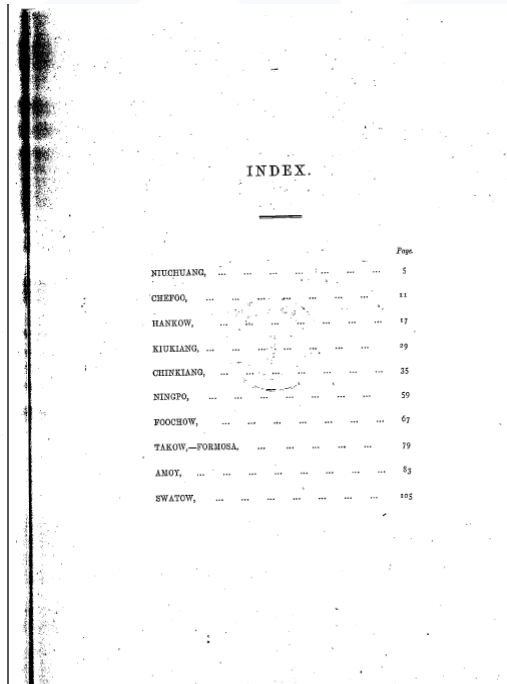
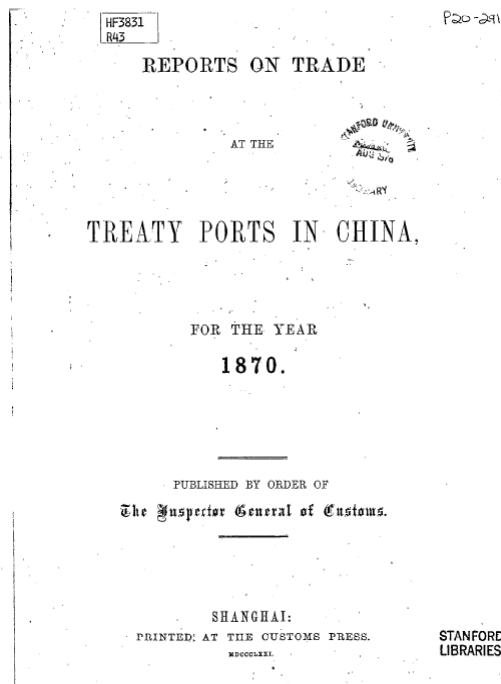
- **Example of the Publications:**

**Reports on Trade at the Treaty Ports in China,
for the Year 1870**

**Returns of Trade at the Treaty Ports in China
for the Year 1870**

Reports on Trade

- **Sample**



NIUCHUANG TRADE REPORT,
FOR THE YEAR 1870.

CUSTOM HOUSE,
HUANG, 31ST JANUARY, 1872.

SIR,

The fluctuation to which commerce is liable is exemplified in the results shown by the Returns of the trade, under Foreign Flags, at this port during the past year; the total value of such trade comparing unfavourably with that during the three preceding years.

The reason of 1879 may be said to have commenced on the 23rd March last, for, although the steamer *Tu-Pan-Yu* appeared within sight of this settlement as early as the 16th of that month;—and the steamer *Kiu Su*, on the 20th, succeeded in getting up as far as the Canton. Here, but a few hours after the breaking up of the ice, only, however, to find her position an untenable one, it was not until the 23rd that vessels could venture to remain here, on that day the steamer *Tu-Pan-Yu*, *Kiu Su* and *Chien* took up their benches opposite the settlement, but much difficulty was, for some days, experienced in the landing and shipment of cargo, owing to the quantity of floating ice in the river, which had not disappeared at the close of the month.

In April vessels arrived in unusual numbers, and on the 15th of that month there were 53 vessels in the anchorage, a somewhat remarkable occurrence at this port, and one which was principally owing to the demand for Pulse and Pulse Oil in Japan, a demand which naturally caused an advance in the prices of these staples.

On the 8th July there was not a single vessel in port, also an unusual occurrence during the season.

A comprehensive view of the general character of the trade at this port during 1870, may best be obtained from a brief summary of the remarks on such trade contained in the Quarterly Reports from this Office, published during last year.

The report for the June Quarter showed that the scarcity of Syon, (owing principally to its excessive export during the three previous years,) and the high price of food staples, exercised a depressing influence on the Import market, and that many transactions by barter had taken place at rates unfavourable to the importer.

No less than 40 sailing vessels and 3 steamers cleared for Japan during the quarter with Pulse and Pulse Oil, but the supply appeared to be greater than the demand, and the general results were stated to be not such as had been hoped for, a statement which subsequent accounts justified. The unusual demand had enabled holders of Grey and White Shirts, Drills, and some descriptions of Waulens, to effect better transactions.

Although Imports had been received in some quantity, Opium alone showed an advance in price, and transactions in Piece Goods and Metals had proved the reverse of profitable.

In Imports generally a falling off of 20 per cent. in the rates obtainable at the same period in the previous year had taken place. Transactions by barter were again reported, and the prices of Pulse, Pulse Cake and Pulse Oil were shown to have declined.

From the December quarter's report it appeared that although trade had shown a slight improvement on that of the preceding quarter, it compared unfavorably with that during the corresponding period in the previous year. Opium, Sugar, and Paper of a superior quality had advanced in price, but that of other descriptions of Imports had fallen.

The price of Pulse and Pulse Cake had advanced during the quarter, whilst that of Pulse Oil, which had advanced towards the middle, had again fallen at the close of the quarter.

TRADE REPORTS

The value of the trade, exclusive of Treasure and Re-exports, during last as compared with the three previous years, is shown in the following table:—

	1867.	1868.	1869.	1870.
Value of Foreign Goods Imported,	727,456	728,887	739,570	724,455
" " Chinese "	796,195	1,130,551	1,185,660	684,225
Total, Imports,	796,753	6,915,838	3,179,710	2,026,330
Value of Export to Foreign Countries,	1,099,7		1,554,4	1,745,06
" " Chinese Ports,	2,393,575	1,161,649	2,068,385	1,105,238
Total, Exports,	3,493,343	1,391,619	2,740,439	2,250,098
Total Value of Imports and Exports,	4,479,439	6,937,457	5,920,149	5,477,378

The great increase shown during last as compared with the three previous years in the value of Exports to Foreign Countries is accounted for by the large shipments of Pulse and Pulse Oil to Japan already alluded to, in other respects a decrease in the value of trade of this port during 1870 is apparent.

The following statement shows the number and tonnage of vessels of different flags entered at this port during 1870 and the three preceding years :—

FLAG.	1867.		1868.		1869.		1870.	
	No.	Tonn.	No.	Tonn.	No.	Tonn.	No.	Tonn.
American,	15	6,061	9	3,718	14	6,398	17	6,661
British,	113	45,412	71	26,612	127	45,381	127	45,619
Dutch,	14	5,783	3	674	18	4,069	18	4,871
French,	7	2,043	4	1,161	3	3,056	13	3,581
German,	...	...	...	110	...	2,604	3	887
North-German,	152	44,877	87	24,845	157	43,025	...	16,564
Portuguese,	...	...	...	...	...	1	...	...
Russian,	...	...	...	...	...	2	...	...
Siam,	...	...	...	404	...	...	...	...
Siaman,	...	...	...	8,110	...	6,123	...	...
Spanish,	...	...	...	79	...	...	...	...
Norwegian,	...	...	...	581	...	13,831	...	...
Swedish,	...	...	...	1,047	...	...	...	...
Total,	327	110,418	211	70,654	359	113,374	471	98,811

It has been remarked here that the falling off in the number of vessels entered in 1870, as compared with 1869, is nearly represented by the decrease in the number of vessels under the North-German flag.

the nearly 100,000 of the same class in the number of vessels under the North-German flag. In the year 1874, when the intelligence was received of war having been declared between France and the North-German Confederation, thousands of the vessels of this class, which had cleared last the anchorage, put back, there being rumors of French vessels on their way to the Gulf, of these three vessels one left the port in September, the remaining two transhipped their cargoes to neutral vessels, and then were hauled into the harbor under the same flag, but large quantities of its suddenly appearing in the Gulf, they were hauled into the North-Norwegian— a warning which speedily directed the anchorage of vessels—before they had been used to the Gulf, they were prepared for them, they left the port, being, with one exception, (that of the *Robt Tod Nop*, chartered as a Lightship-hull for the season of 1870), the only vessels leaving in ballast during the year.

Of the British vessels arriving here in 1870 the *Walton* and the *George Stetten* came direct from England, via Tientsin, and discharged the remaining portion of their original cargo, consisting of Piece Goods and Iron.

NIUCHUANG.

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The *Algerine*, arriving in August in a leaky condition, after having been stranded on the Kai-chow Banks, was condemned, sold and broken up here.

The *Edou* Grafts grounded in attempting to cross the Bar on the 18th November, and having sprung a leak, got back, but, it being found necessary to run her on shore near the Flag Staff Beacon, she was towed ashore, and afterwards, with her cargo, sold by auction.

The *Clara* Babouge got aground near the same Beacon on the 19th November, but, after discharging a considerable portion of her cargo, got off and proceeded to sea on the 25th of the same month, being the last vessel to cross the Bar.

Two collisions between Foreign vessels occurred at this port in April last, but in neither case was any very serious damage sustained.

The total number of vessels cleared for Japan during the year was 6: sailing vessels and 6 steamers.

The steamer *Kio Shu* made twelve trips to this port during the past year.

A comparison of the quantities of the principal articles of Import received here during the last four years will be found in the subjoined table:—

DESCRIPTION OF GOODS.	1867.	1868.	1869.	1870.
OPPIUM:—				
Malwa, <i>Pounds</i>	2,476.42	2,561.50	2,427.21	2,398
Patna, "	91.53	90.33	88.14	40.90
Bombay, "	14.40	62.30	3.50	95
Peppered, "	3.98	1.38	...	4
Other kinds, (Persian), "	...	...	...	...
Total, <i>Pounds</i>	2,589.33	2,685.41	2,518.95	2,441.90
COTTONS:—				
Shirtings, Grey, <i>Pieces</i>	36,040	121,395	59,065	62,500
White, Plain, "	7,137	13,359	7,132	10,148
Browned, White & Spotted, "	4,408	7,008	870	1,120
Dyed, Plain, "	210	210	1,160	1,120
T. Cloths, "	14,230	81,230	54,081	90,467
Drills, English, Dutch and American, "	38,927	44,797	66,814	58,701
Shawls, "	...	...	...	...
Jeans, "	60	...	1,160	14,779
Chintzes, "	1,738	10,190	...	9,115
Turkey Red Cloths and Cambrics, "	9,019	2,010	1,000	1,000
Dumazaks, Dyed, "	1,340	1,840	2,804	...
Yelveres, Velveteens and Fustians, "	522	2,650	6,321	6,067
Jeanees, Cambrics, Lawes & Mullins, "	100	500	699	...
Handkerchiefs, "	8,652	276	6,084	3,600
Cotton Goods, Unbleached, "	...	152	1,202	3,211
Total, <i>Pieces</i>	113,014	209,009	213,023	260,118
WOOLLEN:—				
Alpacas, <i>Pieces</i>	1	...	...	30
Blankets, "	...	42	467	...
Bombazines, "	499	200	...	20
Burlings, "	...	17	...	4
Cambles, English, "	2,056	4,408	2,463	3,113
" Dutch, "	30	...	...	215
Imitation Cambric Orders, "	300	932	1,774	...
Cloth, Broad, Medium and Heavy, "	1	107	11	...
Spanish Stripes, "	84	1,225	1,414	699
Flannels, "	21	...	...	...
Lawings, "	1,626	2,526	2,650	3,143
" Crapes, "	6,945	4,676	5,865	19,119
Long Silks, "	...	321	89	1,182
Lustres and Orleans, Plain & Figured, "	15,404	20,318	3,407	6,277
Total, <i>Pieces</i>	26,907	45,272	18,185	25,006

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	1867.	1868.	1869.	1870.
Import, (exclusive of Opium), <i>7th m.e.s.</i>	7th m.e.s.	7th m.e.s.	7th m.e.s.	7th m.e.s.
Opium, "	13,984.0.1.3	21,190.2.0.9	19,625.1.1.7	13,913.0.0.8
Opium, "	71,594.4.7.4	81,856.2.4.6	77,300.4.3.7	77,371.4.9.0
Opium Trade, "	13,281.1.7.4	27,252.3.2.0	18,115.1.4.1	17,805.9.4.0
Total of Import Duties, <i>7th m.e.s.</i>	98,559.6.6.6	131,395.7.5.5	115,040.7.6.8	97,489.6.0.8
" Export, "	112,736.3.5.4	154,541.5.4.9	139,062.5.3.8	133,922.2.6.6
Tonnage Duty, "	7,976.4.0.0	3,098.4.0.0	6,873.5.5.6	7,237.8.0.0
Total, <i>7th m.e.s.</i>	219,272.4.1.7	215,034.7.3.4	260,981.9.6.1	238,415.4.3.4

The number of Junks visiting this port appears for the last few years to have been steadily decreasing, but a very marked decrease is apparent in comparing the number of such arrivals during the past and previous years, thus it is stated that there have arrived:—

	In 1869.	In 1870.
Chekiang Junks, "	261	200
Kwang Nan, "	2,015	180
Shantung, "	105	250
Tientsin, "	381	1,230
Total, "	2,762	1,610

The reason for so great a falling off does not appear to be well understood but experience has shown that in a competition between Native and Foreign vessels the result has almost invariably been in favor of the latter.

The falling off in the duties collected at the Junk Customs House during last as compared with the preceding year, is said to have amounted to upwards of 7th m.e.s. Junks which have been employed in carrying goods to the North, on arrival here are allowed to land a cargo free of duty.

Although the cultivation of the poppy in this province has been prohibited, Native Opium finds its way here from the interior in small quantities, to the extent it is estimated at about 25 m.e.s. yearly. It is subject on arrival to a duty of 7th m.e.s. payable at the Native Customs House, and to a Lekin Tax of 7th m.e.s. per m.e.s. but most of that brought here is smuggled.

It is further stated that at Kailow, Chiao-chow and other places in this province native drug is much used and that the late crop has been a good one.

In answer to enquiries as to the trade with Corea the following statements have been made:—

The seasons for holding the fairs at the Kao-li-mu are about the 3rd and 9th Chinese months; hitherto these fairs have been less successfully attended in consequence of surreptitious barriers having been found practicable.

The importation of Foreign manufactures is strictly prohibited by the Corea Government, but Foreign goods, especially shirtings, Drills, and T. Cloths, are nevertheless introduced into Corea in a disguised form.

This disguise is effected by the Chinese dealers by cutting the goods into half lengths, removing the Foreign and substituting a Chinese trade mark, and by adopting a Chinese form of package. Foreign manufactures in an unchanged state are also occasionally imported surreptitiously.

The principal articles obtained from the Corea are Gold, Ginseng, Deer's Horns, Paper, Biche de Mer, Seaweed and Silk Piece Goods, the latter class of goods being Chinese Crapes, which, when obtained by the Coreaans, is redressed, cut and folded by them in a peculiar manner, and re-exchanged with the Chinese for other goods.

Transactions are principally by barter, but Chinese Copper Cash are also sometimes used as a medium. The places where these transactions take place are, the Kao-li-mu, Ping Hwang Ching and To-ke-shan.

The tenor of the above statements would imply that the Corea are alive to the advantages of trade, and that were the restrictions affecting Foreign manufactures removed they would probably become purchasers of these goods to a considerable extent.

On the 3rd July last the North-German schooner *Evana* arrived here from Tientsin, bringing intelligence of the burning of the French Consulate and Hospital and the massacre of the Foreigners there.

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TRADE REPORT.

IMPORT.—Continued.

DESCRIPTION OF GOODS.	1867.	1868.	1869.	1870.
Woolen and Cotton Mixtures, <i>Pieces</i>	50	1,500	...	310
Calves, <i>Pounds</i>	30	117	41	120
IRON:—				
Iron, Nail Rod, <i>Pounds</i>	8,467.50	25,286.49	47,878.27	10,652.14
" Bar, "	3,430.37	23,739.14	39,841.58	20,090.23
" Hoop, "	...	...	...	...
" Sheet, "	108.70	1,174.63	199.10	596.94
Lead, in Pigs, "	35.56	891.20	2,520.24	849.90
Tin, in Slabs and Plates, "	1,301.00	798.08	...	484.07
Copper Sheeting, Nails & Muntz Metal, "	...	10.50	319.30	97.23
Quicksilver, "	...	35.38	...	16.25

This in 1870, as compared with 1869, an increase is shown in the import of Cotton and Woolen Piece Goods, Steel, Tin and Quicksilver, and a decrease in that of Opium, Iron, Lead, and Copper Sheeting.

The following statement shows the quantities of the principal articles of Export shipped during the past four years:—

DESCRIPTION OF GOODS.	1867.	1868.	1869.	1870.
Biche de Mer, <i>Pounds</i>	8.10	11.00	25.77	0.27
Ginseng, "	185.60	353.794	307.294	518.81
Horns, "	254.61	174.17	88.684	30.95
Deer's Horns, Young, <i>Pounds</i>	1461	81	102	185
Medicines, <i>Pounds</i>	3,196.51	6,403.73	8,695.22	4,794.18
Melons Seed, "	6,748.46	2,737.55	1,899.12	1,612.56
Oil, Pulse, "	23,101.60	14,439.41	38,358.38	135,458.53
Pulse, "	1,161,027.50	807,094.38	1,496,167.60	973,748.50
" Cake, <i>Pounds</i>	2,543.88	1,881.767	1,622.167	1,599.711
Sumshoon, <i>Pounds</i>	6,745.45	4,291.37	2,983.12	182.89
Tallow, "	2,135.39	1,718.53	1,345.28	165.88

showing an increase in 1870, as compared with the previous year, in the export of Pulse Oil, Ginseng, and Young Deer's Horns and a decrease in that of Pulse, Pulse Cake, Tallow and the remaining articles enumerated.

It is much to be regretted that the enterprise which established a Steam Pulse Cake and Oil Mill at this port should not have received its due reward. In June last the machinery was stopped for the season, and it is stated that the present proprietors do not intend to continue the experiment.

The high price of Pulse and the unfavorable state of the southern markets at which the Pulse Cake and Oil arrived, are stated to have caused the abandonment of this spirited undertaking.

TRADE:—In the Trade Returns for 1870 no return has been made of Tallow which is landed and shipped here, both by Chinese and Foreign Merchants, without permits, for which reason it has been found impossible to obtain anything like reliable particulars regarding it, and any statement made from what information it has been found possible to obtain, would therefore only be calculated to mislead.

The Revenue collected at this port under Foreign flag, during the past four years, is shown under its various headings in the subjoined statement, from which it will be seen that although the collection during 1870 was less than during 1869 it exceeded the collection in 1867 and 1868.

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TRADE REPORT.

For some days previously rumors of this shocking occurrence were current amongst the Chinese here, and for some time afterwards there was considerable excitement, owing to rumors of an intended attack on Foreigners at this port; no disturbance, however, took place and these rumors appear to have been without foundation.

The presence of H. B. M.'s gun-boat *Grasshopper*, sent here by the British authorities to remain during the time of the protection of this settlement, has, however, not only caused a feeling of security, which could not otherwise have been experienced by Foreigners in a position of complete isolation, but has afforded a tangible proof to the Chinese that the lives and interests of Foreign residents are duly cared for.

It has already been stated that the high price of food and the scarcity of Sycee have operated unfavorably upon trade in this province during the past year.

The report on the trade at this port for 1869 stated that there had been a deficiency in the Millet and late Grain crops of that year, owing to the damage sustained by excessive rain in the early summer.

During 1870 drought was experienced in the early summer, but subsequently unusually heavy and long continued rains have inundated a large extent of the low-lying country between this port and Monk-den, seriously injuring the crops, destroying many dwellings, and causing a great amount of misery and destitution, inasmuch that Ban Oak and, in some cases, even rice, have been resorted to as food, whilst, to these causes may also be attributed the presence during the present winter of hordes of mounted robbers in this vicinity.

It is, however, satisfactory to be able to add that favorable reports have been received of the crops generally further north, where the land is more elevated, and it is to be hoped that the prices of food staples will, during the present year, assume their normal rates, and thus contribute to the welfare of the people, upon whose prosperity or indigence, as producers and consumers, the prospects and condition of commerce must ever depend.

I have the honor to be,

Sir,

Your most obedient Servant,

T. G. LUSON,

Acting Commissioner of Customs.

To ROBERT HART, ESQUIRE,
Inspector General of Customs,
PEKING.

TABLE No. I.—Trade in Foreign Goods.—Imports and Re-Exports

[illegible]

TABLE No. I.—Trade in Foreign Goods.—Imports and Re-Exports

[illegible]

SUMMARY

Exports from Great Britain.....	74	6,119	
" Japan.....	11	7,975	
" Siam.....	10	725	
			77,105
" Hongkong.....	74	16,695	
" Cebu.....	10	731,541	
" Shanghai.....	11	5,699,851	
" Ningpo.....	11	1,309	
" Amoy.....	11	76	
" Canton.....	11	9,616	
	74	2,231,133	
			2,268,738
Re-Exports to Japan.....	74	454	
" Hongkong.....	10	2,661	
" Shanghai.....	11	51,217	
" Cebu.....	11	12,410	
	74	66,753	
			66,783
NET TOTAL IMPORTS.....			
			2,244,455
Re-Export of Blankets in excess of importation.....	11	774	
TOTAL.....	74	2,245,229	

TABLE No. II.—Trade in Native Produce.—Imports and Re-Exports.

Description of Goods.	Quantity or Number of Units.	Imports from CHINA PORT.		Imports from HONGKONG.		Re-Exports to CHINA PORT.		Re-Exports to FOREIGN COUNTRIES AND COASTS.		Net Total Imports.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
Amber, Raw.	Pieces	..	..	18.50	370.	..	..	..	..	18.50	370.
Bees Wax, Broken.	Pieces	..	..	151	1,357	18	162	..	..	133	1,195
Bamboo Poles.	Pieces	99,500	4,418	1,379	1,379	..	..	..	..	101,879	5,797
Banana Peel.	Pieces	21,900	1,404	..	..	..	..	..	..	21,900	1,404
Canton.	Pieces	..	..	27.50	387	..	..	..	..	27.50	387
China Ware, Green.	Pieces	352	1,129	..	..	..	..	..	..	352	1,129
China Ware, Red.	Pieces	117	1,065	..	..	..	..	..	..	117	1,065
China Ware, Yellow.	Pieces	24,000	12,000	..	..	..	..	..	..	24,000	12,000
Cinnamon.	Pieces	2,000	2,000	..	..	..	..	..	..	2,000	2,000
Cinnamon, Green.	Pieces	..	..	1.50	333	..	..	4500	2,475	1,500	3,313
Cinnamon, Red.	Pieces	..	..	6.75	..	..	..	..	..	6.75	..
Cinnamon, Yellow.	Pieces	..	..	1.00	..	22.50	725	..	..	15.50	2,440
Cinnamon, Green.	Pieces	..	..	1.00	..	..	..	..	..	1.00	..
Cinnamon, Red.	Pieces	..	..	1.00	..	..	..	..	..	1.00	..
Cinnamon, Yellow.	Pieces	..	..	1.00	..	..	..	..	..	1.00	..
Copper Ore.	Pieces	100.00	1,137	..	..	..	..	..	..	100.00	1,137
Malacca, Manufactured, or Brazed Ware, Brazed Stat. Iron, &c.	Pieces	33.37	25,471	0.08	34	5.94	874	..	..	33.91	25,625
Nuts, Betel.	Pieces	1,611.18	761	10.00	450	..	..	..	..	2,062.18	1,211
Opium, Foreign.	Pieces	..	..	5.37	..	..	..	..	..	5.37	..
Opium, in Quality.	Pieces	1,051.04	99,117	73.25	8,599	10.39	361	..	..	1,234.68	99,747
Opium, in Quality.	Pieces	2,206.99	175,841	..	..	6.64	116	..	..	2,213.63	175,957
Opium, in Quality.	Pieces	9,413.91	8,411	..	..	..	..	..	..	9,413.91	8,411
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	20.16	263	..	..	2,023.55	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
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Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.39	2,011
Opium, in Quality.	Pieces	3,011.18	1,159	..	..	..	..	..	..	3,011.18	1,159
Opium, in Quality.	Pieces	2,003.39	2,011	..	..	..	..	..	..	2,003.	

SUMMARY

Imports from	Tientsin.....	72	931		
"	Chefoo.....	"	56777		
"	Shanghai.....	"	959,197		
"	Yokohama.....	"	9,641		
"	Fuzhou.....	"	110,859		
"	Amoy.....	"	59,421		
"	Swatow.....	"	214,638		
"	Canton.....	"	117,234		
"	Taiwan.....	"	13,817		
"	Tokyo.....	"	1,359		
	Kobe.....	72	679,122		
	Hankow.....	72	14,954		
				72	693,176
Re-Exports to	China.....	72	3,760		
"	Shanghai.....	"	1,738		
"	Swatow.....	"	120		
		72	5,618		
"	Japan.....	72	157		
"	Hongkong.....	72	2,475		
		72	2,633		
				72	8,151
	NET TOTAL IMPORTS.....				68,693

TABLE No. III.—Trade in Native Produce.—Exports and Re-Exports

[illegible]

SUMMARY.

	EXPORTS.	RE-EXPORTS.	TOTAL EXPORTS & RE-EXPORTS.
EXPORTS & RE-EXPORTS TO JAPAN.....	724 786,321	724 157	724 786,478
" " Hongkong.....	724 358,839	724 2,476	724 361,315
" " Cebu.....	724 1,410	724 3,750	724 5,160
" " Shanghai.....	724 339,801	" 1,738	724 341,539
" " Ningpo.....	724 1,617	" ..	724 1,617
" " Foochow.....	724 61,137	" ..	724 61,137
" " Amoy.....	724 182,849	" ..	724 182,849
" " Swatow.....	724 409,313	724 120	724 409,433
" " Canton.....	724 610,831	" ..	724 610,831
" "	724 1,052,738	724 3,618	724 1,111,356
TOTAL EXPORTS AND RE-EXPORTS.....	724 7,320,440	724 3,320,440	724 10,640,880

SHIPPING.

Number and Tonnage of Vessels entered and cleared of each Nationality.

FLAG.	ENTERED INWARD.						FLAG.	CLEARED OUTWARD.					
	WITH CARGO.		IN BALLAST.		TOTAL.			WITH CARGO.		IN BALLAST.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	No.	Tons.
British,	77	33,773	48	15,365	125	49,138	British,	123	48,022	1	170	124	48,192
American,	4	1,719	13	490	17	6,599	American,	17	7,659	...	...	17	6,659
French,	1	595	2	546	3	841	French,	3	841	...	...	3	841
North-German,	12	8,712	39	10,874	51	19,586	North-German,	66	17,854	5	7,423	71	25,276
Russian,	1	270	...	...	1	270	Russian,	1	270	...	...	1	270
Danish,	7	7,003	11	3,874	18	4,327	Danish,	18	4,877	...	...	18	4,877
Dutch,	3	778	10	2,743	13	3,316	Dutch,	13	3,316	...	...	13	3,316
Norwegian,	2	518	5	1,759	7	2,347	Norwegian,	7	2,347	...	...	7	2,347
Swedish,	3	643	1	215	4	861	Swedish,	4	861	...	...	4	861
Siamese,	10	4,450	2	765	12	5,215	Siamese,	12	5,215	...	...	12	5,215
Total,	140	57,480	131	40,075	271	97,555	Total,	284	96,457	6	1,913	270	92,545

N.B.—The British barque *Algerien*, 416 Tons, entered, but did not clear, having been condemned, sold, and broken up here.

COMPARATIVE TABLE OF IMPORTS OF OPIUM, COTTONS, WOOLLENS AND METALS,
FOR THE YEARS 1867, 1868, 1869, AND 1870.

(The Amounts specified are the Net Amounts after deducting Re-Exports.)

DESCRIPTION OF GOODS.	CLASSIFIER OF QUANTITIES.	1867.	1868.	1869.	1870.
ORICE. —					
Molas	Pencils	2,416.43	2,561.50	2,422.91	2,398
Penas	"	94.13	60.33	82.14	60.00
Bancas	"	14.40	62.20	3.60	"
Prepared	"	3.98	1.38	"	4
Other kinds (Penas)	"	"	"	"	"
Total.	Pencils	2,559.13	2,685.41	2,511.05	2,444.90
CORTICES. —					
Shirtings, Grey	Pieces	36,040	171,395	39,665	62,500
White, Plain	"	7,137	13,595	7,152	10,148
Blossoms, White Spotted,	"	7,137	13,595	7,152	10,148
Dyed, Plain	"	7,137	13,595	7,152	10,148
" and Spotted	"	7,137	13,595	7,152	10,148
T-Cloths	"	14,120	81,230	16,005	200
Drills, Plaid, Buck and Cambray	"	35,017	47,705	66,356	50,400
Sherrings	"	3,519	3,519	3,519	58,701
Jenets	"	60	1,500	1,500	1,779
Chintzes	"	1,785	16,190	6,555	10,000
Tweed, Red and Cambray	"	1,050	2,050	2,198	1,000
Cambray, Dyed	"	1,810	2,050	2,050	1,000
Tvelens, Valerens and Paisleys	"	802	2,680	6,821	6,167
Tremettes, Cambray, Lawes and Merino	"	1,000	1,000	1,000	1,000
Hemstitching	"	8,652	7,600	6,084	1,500
Cotton Goods, Various	"	557	1,202	1,202	3,081
Total.	Pieces	118,044	599,009	613,913	676,991
WOOLLENS. —					
Alpacas	Pieces	1	30	467	50
Blankets	"	499	30	467	30
Bonnazettes	"	2	17	4	"
Blankets	"	2,496	2,496	2,496	3,119
Cambray, Cambray Goods	"	200	2,496	2,496	17
" Dutch	"	1	107	1,714	312
Cotton, Broad, Medium and Heavy	"	21	1,122	1,122	1,039
French Stripes	"	21	1,122	1,122	1,039
Flannels	"	21	1,122	1,122	1,039
Lainings	"	21	1,122	1,122	1,039
" in Crapes	"	6,045	2,666	2,666	3,143
Lainings	"	6,045	2,666	2,666	3,143
Lainings and Orisons, Plain and Mixed	"	15,004	593	20	1,152
Lainings and Cotton Mixtures	"	50	1,102	1,102	6,277
Canvas	"	50	1,102	1,102	310
Total.	Pieces	26,976	46,891	18,161	27,316
METALS. —					
Iron, Nail Rod	Pencils	2,386.60	26,186.40	47,578.37	10,692.14
" Bar	"	5,430.37	25,739.14	39,648.28	30,696.28
Hoops	"	107.70	1,171.83	1,999.40	596.04
Steel	"	351.60	891.20	1,999.40	596.04
Lead, in Pigs	"	1,501.90	798.08	1,501.90	484.67
Tin in Bars and Pigs	"	10.10	10.10	339.30	91.12
Copper Sheeting, Nails and Miscellaneous Metals	"	35.18	35.18	35.18	76.13
Zinc	"	35.18	35.18	35.18	76.13

COMPARATIVE TABLE OF PRINCIPAL EXPORTS FOR THE YEARS 1867, 1868, 1869, AND 1870.

DESCRIPTION OF GOODS.	CLASSIFIER QUANTITY.	1857.	1858.	1859.	1870.
Bière de Mar,	<i>Pavils</i>	8,01	11,90	25,72	0,27
Ginger,	"	185,60	353,79	307	53,81
Grain,	"	176,57	174,57	18,64	20,46
Dress' Horse, Young,	<i>Pairs</i>	1,464	81	104,89	1,464
Medals	"	156,60	6,003,25	4,200,18	4,200,18
Oil, Lamp,	"	6,746,45	2,373,85	1,899,12	1,616,46
Paint, Zinc,	"	27,316,00	44,304,41	3,618,68	3,345,73
"	"	1,141,977,50	807,094,38	1,466,147,60	97,344,30
"	"	2,541,000	1,284,000	1,972,200	1,599,800
Sauces,	<i>Pavils</i>	6,746,45	4,995,57	2,081,15	1,599,800
Tallow,	"	1,141,977,50	1,718,23	1,346,05	186,88

COMPARATIVE TABLE OF THE VALUE OF TRADE, AND OF THE AMOUNT OF TONNAGE
CLEARED, IN EACH OF THE YEARS 1867, 1868, 1869, AD 1870.

	1867.	1868.	1869.	1870.
	7½	7½	7½	7½
Value of Foreign Goods Imported, in Chinese	2,773,185	2,761,887	2,703,470	2,241,435
	779,659	1,239,511	1,453,900	1,664,955
Total Value of Imports,	3,552,844	4,001,398	4,157,370	3,906,390
Value of Exports to Foreign Countries,	1,929,777		1,515,848	1,145,060
“ “ “ Chinese Ports,	2,004,459	1,681,610	2,068,622	2,170,138
Total Exports,	3,934,236	3,363,220	3,584,470	3,315,198
Total Value of Imports and Exports,	5,477,139	6,364,618	7,741,840	5,177,588
Treasure Imported,	102,136	37,861	78,204	
“ “ “ Exported,	274,688	1,770,151	912,535	
Re-Exports. (The amount has been deducted from the Value of Imports),	40,792	149,823	145,125	75,034
Tonnage of Foreign Vessels charged,	11,174.18	70,264	112,477	92,169

DUTIES.

Showing the Duties Paid under each Flag for the Year ending 31st December, 1870.

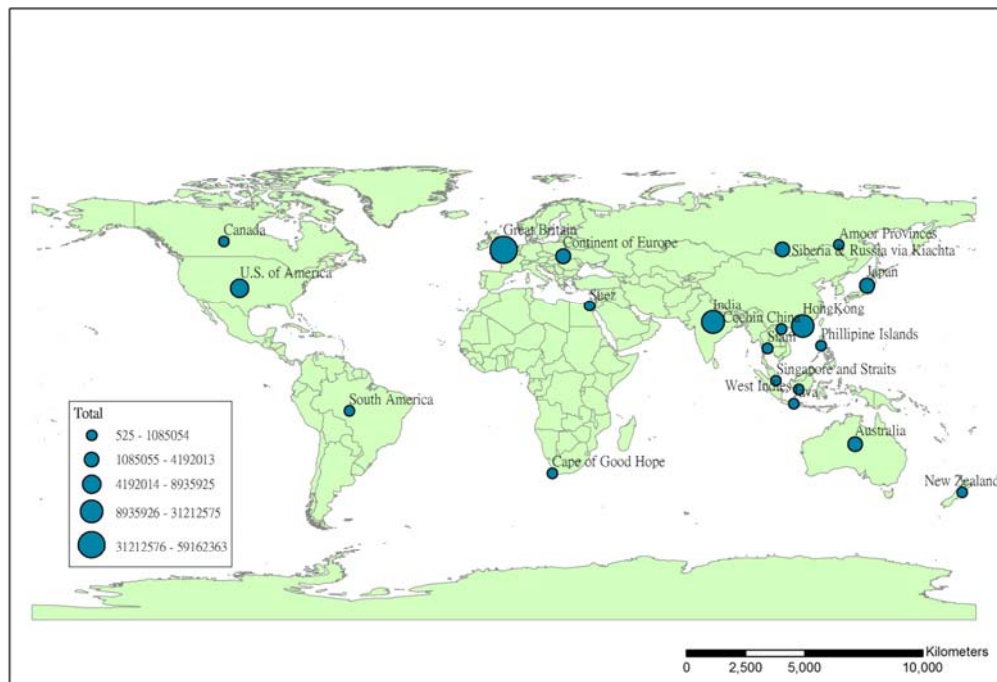
FLAGS.	OPIUM.			IMPORT.			COAST TRADE.			EXPORT.			PASSAGE DUTY.			TOTAL.		
	72	73	74	72	73	74	72	73	74	72	73	74	72	73	74	72	73	74
America,	3,478	1,000	0	443	503	3	890	1,016	138	11,747	9,929	9,929	70	100	0	15,535	71	100
Europe,	69,600	300	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Denmark,	300	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
France,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Germany,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Norway,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sweden,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Switzerland,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Spain,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
United States,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other,	1,000	0	0	1,000	1,000	0	1,000	1,000	0	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total.	73,357	4,900	0	13,538	7,018	0	11,850	9,929	0	133,951	71,600	71,600	73,357	4,900	0	138,415	1	1

COMPARATIVE TABLE OF DUTIES COLLECTED IN EACH OF THE YEARS
1867, 1868, 1869, AND 1870.

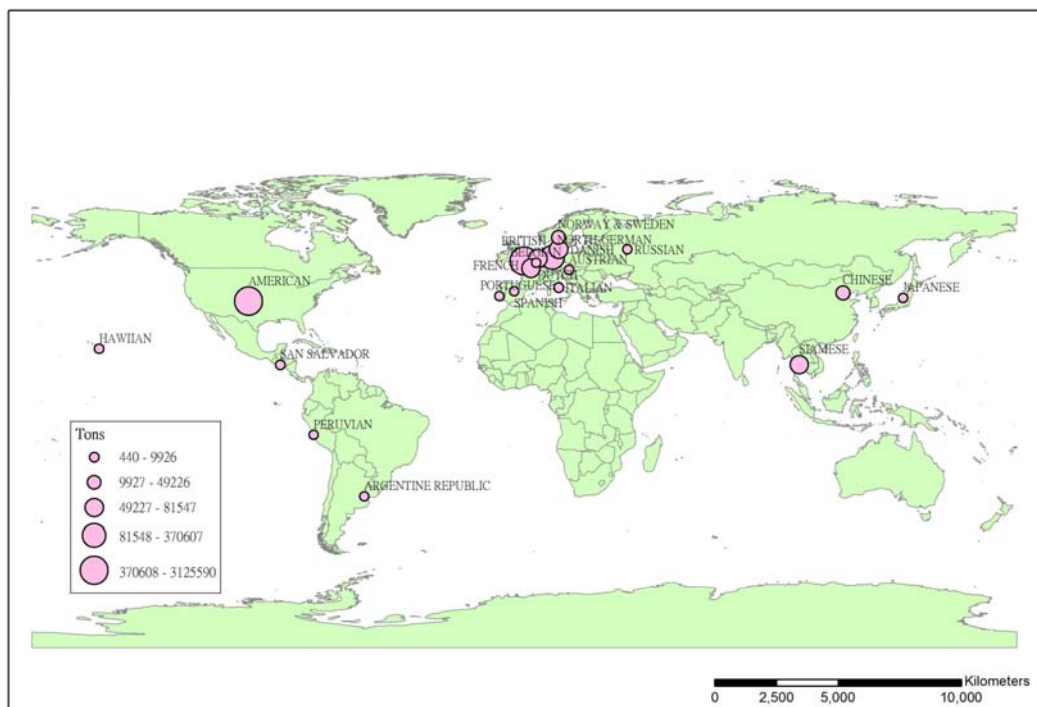
	1867.			1868.			1869.			1870.		
	Ts	m.	c.	Ts	m.	c.	Ts	m.	c.	Ts	m.	c.
Import (exclusive of Opium.)	13,684	0	18	21,900	7	09	19,635	3	17	23,258	2	00
Opium,	71,594	4	74	82,316	2	46	77,300	4	27	72,367	4	98
Coast Trade,	13,281	1	74	27,218	3	20	18,115	2	14	11,865	9	10
Total of Import Duties,	98,559	0	00	131,305	2	75	115,040	7	08	97,480	0	08
" Export " 	125,735	3	51	81,541	5	49	139,067	8	38	133,692	7	26
Tonnage Dues,	7,696	4	00	3,000	4	00	6,973	3	56	7,334	8	00
Total,	231,972	4	17	215,846	2	24	260,980	9	62	238,415	1	34

Situation of Domestic and Foreign Trade in the Year of 1870

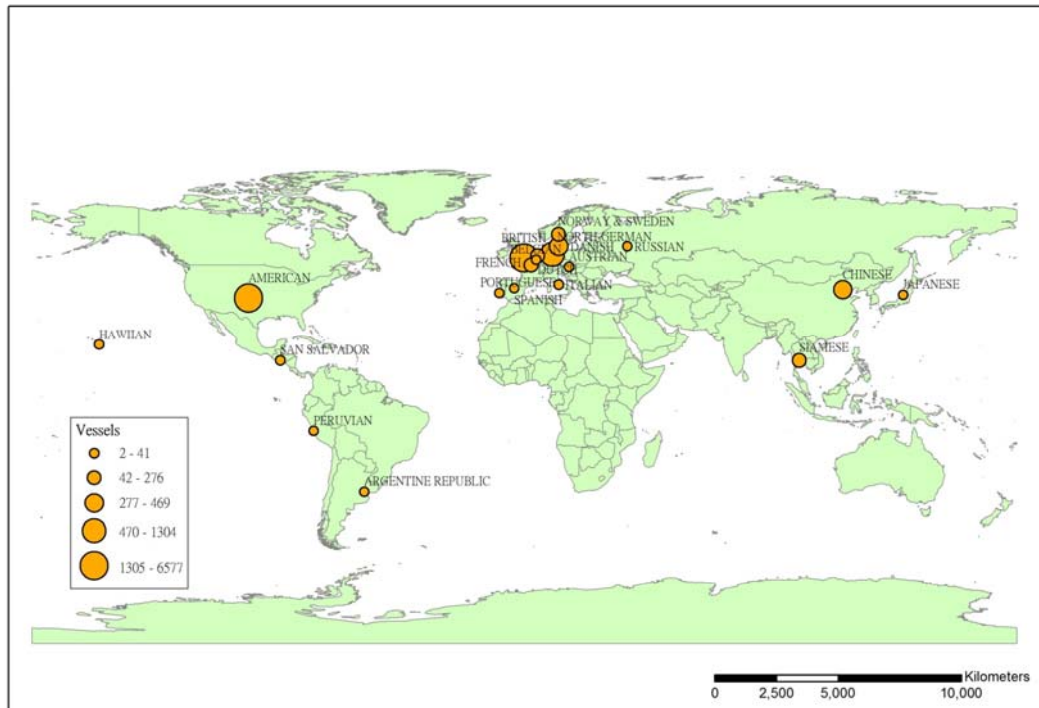
Annual Value of the Trade with Each Country and Region (1870)



Shipping by Tonnage (1870)

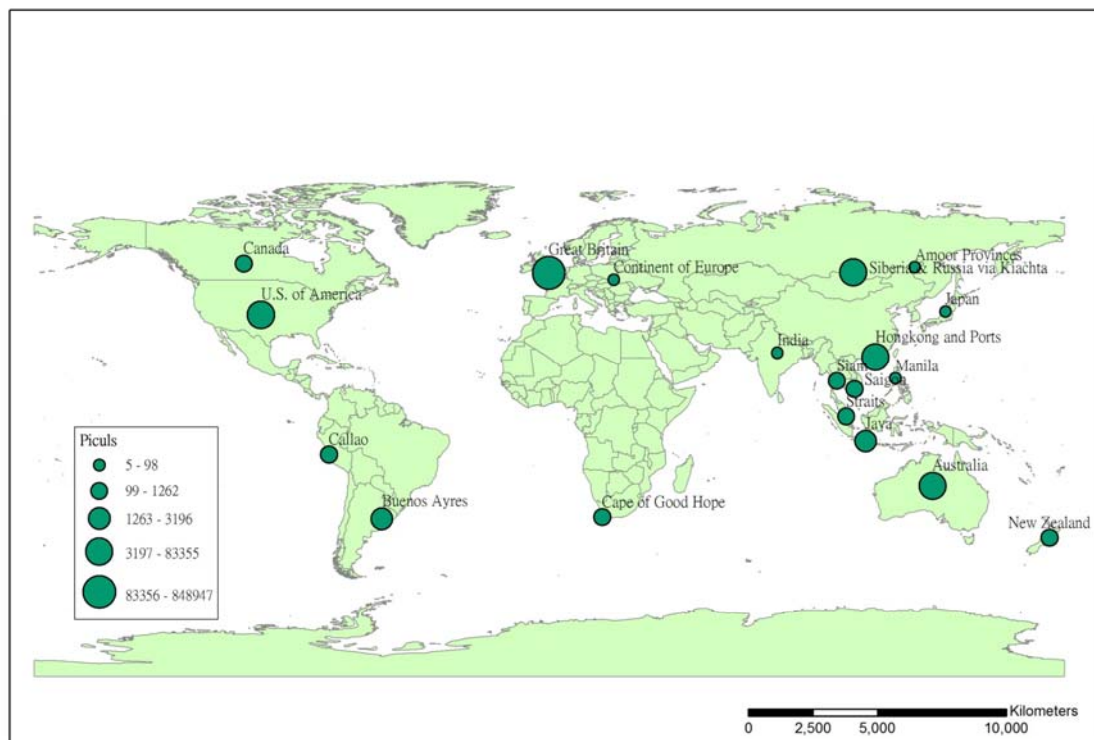


Shipping by Vessel (1870)



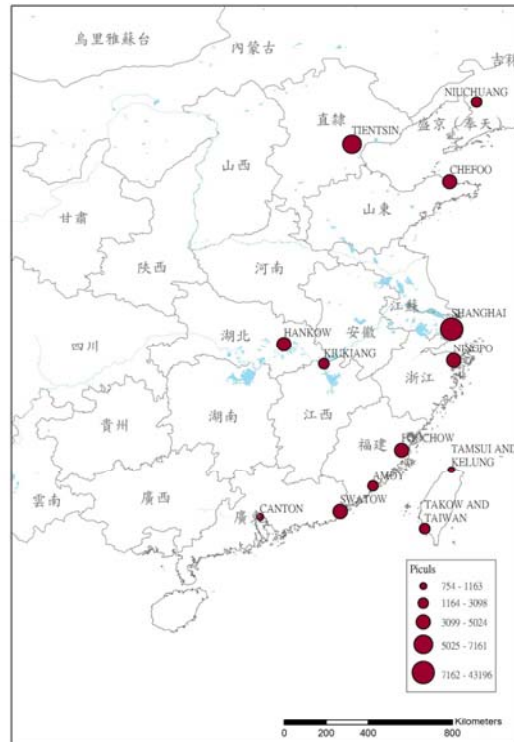
31

Major Export--Tea (1870)

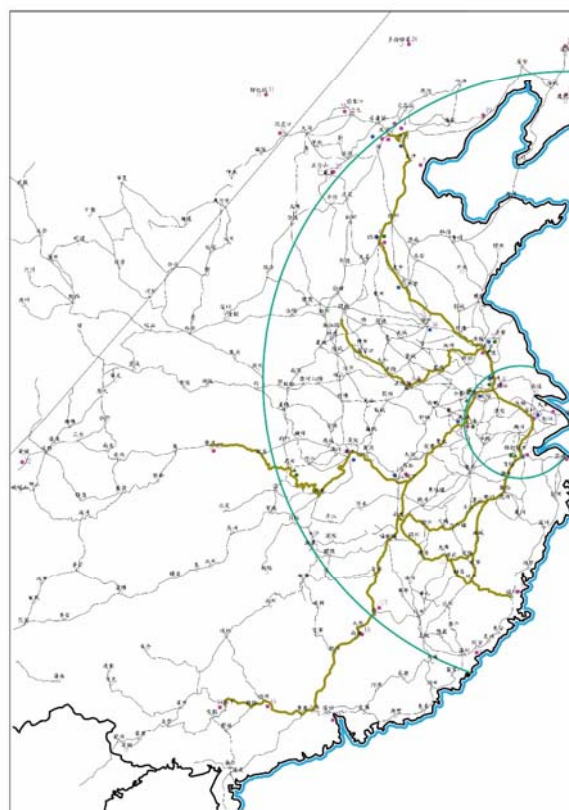


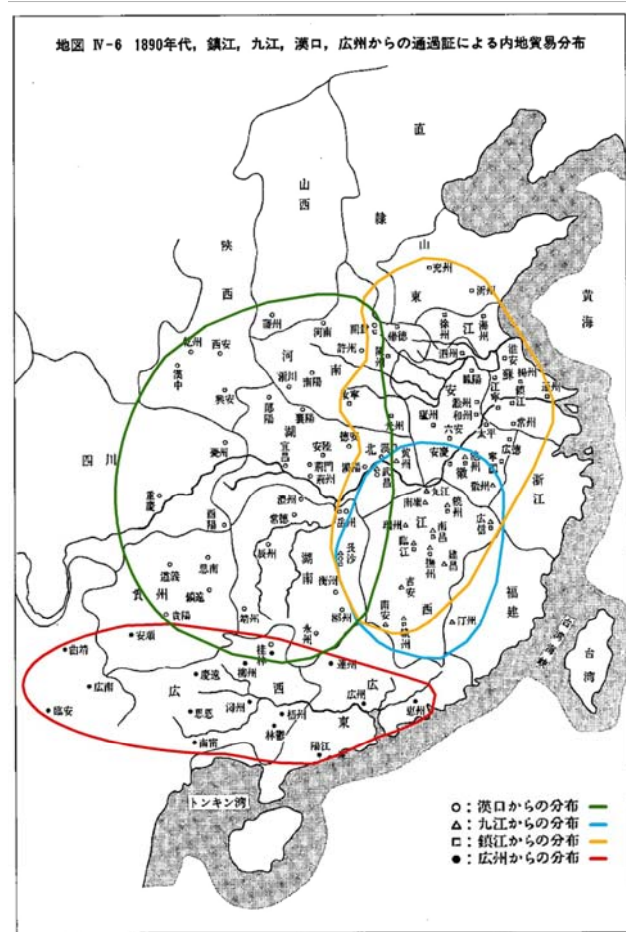
32

Major import -- Opium (at Each Port, 1870)



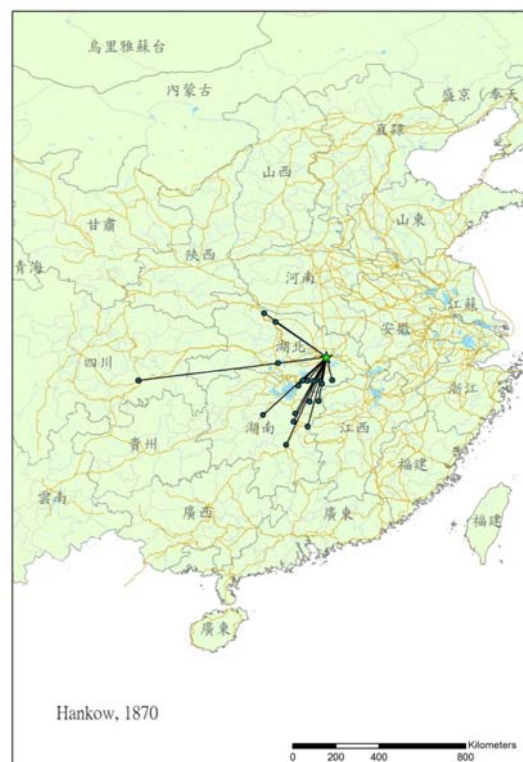
Major Commercial Traffic Roads and the Locations of Native Customs (戶關與工關) in the Ming-Qing Period





濱下武志，中国近代经济史研究：清末海关财政与通商口岸市场圈，東京都：汲古書院，1989，頁375

漢口(Hankow), 1870



鎮江(Chinkiang), 1870



37

福州(Foochow), 1875



38

寧波(Ningpo), 1877



溫州(Wenchow), 1877



宜昌(Ichang), 1878



41



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Data of Custom Duties from Treaty Ports During 1870-1881

A	B	C	D	E	F	G	H
Port	Y	X	Year	Country	Import Duties	Export Duties	Total Duties
Amoy	24.4834	118.08853	1870	United Kingdom	197,984.743	110,509.755	332,219.091
Canton	23.13076	113.26358	1870	United Kingdom	0.000	0.000	0.000
Chefoo	37.54088	121.39816	1870	United Kingdom	19,121.623	37,984.590	147,001.184
Chinkiang	32.18747	119.42721	1870	United Kingdom	0.000	0.000	0.000
Foochow	26.07492	119.29617	1870	United Kingdom	50,950.996	1,112,380.142	1,322,460.375
Hankow	30.59253	114.30591	1870	United Kingdom	1,251.354	377,323.849	383,258.919
Ichang	30.69083	111.28686	1870	United Kingdom	0.000	0.000	0.000
Kiukiang	29.70529	116.00273	1870	United Kingdom	0.000	0.000	0.000
Kiungchow	20.03219	110.33361	1870	United Kingdom	0.000	0.000	0.000
Newchwang	40.66772	122.23641	1870	United Kingdom	5,821.637	66,040.746	147,724.607
Ningpo	29.86828	121.5446	1870	United Kingdom	26,184.870	13,057.742	47,220.038
Pakhoi	21.48195	109.12094	1870	United Kingdom	0.000	0.000	0.000
Shanghai	31.24022	121.48738	1870	United Kingdom	#####	307,436.507	1,438,417.922
Swatow	23.35562	116.67925	1870	United Kingdom	0.000	0.000	0.000
Takow	22.55435	120.36094	1870	United Kingdom	234.120	24,422.768	30,045.054
Tamsui	25.18978	121.45759	1870	United Kingdom	18,828.731	24,777.443	44,034.085
Tientsin	38.98397	117.77487	1870	United Kingdom	0.000	0.000	0.000
Wenchow	27.99501	120.69926	1870	United Kingdom	0.000	0.000	0.000
Wuhu	31.35211	118.43196	1870	United Kingdom	0.000	0.000	0.000
Amoy	24.4834	118.08853	1870	United States of	7,155.673	26,122.375	35,125.854
Canton	23.13076	113.26358	1870	United States of	0.000	0.000	0.000
Chefoo	37.54088	121.39816	1870	United States of	8,115.600	12,308.227	60,001.817

Data format:
Excel

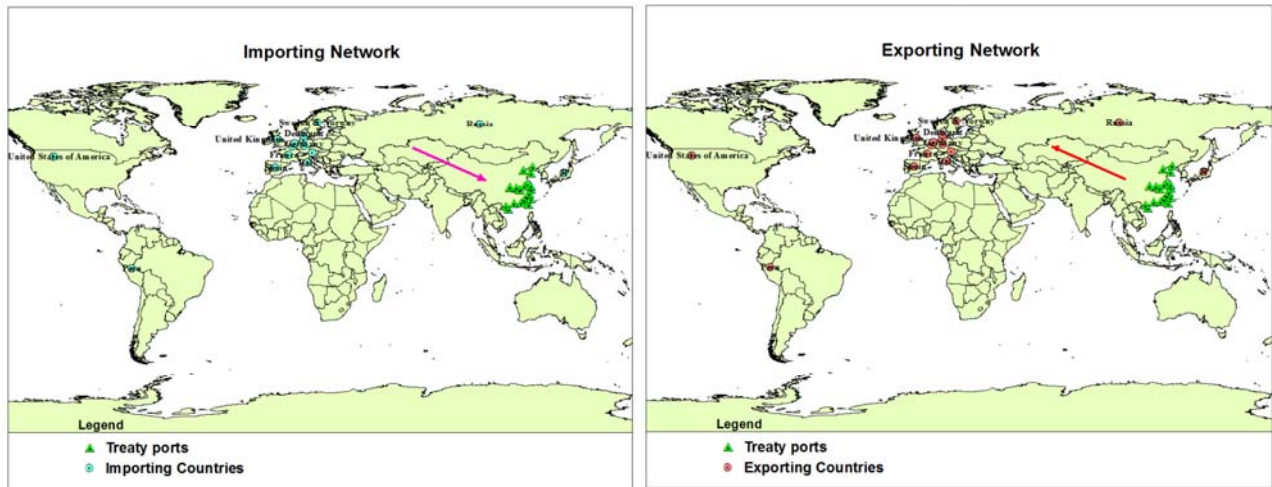
42

Source: 1870-1881年中國海關年報統計



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Trading Network (1870-1881)

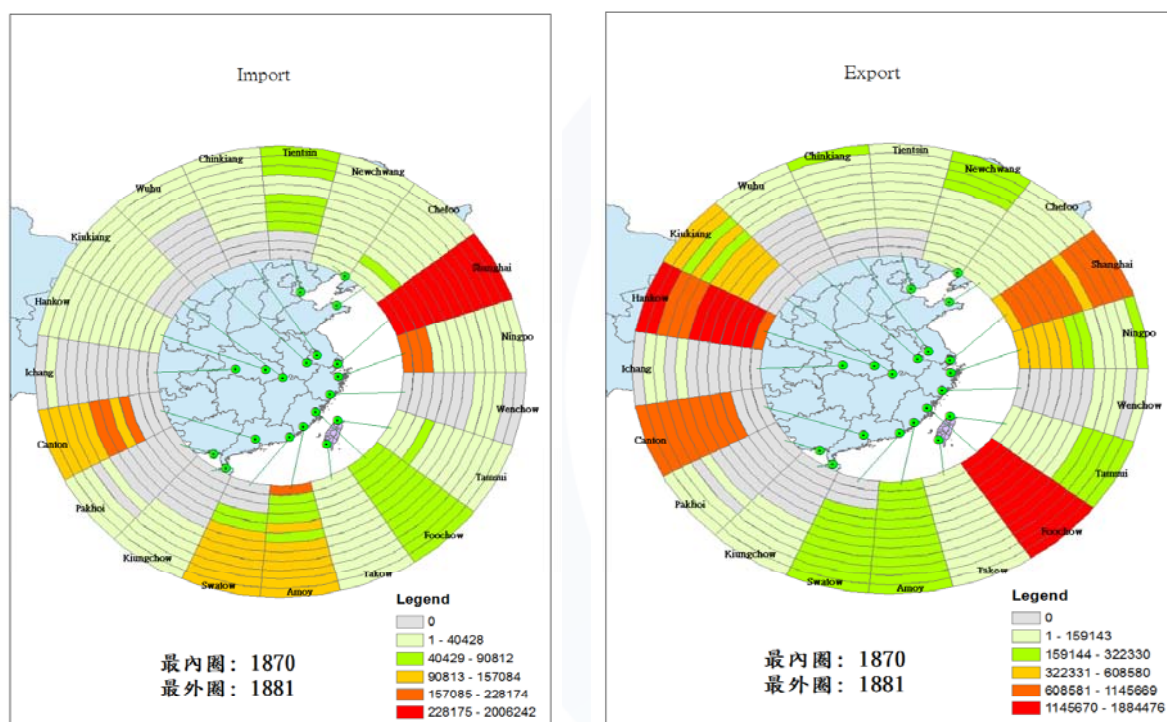


43

Source: 1870-1881年中國海關年報統計

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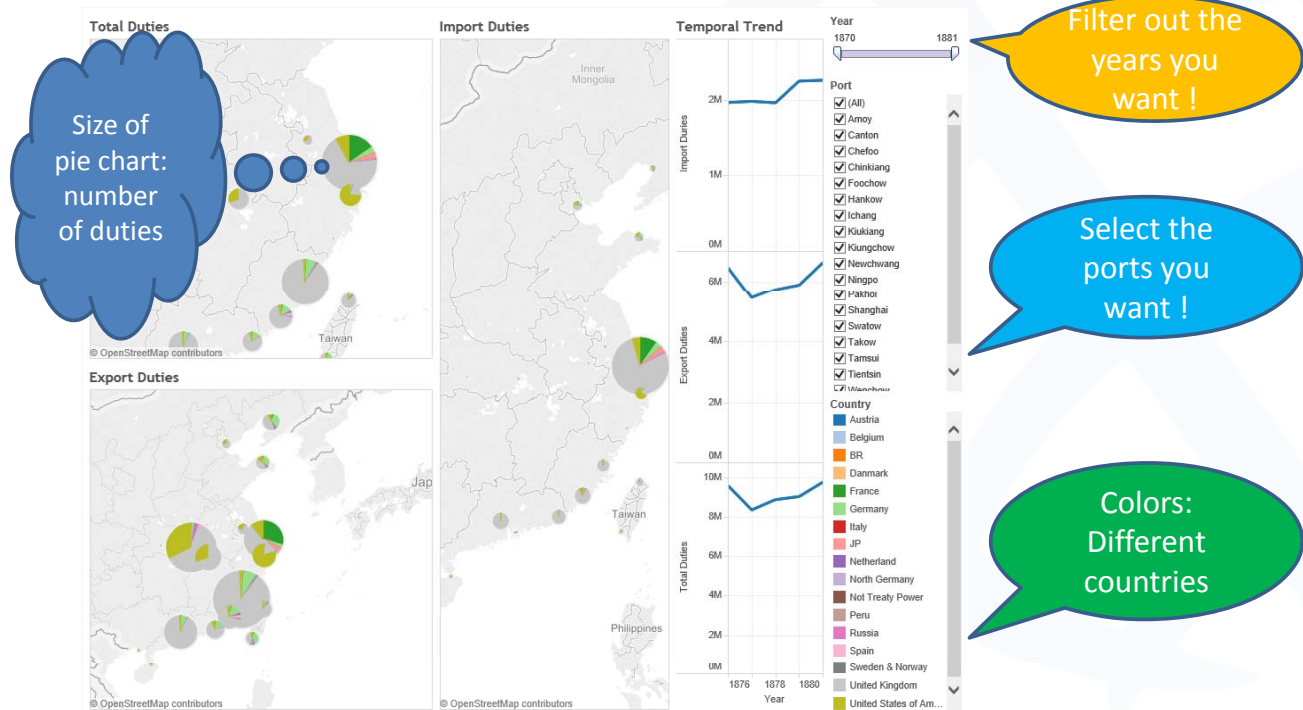
Ringmaps of Import and Export Custom Duties from 1870 to 1881



44

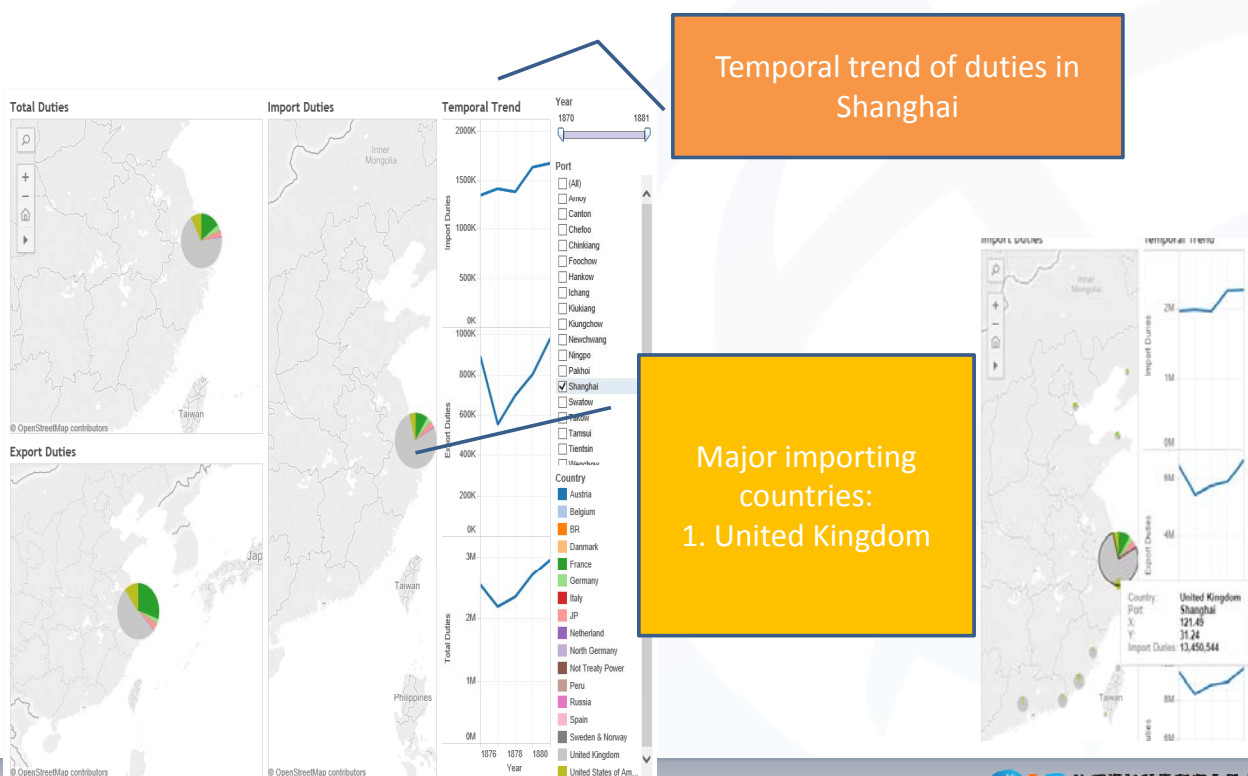
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Interactive Map for Exploring the Duties from Different Countries at Treaty Ports



45

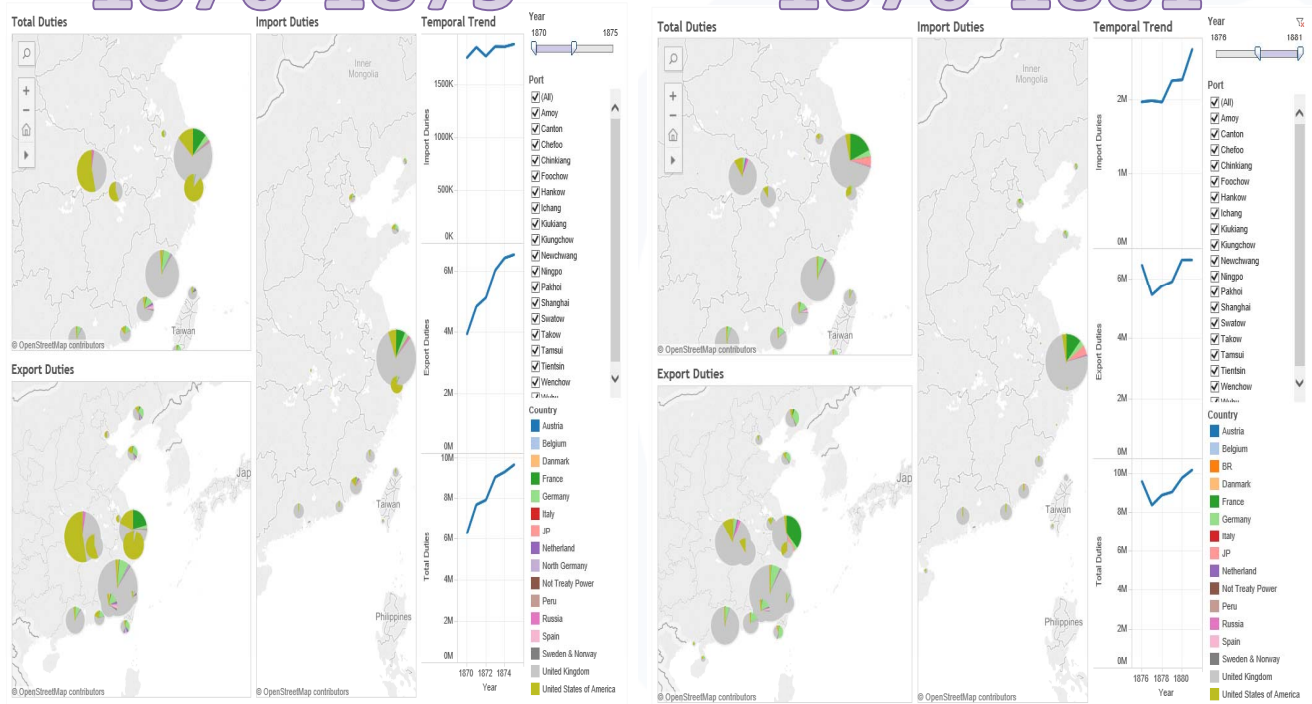
Select one treaty port-Shanghai as an example



46

134 Compare different periods by dragging time slider

1870-1875 1876-1881



47

- Website: <https://goo.gl/6MAvcs>

48

134

Workshop on Asian Trade Networks in the
Long 19th Century, May 21-23 at Toyama

Trade Statistics on Inland Market
in
the Chinese Maritime Customs
Report: 1868--1881

Hamashita Takeshi,
Sun Yat-sen University

Introduction: three main parts

- 1. Commodity chain in Global trade
 - Structure, Trading Port, Maritime trade zone
 - cf. K. N. Chaudhuri on EIC
- 2. China's trade statistics
- 3. Inland Market record and GIS

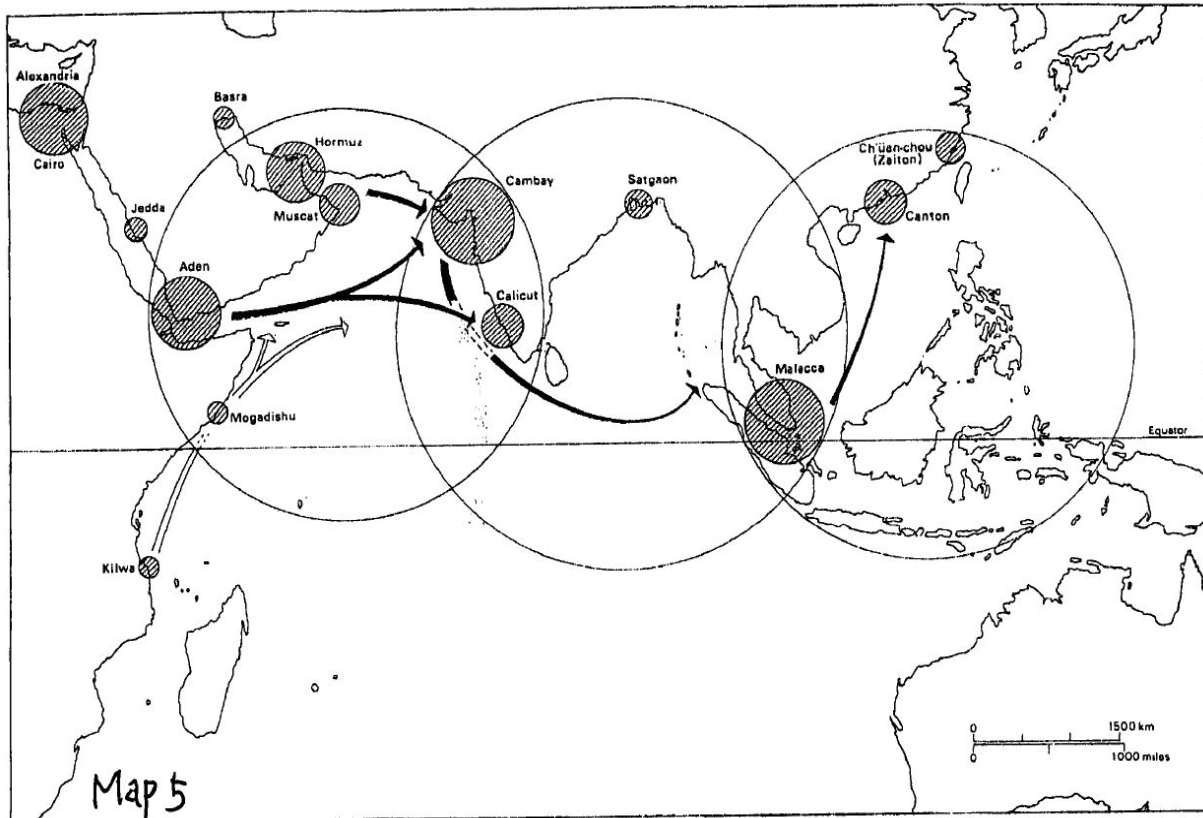
A-1. Global Trade network through GIS

- Three categories of Trading commodities
 - 1) Bulk and low-value goods
 - 2) Luxury and high-value
 - 3) Gold and silver
- Different Nature of Trading Ports=Different formation of commodities at Trading Ports

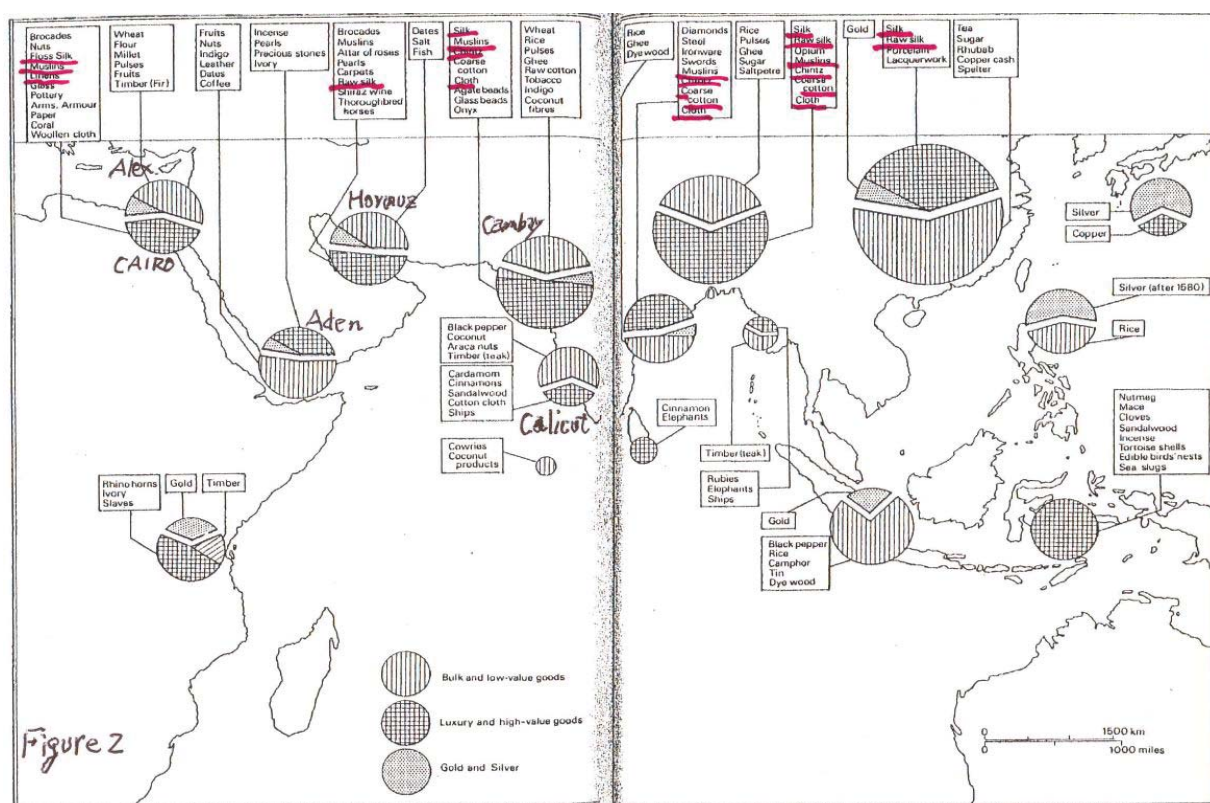
A-2. Reference

- K.N.Chaudhuri, *Asia before Europe*, Cambridge UP, 1990
- K.N.Chaudhuri, *Trade and Civilization in the Indian Ocean: An Economic History from the Rise of Islam to 1750*, Cambridge University Press, 1985

A-3. Ports and Maritime Zones



A-4. Silk and Cotton Textile in Trade Zones

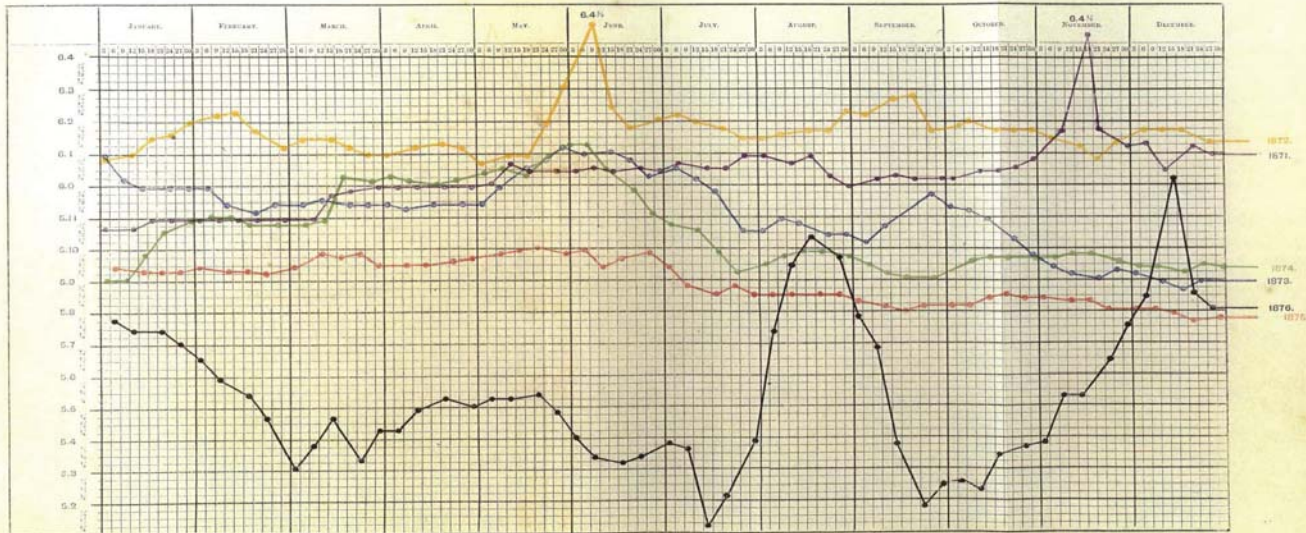


A-5. Fluctuation of Foreign Exchange and Price of Tea and Silk

APPENDIX D.

TABLE

SHOWING THE
RATES OF EXCHANGE ruling at SHANGHAI for SIX MONTHS' BANK BILLS upon LONDON accompanied with Documents,
for the Years 1871 to 1876 inclusive.



B -1. Formation of China's Trade

- By Ship --- 1) Steam ships
- 2) Sailing boats
- By Customs --- 1) Maritime Customs (Treaties)
- 2) Native Customs
- 3) Local customs
- By Trade form 1) Tax paid Trade
- 2) Smuggling

B-2. Revision and Modification

- <C.I.F> and <Free on Board>
- Hong Kong Issue (1870's: tax by weight, gold and silver, colony)
- Transit Trade and 2.5% tax (5% + 2.5%)
- 1870's, 1880's, 1890's, 1900's

B-3. Motivation and Purpose

- From Merchant: Inland Market
- From Custom Commissioner: Tax Revenue for Loan Security
- From Qing Government: Financial Income
- From Provincial Governor: for Local Income

C-1. CMC Report on Inland Market

- Transit Pass:1868-1881
- From open port to local inland market : in the mid-19th century
- Distribution to Local Market cf. Maps

C-2.Zhenjiang and Jiujiang(1868-1881)

转口证 Transit Pass:

1868-1881年, 内地市场的变化

**1871年 237个市场(安徽, 山东, 浙江, 江苏, 湖南)
一共343个市场**

C-3.13 commodities :

**Shirtings, Grey/, T-Cloths/, Drills,
English, Dutch and American/, Lustres
and Orleans/, Spanish Stripes/, Woolens,
other sorts/,**

Sugar Brown/, Sugar White/,

**Sandal-wood/, Sapan-wood/, Iron Bar and
Nail Rod/, Lead/, Window Glass/**

C-4. Change of Numbers of Market

- 1年—3年 171个
- 4年---9年 119个
- 12年—14年 28个

**安庆, 和州, 鳳阳, 六安, 卢州, 宁国, 太平
(安徽)**

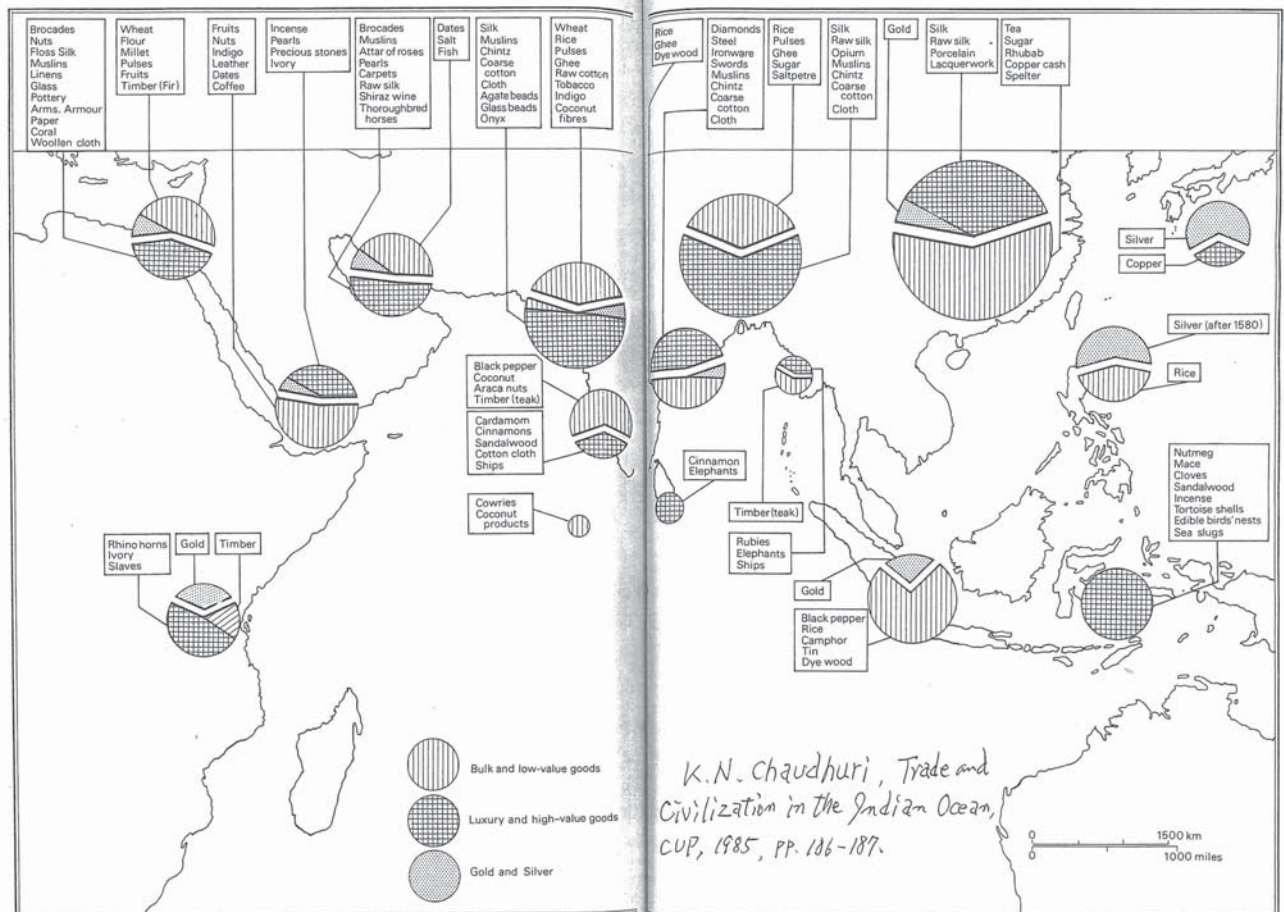
济宁, 兖州(山东)

海州, 淮安, 徐州, 江宁, 扬州(江苏)

归德(湖南)

Conclusion

- 1. Formation of Commodities(see Chaudhuri)
- 2. Commodity chain: Change of Price and flow of Commodities
- 3. Three layers of Commodity chain



STATISTICAL DATA OF MARITIME TRADE AND COMMODITY PRICE IN SINGAPORE DURING THE 19TH CENTURY

Tomotaka Kawamura

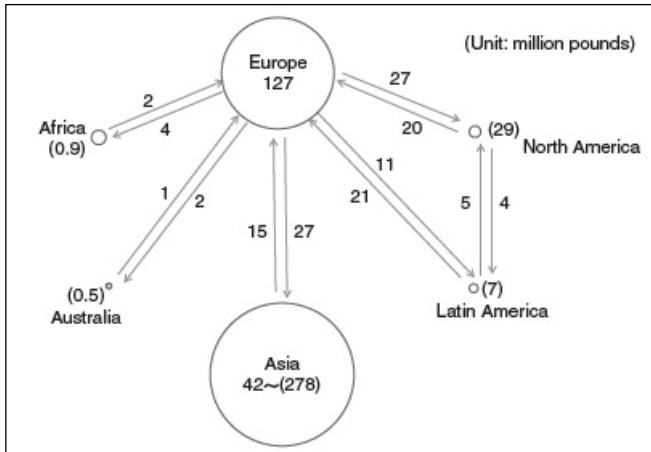
University of Tokyo

tk0824@cf6.so-net.ne.jp

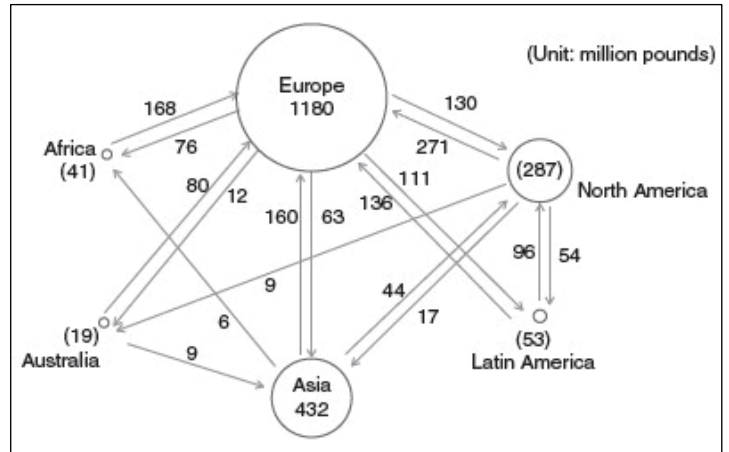
INTRODUCTION

Structure of World Trade in 1840 and 1913

1840



1913

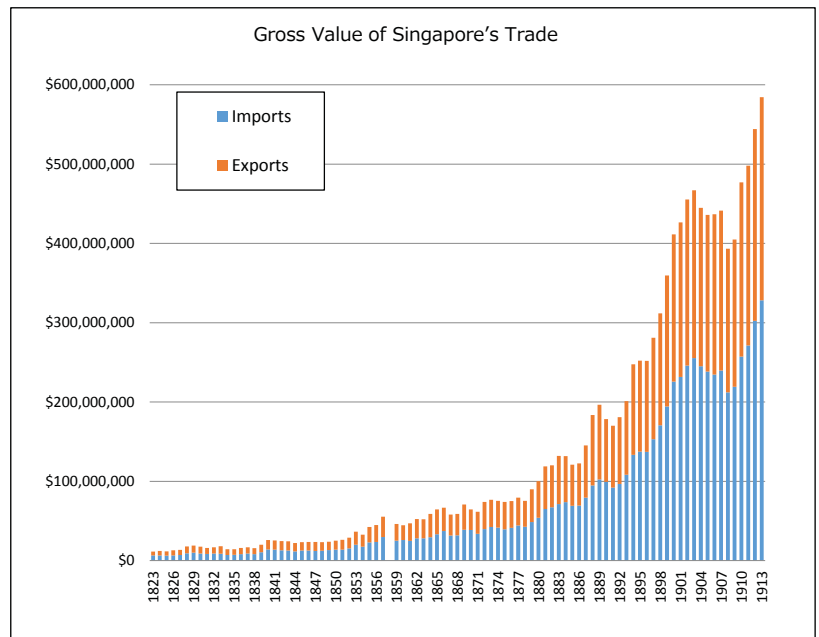
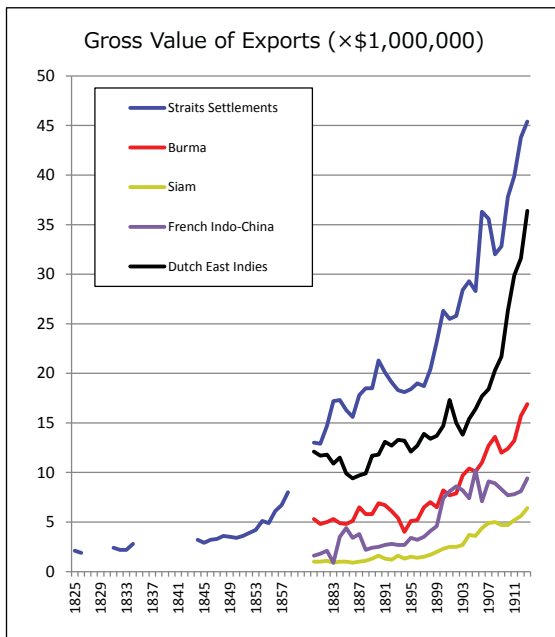


Note: The size of each circle represents the size of the GDP of the region concerned.

Source: Kaoru Sugihara [2015]

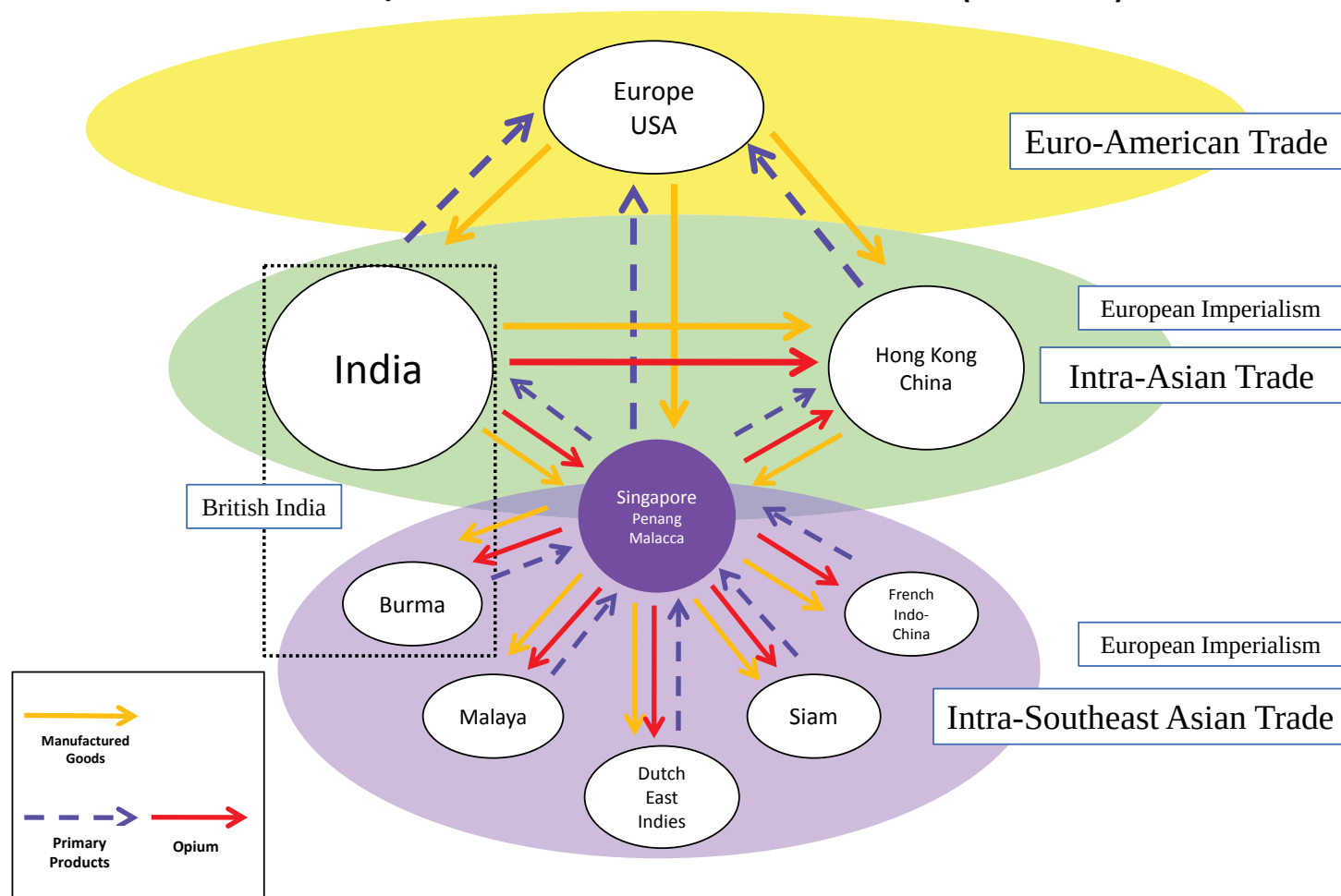
1840 : long-distance trade not yet strong enough; interdependence among several, relatively autonomous regional trading spheres; limited nature of Western impact
 1913: with Europe's centrality, a multilateral trade settlement mechanism emerged; long-distant trade and intra-regional trade of Asia grew significantly under Western impact

Growth of Southeast Asian Trade during the 1880s-90s



- By outbreak of WWI, export trade of Straits Settlements, Burma, Siam, French Indochina, and Dutch East Indies grew rapidly with increase in volume of world trade.
- Most prominent feature of Singapore's trade was its significant advance from the 1880s.

Intra-Asian/Southeast Asian Trades in World Trade (1880s-90s)



Primary Sources of Singapore's Maritime Trade and Price

(1) **Macro-Data:** Value of Trade, Quantities and Value of Articles, Number and Tonnage of Vessels &c.

- Tabular Statements of Commerce and Shipping of Singapore, 1839-1865, Calcutta: Military Orphan Press: Non-official statistics made by a missionary association
- Blue Books for the Straits Settlements for the years, 1868-1913, compiled by the Government of the Straits Settlements: Official statistics made by governmental departments
- Statistical Tables relation to the Colonial and Other Possessions of the United Kingdom, House of Common British Parliamentary Papers: Official statistics based upon records of Blue Books

(2) **Micro-Data:** Price Current, Rate of Exchange, Insurance, Information of Ships &c.

- Singapore Chronicle and Commercial Register (1824-37)
- Singapore Free Press and Mercantile Advertiser (1835-64, 1884-1932)
- Straits Times (1846-Present)
- Singapore Monthly Circular and Prices Current (Jan. 20-Dec. 21, 1857), by the Office of the Straits Times
- Straits Directory (1846-1899)

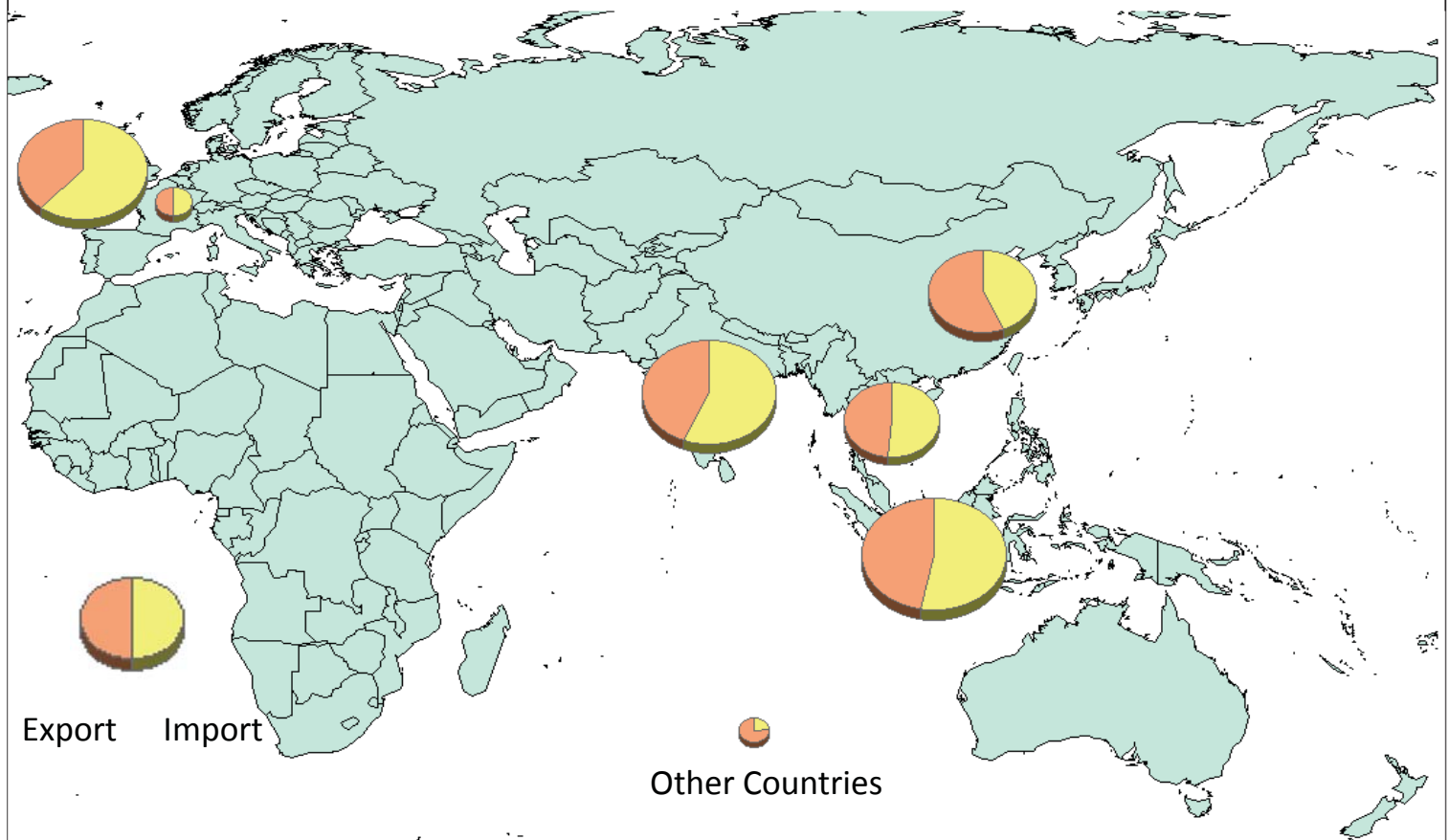
Discussion Points

- Exploring empirical and comparative studies (geographical distribution, composition of articles, information of principal articles etc.) of Singapore's maritime trade in 1840/41 and 1870/71
- Indicating global/regional commodity chains from data of Singapore's maritime trade
- Providing methodologies and statistical data used in the study of commodity price in economic history of Singapore
- Considering ideas and techniques for showing a model of commodity price chain from India to China via Singapore

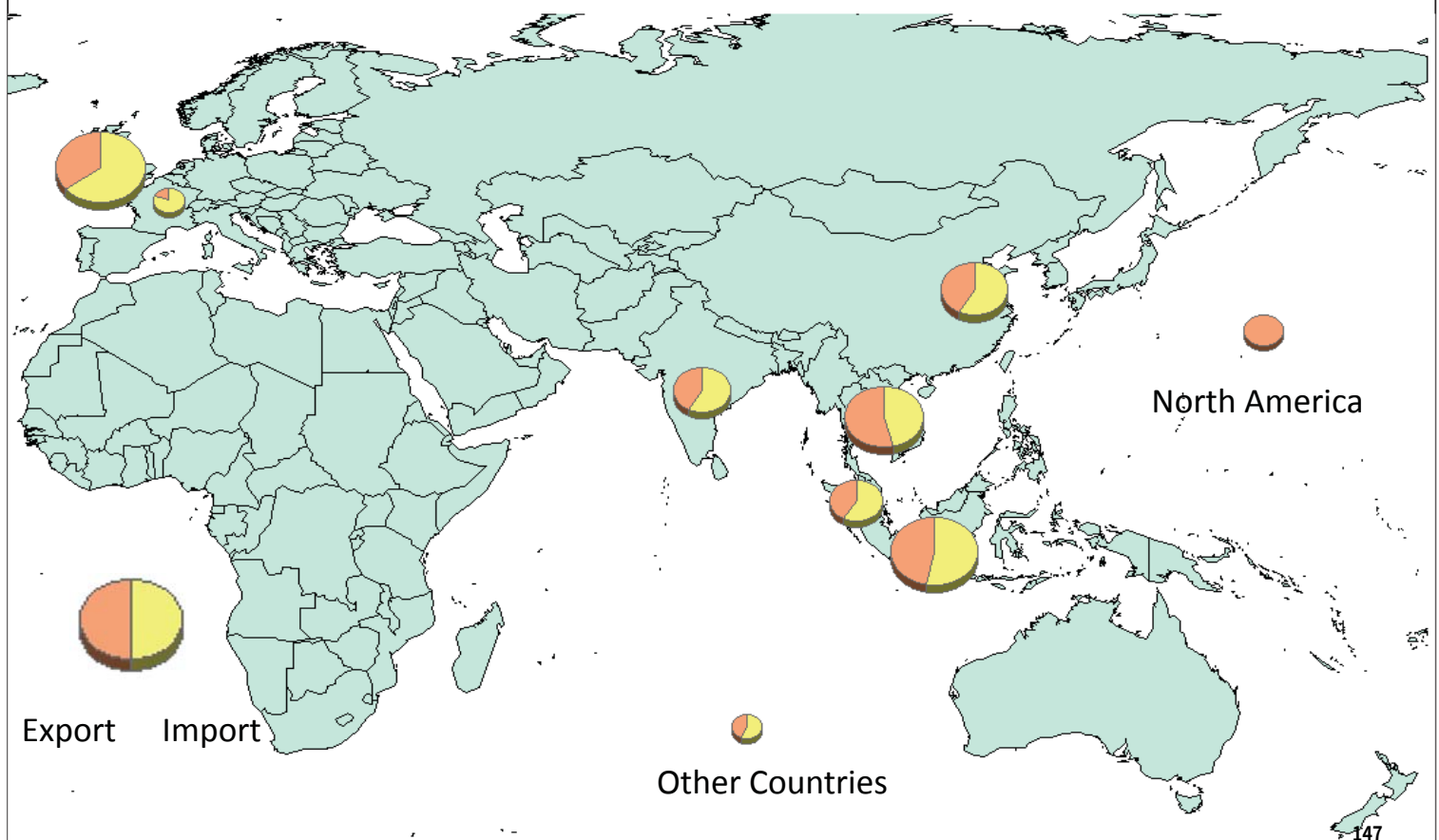
I. FEATURES OF SINGAPORE'S TRADE

1. PATTERN

Geographical Distribution of **Singapore's** Trade (1840/41)

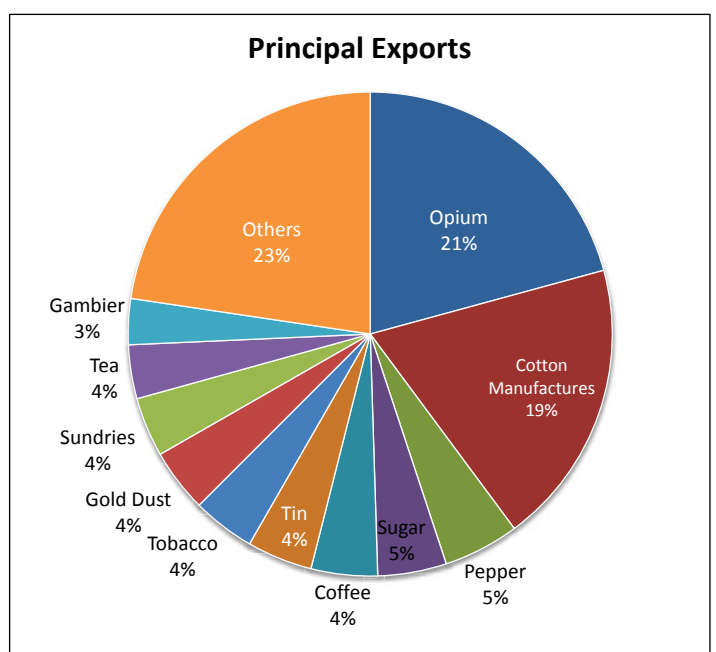
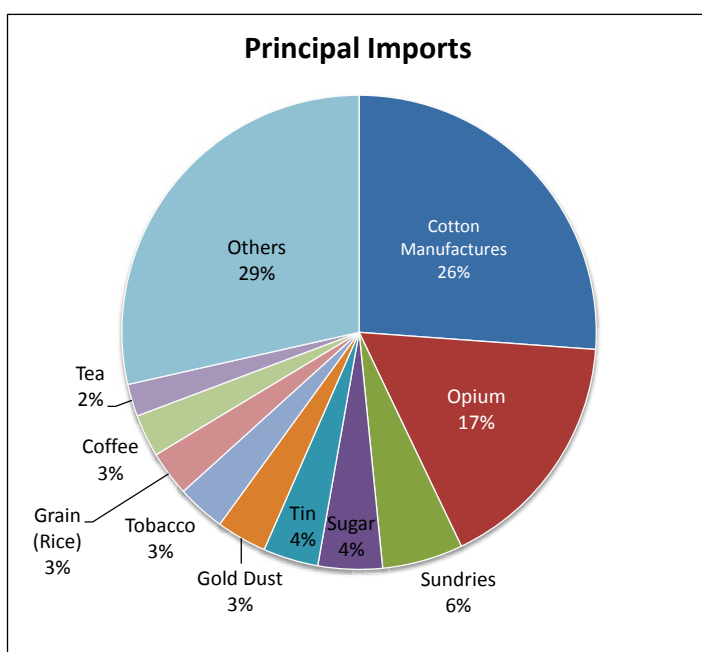


Geographical Distribution of **Singapore's** Trade (1870/71)

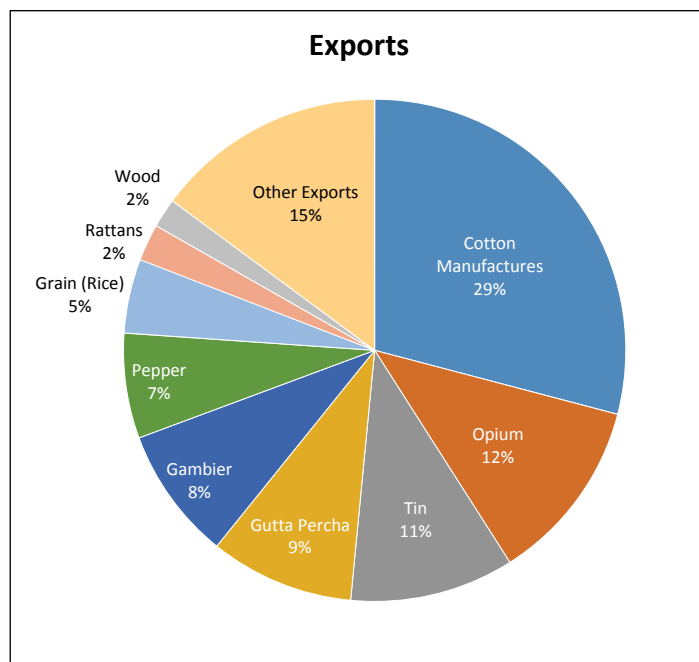
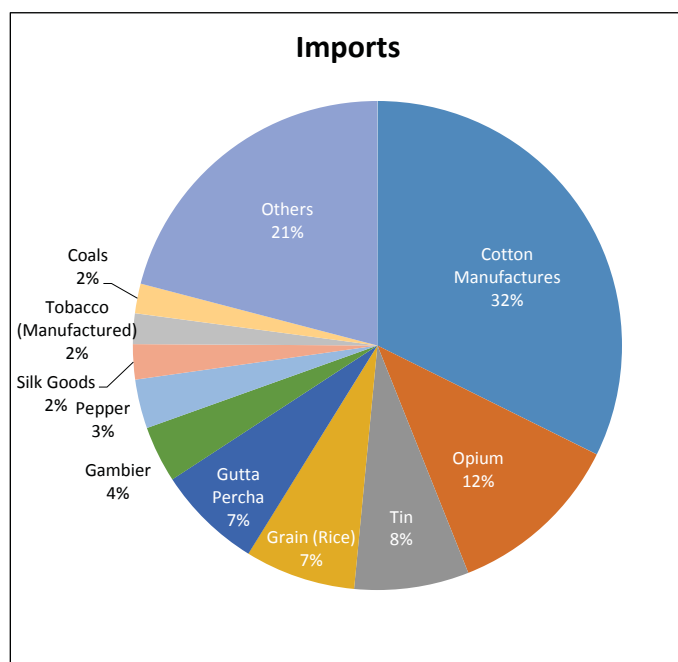


2. COMPOSITION OF ARTICLES

Principal Articles in **Singapore's** Trade (1840/41)

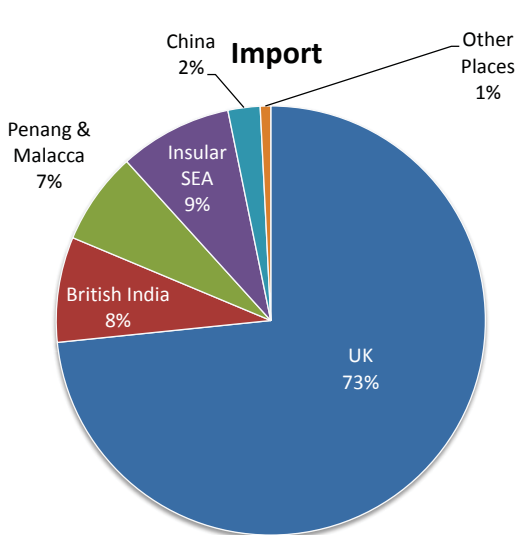


Principal Articles in Singapore's Trade (1870/71)

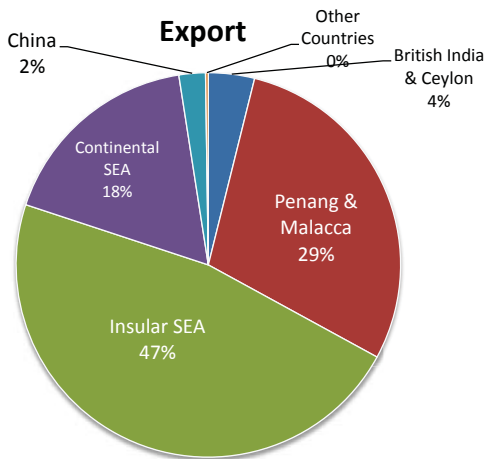


3. PRINCIPAL ARTICLES (COTTON MANUFACTURES & OPIUM) IN SINGAPORE'S TRADE

Cotton Manufactures in Singapore's Trade (1840/41)

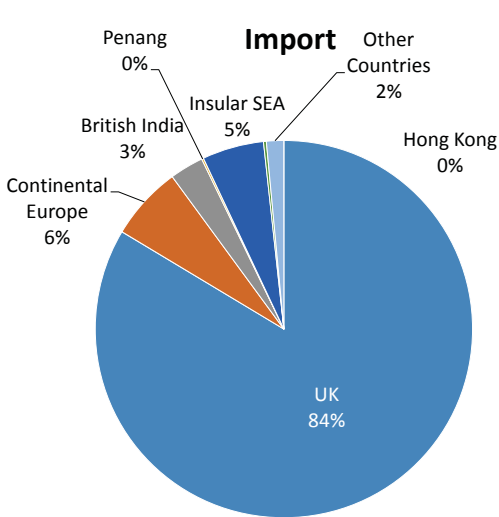


Cotton Manufactures	Quantities (Pieces)	Value
UK	403490	\$1,798,522
Continental Europe	996	\$18,224
Calcutta	1756	\$3,431
Madras	9230	\$148,657
Bombay	2015	\$45,793
Manilla	1807	\$4,897
China	128367	\$59,297
Java	14005	\$77,198
Sumatra	1862	\$3,678
East Coast Malay	274	\$5,706
Celebes	5192	\$119,522
Penang	7639	\$158,943
Malacca	1269	\$12,189
Others	245	\$19,301
	578147	\$2,475,358

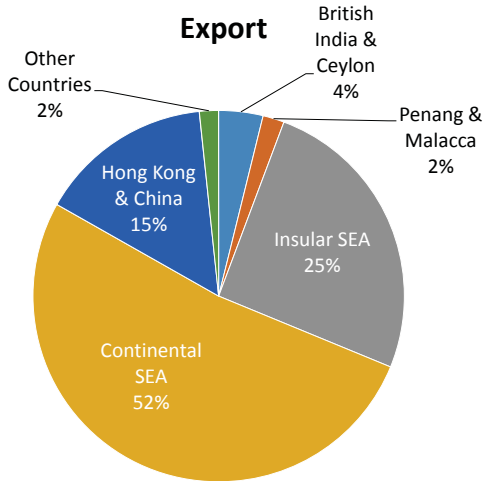


Cotton Manufactures	Quantities (Pieces)	Value
Maritius & Australia	14	\$425
Calcutta	3329	\$33,217
Madras & Coast	1656	\$10,673
Bombay	5	\$225
Arabia	140	\$2,280
Manilla	21424	\$76,441
China	5064	\$25,917
Java	7048	\$74,831
Rhio	1829	\$8,077
Ceylon	112	\$1,020
Siam	22415	\$52,029
Cochin China	7654	\$306,257
Sumatra	18007	\$111,112
East Malay Peninsula	11080	\$142,159
West Malay Peninsula	558	\$8,353
Celebes	26512	\$172,282
Borneo	16322	\$152,067
Bally	5593	\$30,821
Other Islands	2907	\$33,248
Penang	77266	\$300,799
Malacca	4729	\$37,876
	233664	\$1,580,109

Cotton Manufactures in Singapore's Trade (1870/71)



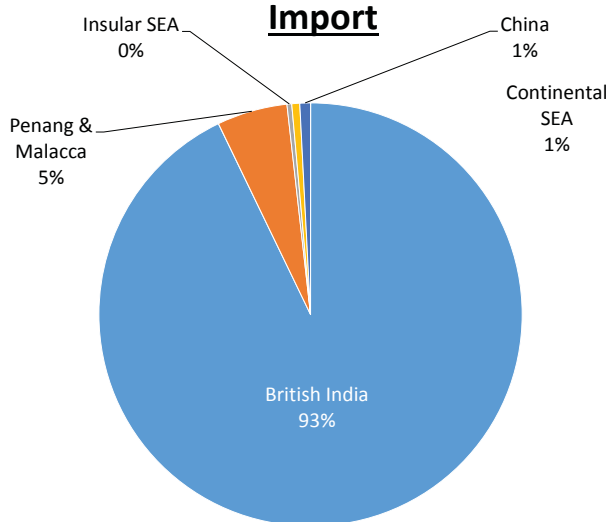
Cotton Manufactures (Plain)	Quantities (Pieces)	Value (\$)
UK	2530403	\$5,492,704
British India	29030	\$52,006
Hong Kong	9468	\$22,610
Penang	6242	\$14,458
Other British Possessions	800	\$900
Java	19087	\$44,165
Holland	67269	\$199,879
Hamburgh	3801	\$7,487
Other Countries	26029	\$51,929
	2692129	\$5,886,138



Cotton Manufactures (Plain)	Quantities (Pieces)	Value (\$)
Penang	44193	\$102,977
Malacca	610	\$1,640
British India	35437	\$90,959
Labuan	5450	\$11,427
Hong Kong	89171	\$278,435
Other British Possess	740	\$2,040
Celebes	68698	\$161,263
Cochin China	528057	\$1,226,839
Malay Peninsula	46314	\$106,306
Sumatra	20332	\$49,367
Java	80964	\$131,531
Borneo	70134	\$191,325
Siam	424708	\$1,198,281
Sarawak	33005	\$92,061
Manilla	9029	\$24,663
China	25870	\$74,702
Bally	16372	\$38,603
Sumbawa	4370	\$8,912
Arabia	300	\$665
Other Countries	12514	\$29,584
	1516268	\$3,821,580

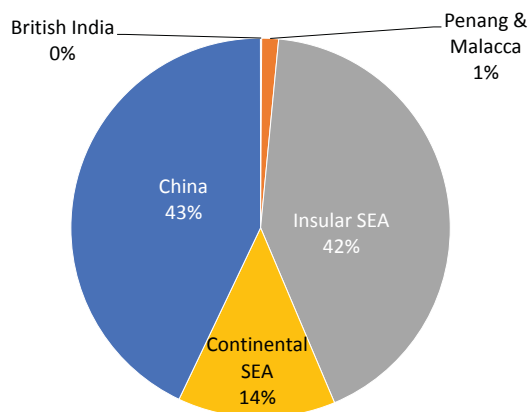
151 Opium in Singapore's Trade (1840/41)

Import



	Quantities (Chest)	Value
Calcutta	5849	\$1,663,165
Bombay	416	\$121,723
China	55.5	\$15,600
Siam	13	\$5,200
Sumatra	6 balls	\$42
East Coast Malay	22	\$6,440
Celebes	3	\$900
Borneo	4	\$1,200
Other Islands	17	\$4,870
Penang	343	\$99,831
Malacca	12	\$3,430
	6734.5	\$1,922,401

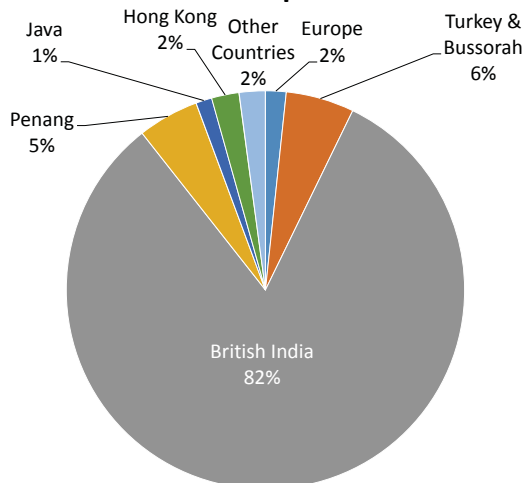
Export



	Quantities (Chest)	Value
Calcutta	10	\$1,500
Manilla	1428	\$441,090
China	2418	\$698,528
Java	152	\$39,130
Rhio	27	\$7,380
Cochin China	361	\$107,001
Sumatra	47	\$11,431
East Coast Malay	461	\$110,553
West Coast Malay	4	\$880
Celebes	250	\$62,345
Borneo	153	\$45,670
Bally	196	\$50,457
Other Islands	120.5	\$27,602
Peneng	70	\$16,280
Malacca	24	\$6,815
	5721.5	\$1,626,662

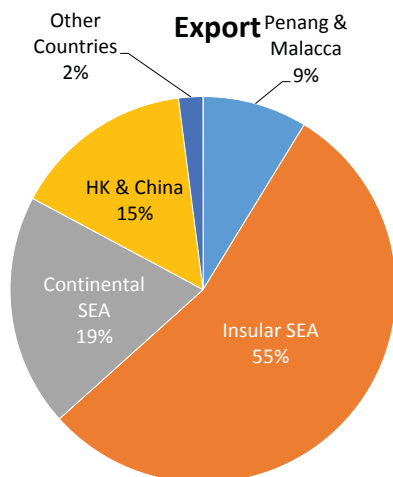
Opium in Singapore's Trade (1870/71)

Import



	Quantities (Chest)	Value
UK	4	\$2,583
British India	5260	\$2,582,294
Penang	316	\$155,502
Hong Kong	86	\$70,024
Other British Possessions	12	\$7,286
Java	61	\$41,164
Bussorah	83	\$49,300
Turkey	131	\$124,730
Suez	60	\$58,500
Austria	50	\$50,000
Other Countries	2	\$1,000
	6065	\$3,142,383

Export



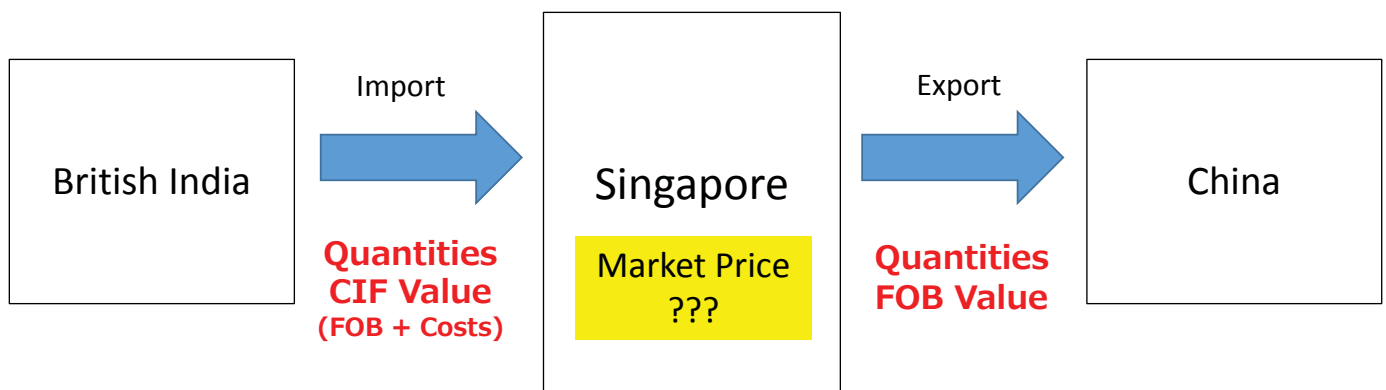
	Quantities (Chest)	Value
UK	5	\$2,880
Malacca	419	\$206,808
Labuan	40	\$19,804
Hong Kong	515	\$272,301
Penang	19	\$11,775
Celebes	287	\$143,729
Bally	118	\$60,192
Rhio	346	\$171,710
Borneo	50	\$24,398
China	219	\$106,455
Siam	465	\$105,440
Sarawak	49	\$24,013
Malay Peninsula	344	\$169,840
Sumatra	79	\$39,803
Cochin China	438	\$211,966
Java	1429	\$868,878
Sumbawa	17	\$8,603
Manilla	9	\$4,370
Other Countries	97	\$48,151
	4945	\$2,501,116

II. COMMODITY PRICE

1. Methodology of Commodity Prices in Singapore

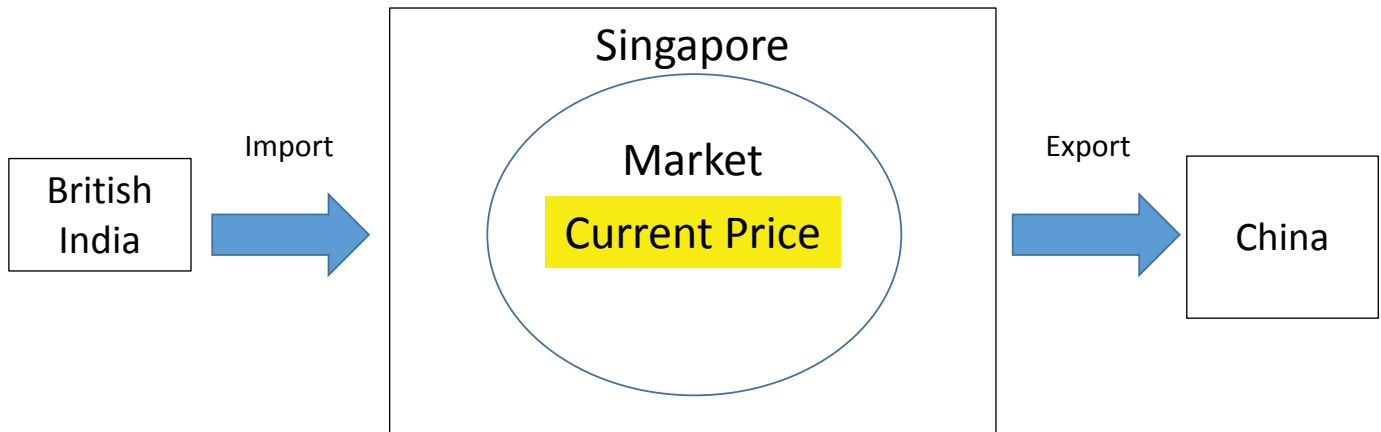
(1) **Trade Price** by Sea at the Port of Singapore

- We can make use of official and non-official statistics on Singapore's trade from 1822.
- In those data, the value in "exports" represented **FOB (Free On Board)** value of articles delivering from the port of Singapore, which suggests the figure to the exclusion of **CIF (Cost, Insurance & Freight=7%)**.
- Trade Price of Article (per 1 unit) = Export Value / Export Quantities



(2) Market Price in Singapore

- There are almost less official information about articles and their current prices in Singapore's market.
- For the understanding of their local trades, I do emphasize that commercial reports in **European (mainly English) newspapers in Singapore** could be instrumental.
- We can find the similar newspapers in other colonial/treaty ports; e.g. Bombay Times, Times of India, North China Herald, etc.



Singapore Chronicle (1831-64): Commercial Register

Contents

- "Report on the Market"; "Imports and Exports"; "Price Current"; "Shipping in the Harbor"; "Exchanges"; "Premier Insurance"
- The "Price Current" was reported **weekly** from 6th January 1831.

Price Current

- Local Market Prices (dollars) of 150 to 200 Articles which were actually transacted in the market of Singapore.
- Classification of "European Articles (Products by Europe & America)" and "Eastern Articles (Products by Countries to the Eastward of Cape of Good Hope)"

Reference: N. D. No Demand. P. D. Partial Demand. D. Demand. C. Current.		EASTERN ARTICLES.		PRICE AND REMARKS.		EASTERN ARTICLES.		PRICE AND REMARKS.	
		Per Dirs.							
Bees Wax	Per Picul	55	40	P. D. Sugar Candy	Per Picul	12	13	P. D.	
Beach de Mer, 1st sort	do.	55	40	P. D. Tin Banca	do.	15	16	P. D.	
inferior	do.	50	45	do. Straits	do.	15			
Beach of France	do.	10	35	do. Tobacco, Java	do.	40	200	P. D.	
Benjamin	do.	10	35	N. D. China	do.	25	271	P. D.	
Beetroot	do.	10	35	do. Tortoiseshell	do.	1000	1300	N. D.	
Birds Nests, White	do.	40	45	do. Turmeric	do.	81	3		
EUROPEAN ARTICLES.		PRICE AND REMARKS.		EUROPEAN ARTICLES.		PRICE AND REMARKS.			
Benjamin	do.	10	35	Tobacco, Java	do.	40	200	P. D.	
Beetroot	do.	10	35	do. Tortoiseshell	do.	1000	1300	N. D.	
Birds Nests, White	do.	40	45	do. Turmeric	do.	81	3		
Campor	do.	10	35	do. Sugar Candy	do.	12	13	P. D.	
Cassia	do.	10	35	do. Tin Banca	do.	15	16	P. D.	
Cassia, Java	do.	10	35	do. Straits	do.	15			
Cassia, Java	do.	10	35	do. Tobacco, Java	do.	40	200	P. D.	
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Cassia, Java	do.	10	35	do. Straits	do.	15			
Cassia, Java</									

23

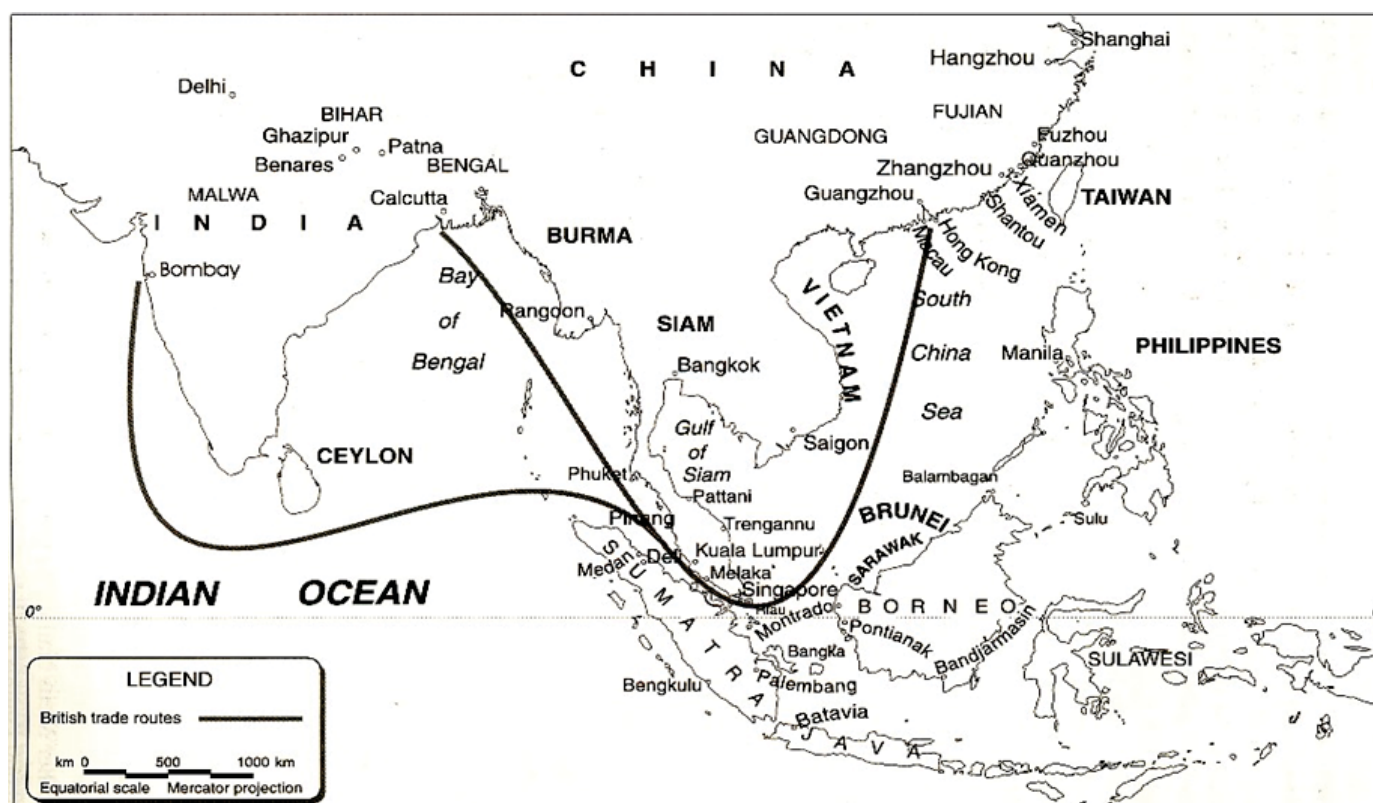
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Market Prices on the basis of Straits Time (1870-94)

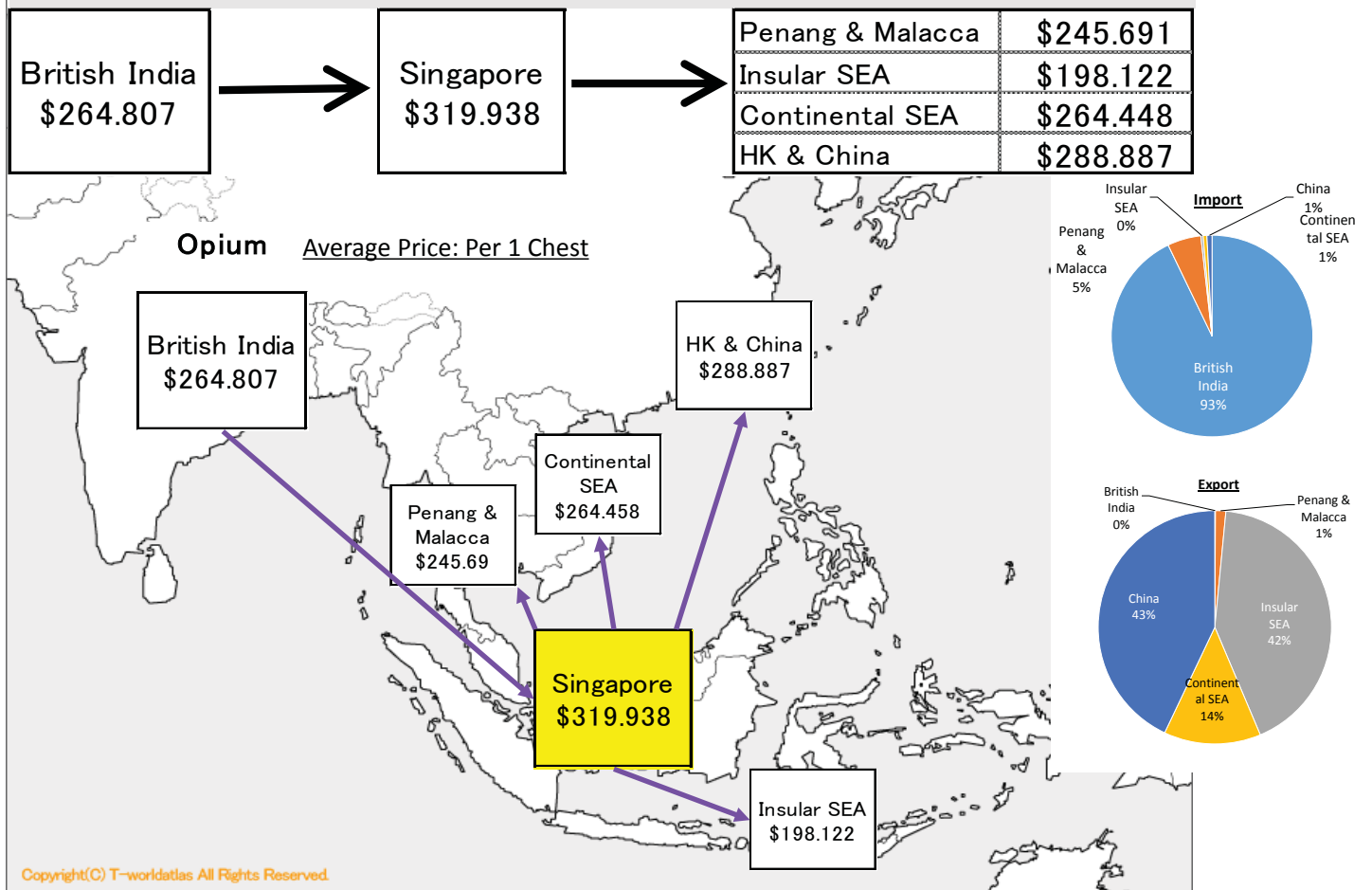
(Unit: Dollars)

	Gambier	Black Pepper	Coffee	Tin	Opium (Benares)	Opium (Patna)
	1 Picul	1 Picul	1 Picul	1 Picul	1 Chest	1 Chest
1870	3.072	8.159		29.419	498.824	
1871	3.068	11.778		34.100	640.333	
1872	4.039	12.897		37.633	632.350	
1873	4.783	14.224		34.403	579.611	
1874	5.106	11.162		25.899	552.419	
1875	5.474	10.635		23.102	563.078	
1876	4.834	8.315		21.461	559.770	
1880	4.330	10.297	17.673	28.131	584.000	
1883	7.040	15.916	13.138	29.579	553.120	
1884	6.096	17.317	13.658	25.469	582.042	
1890	8.290	14.103	28.413	32.182	484.000	
1892	6.068	9.804	30.083	37.989	554.792	574.000
1893	6.458	9.763	34.785	37.875	571.167	567.591
1894	7.768	9.927	38.730	38.009	669.300	660.700

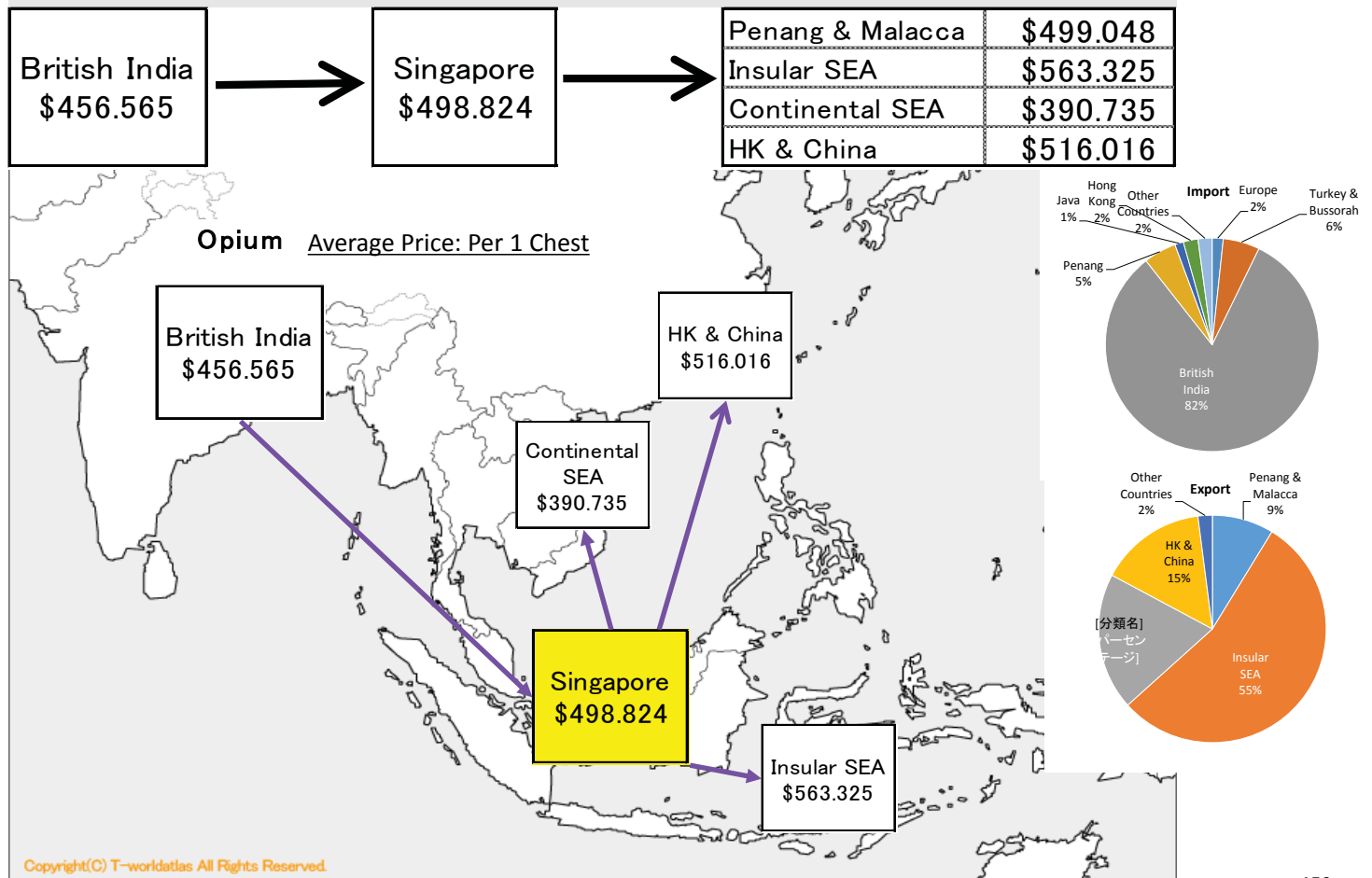
2. Commodity Price Chains from Statistics of Trade of Singapore in 1840/41 and 1870/71



A Model of Opium's Price Chain via Singapore (1840/41)



A Model of Opium's Price Chain via Singapore (1870/71)



III. CONCLUSIVE REMARKS

I. Singapore's Trade in 1840/41 and 1870/71

- Singapore's trade experienced steady growth between those times.
- While Singapore traded with UK, India & China, the most important trading connections were with parts of Southeast Asia (in particular, insular area), which remained unchanged during the 19th century.
- In the case of Singapore, cotton manufactures, opium & tin consisted to a larger extent of principal articles in its imports and exports.

II. Commodity Price & Price Chain via Singapore

- While the macro-data of statistics on maritime trade helps information of trade prices, local English newspapers could be instrumental to understanding of the micro-data such as market prices in Singapore.
- In the case of opium trade, a model of the commodity chain and its price chain from India to parts of Southeast and the coastal China via Singapore could be shown.
- But this price calculation should be much more sophisticated, which is my homework in the future.

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Russia-China border trade and the Fergana region

UEDA Akira

The University of Tokyo, Graduate Student

Figure 1. Russia-China trade by 1917

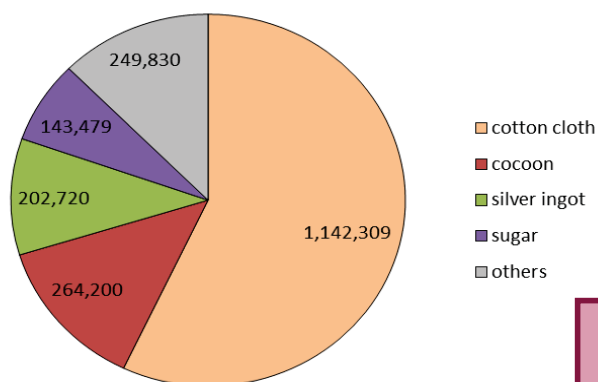


160
Annual Statistical Report of the Fergana Province
Статистический Обзор Ферганской Области
1884-1914

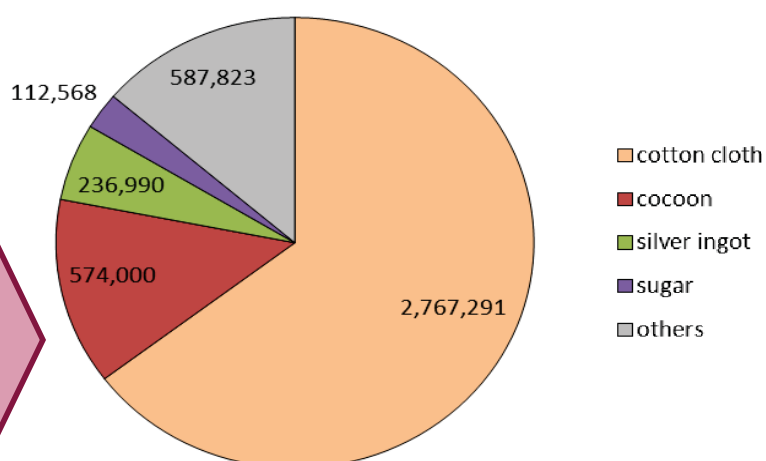


Figure 2. International trade at the Erkeshtam customs, Export

1909 Export (2,002,538 r.)

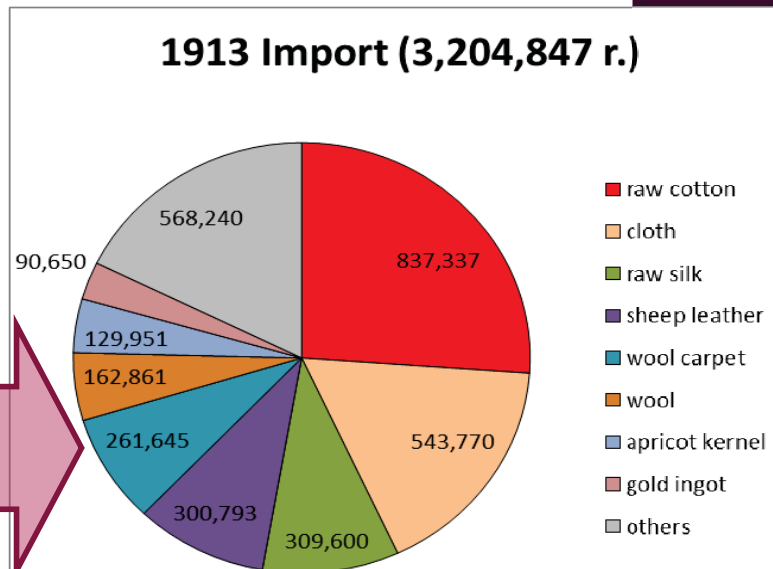
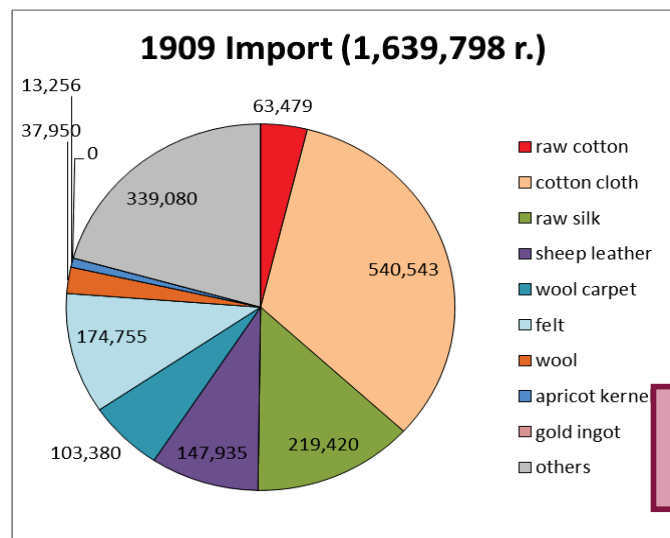


1913 Export (4,278,672 r.)



Cf. The Erkeshtam pass in 2013

Figure 3. International trade at the Erkeshtam customs, Import



Custom value (ruble/ton)

	1909	1913	1913/1909*100
raw cotton	497	603	121
cotton cloth	759	817	108
raw silk	3,101	7,840	253
sheep leather	757	862	114
wool carpet	1,749	1,855	106
felt	721	n/a.	n/a.
wool	651	615	94
apricot kernel	388	614	158
gold ingot	n/a.	1,383,547	n/a.
others	1,708	880	52
sum	965	865	90

Amount of transportation in 1913

**International trade at Erkeshtam: 6,500t.
Domestic transportation by railway: 1,000,000t.**

Fig. 4. Railway transport between Central Russia and Fergana, 1906

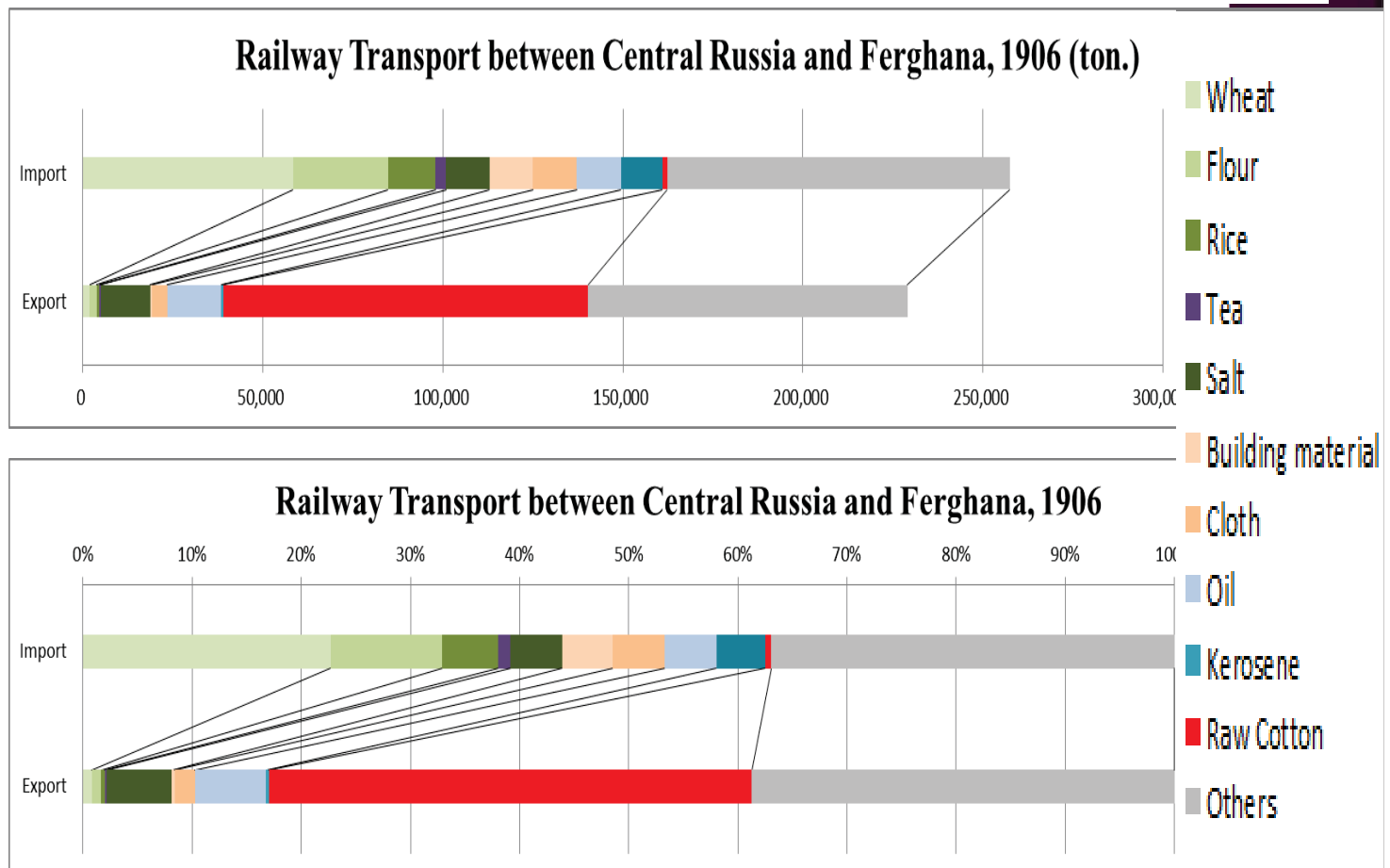


Fig. 5, ¹⁶³ Railway transport between Central Russia and Fergana, 1909

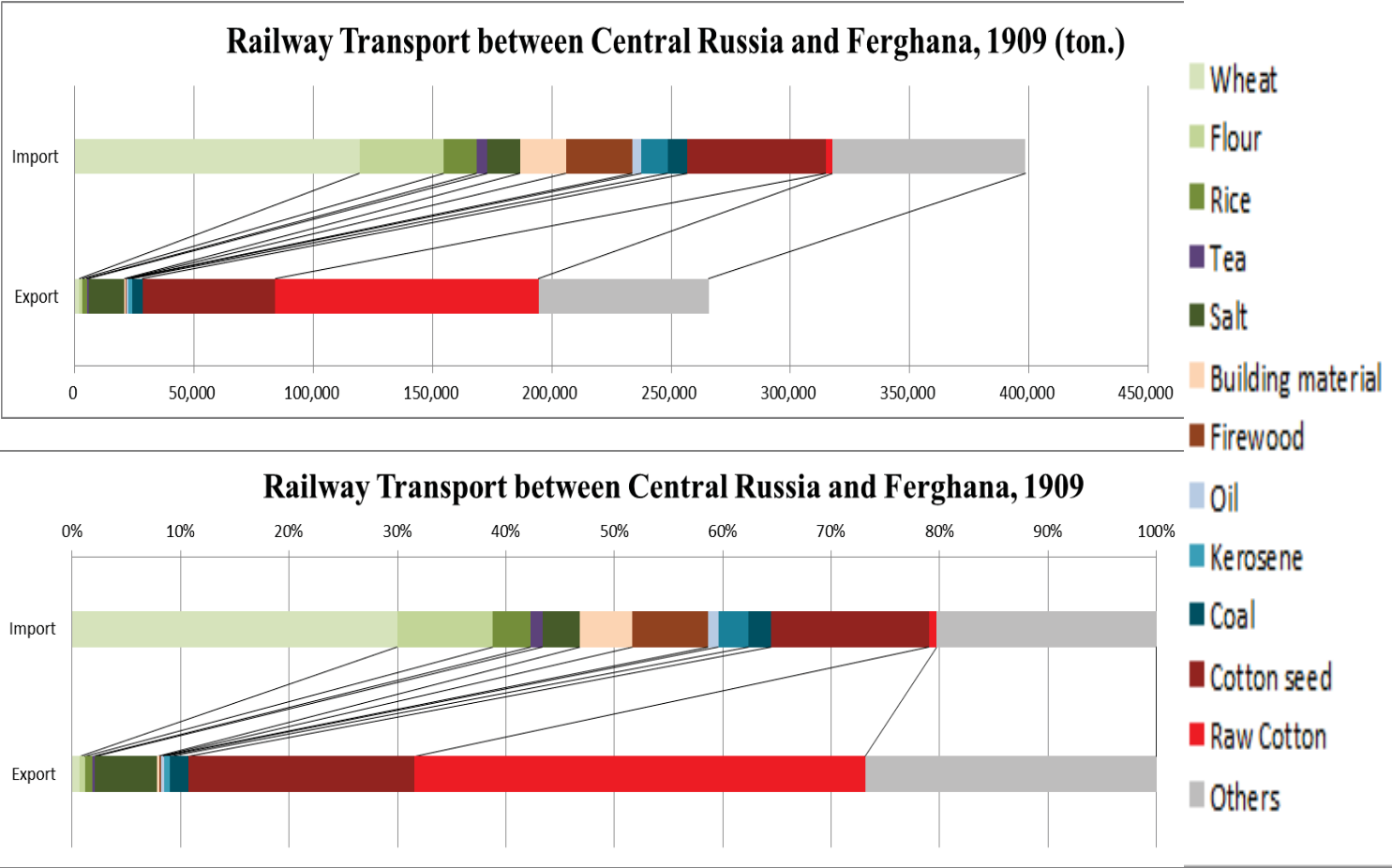


Fig. 6. Railway transport between Central Russia and Fergana, 1913

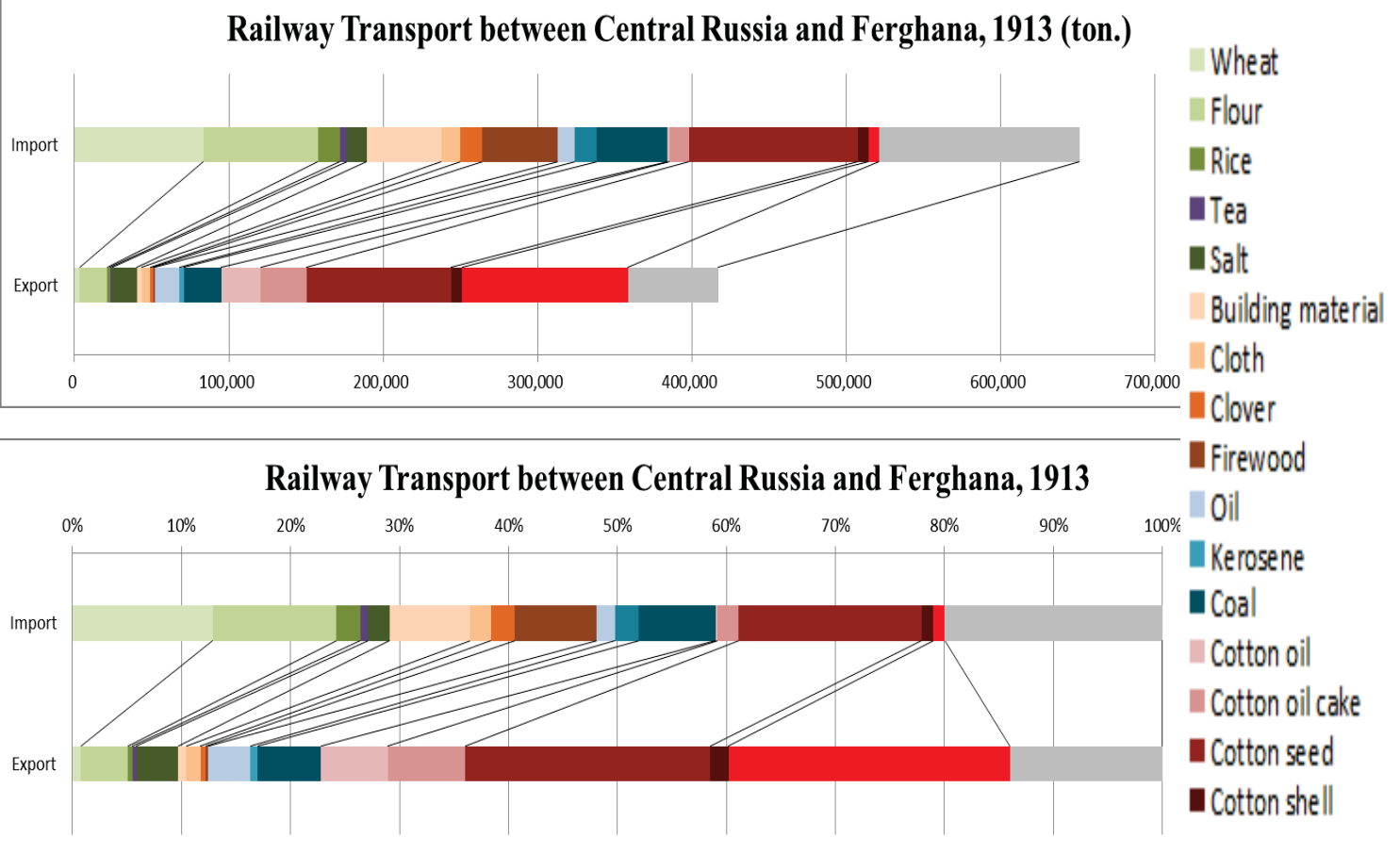


Fig. 7.¹⁶³ Raw cotton consumed in Russian cotton industry

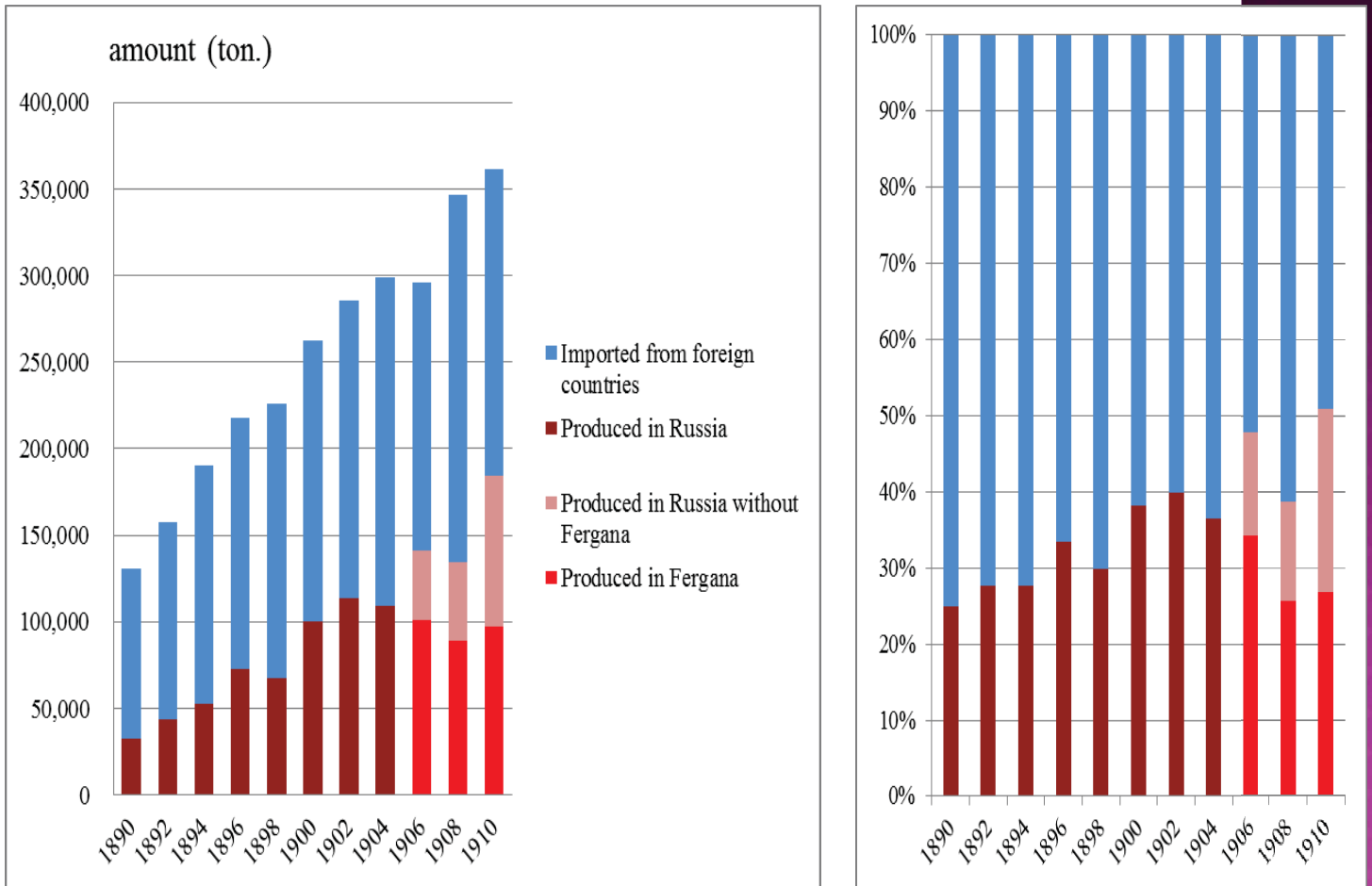


Fig. 8. Production, Trade, and Consumption of Cotton and Wheat, 1909

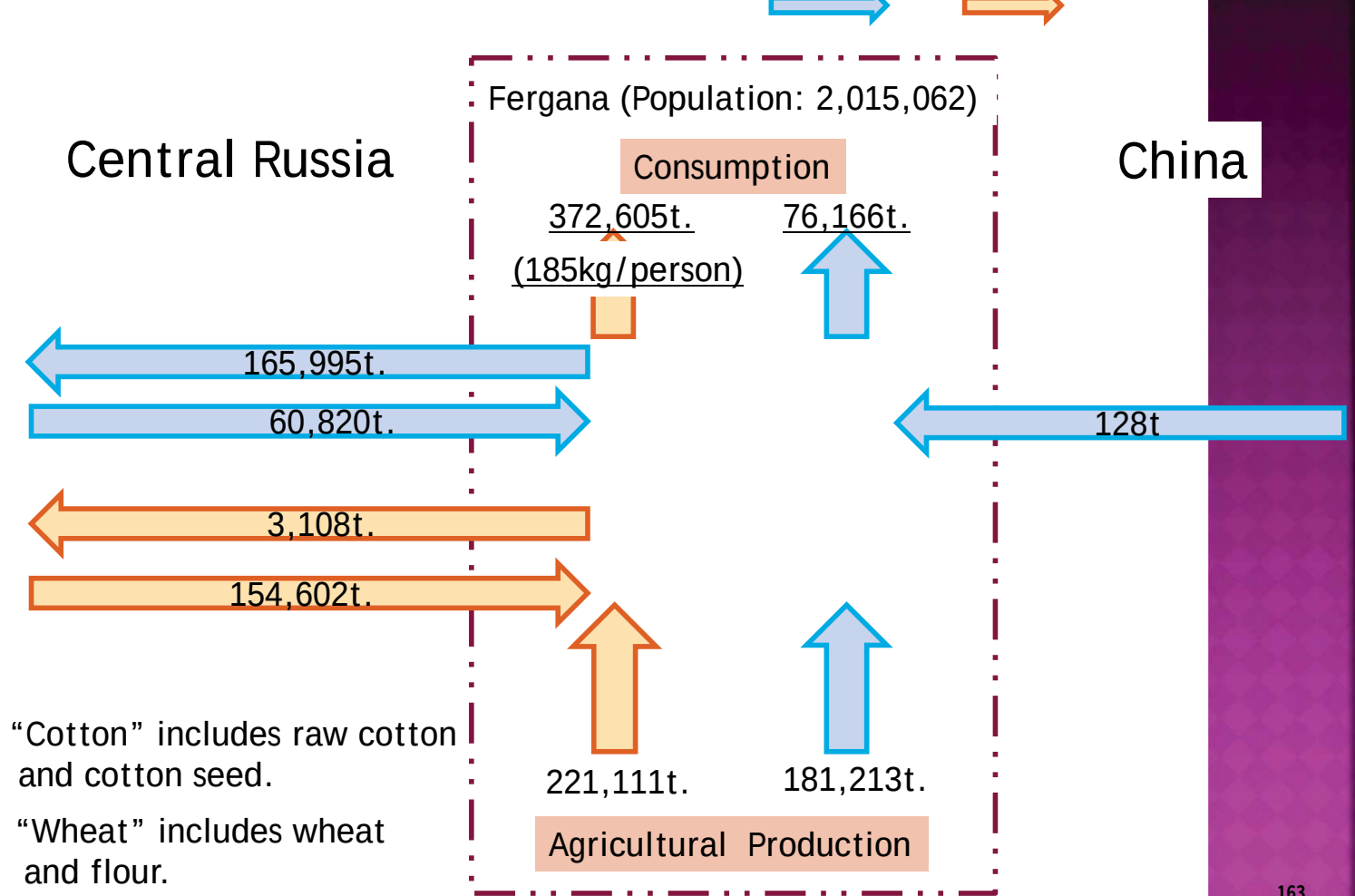
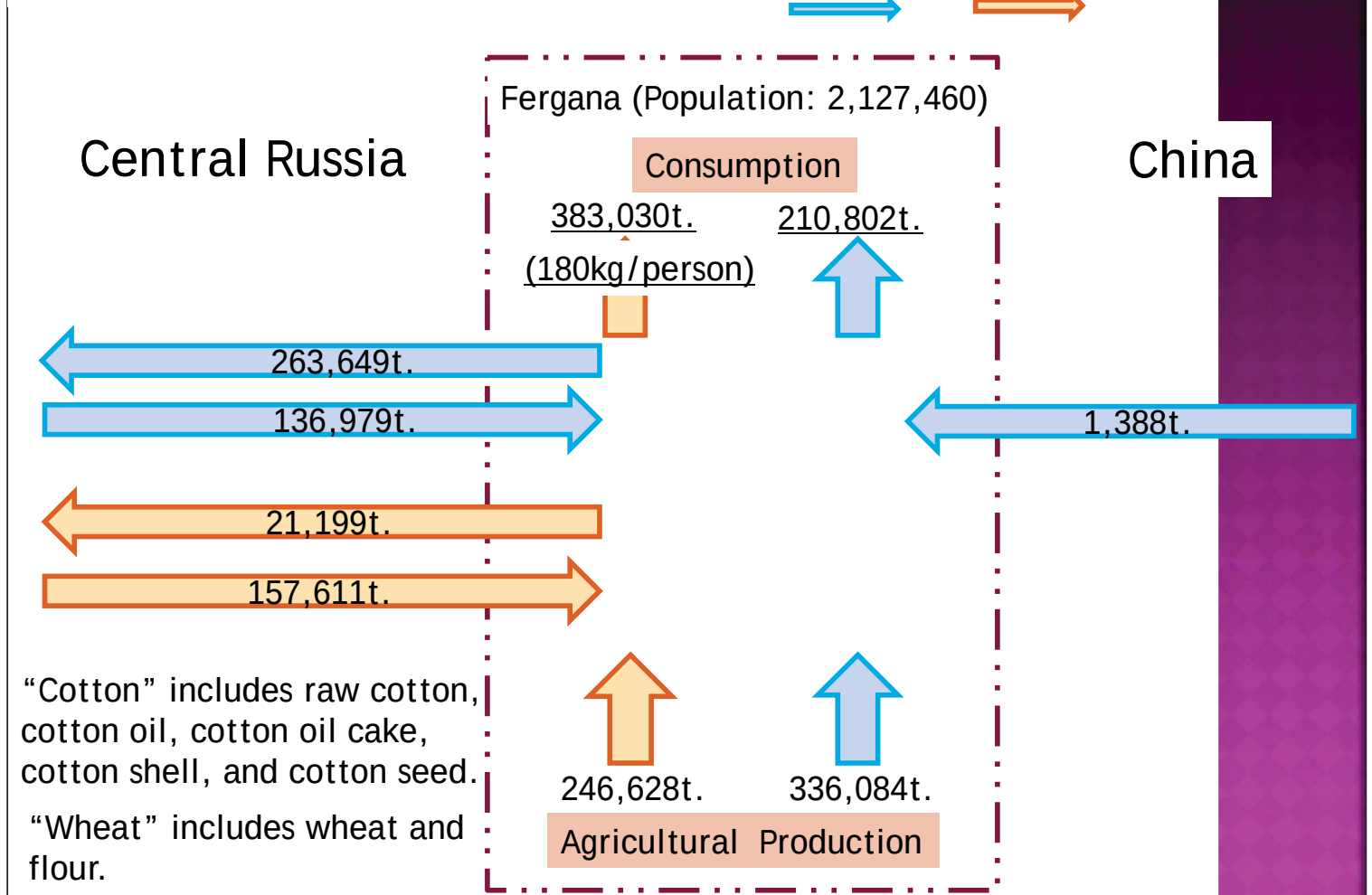


Fig. 9. Production, Trade, and Consumption of Cotton and Wheat, 1913



CONCLUSIVE REMARKS

- 1) The Kokand khanate (1709-1876) got large profit from transit trade between Russia and China, but situation was totally changed by 1909.
- 2) After the construction of railway between Moscow and Fergana in 1906, domestic trade between Russia and Fergana became much more important than international trade between Fergana and Chinese Xinjiang.
- 3) Wheat production, trade, and consumption in Fergana region were well balanced before WWI, but wheat import that reached one third of regional consumption was potentially danger.

Trade Statistics on Outer Islands of the Dutch East Indies in the 19th century

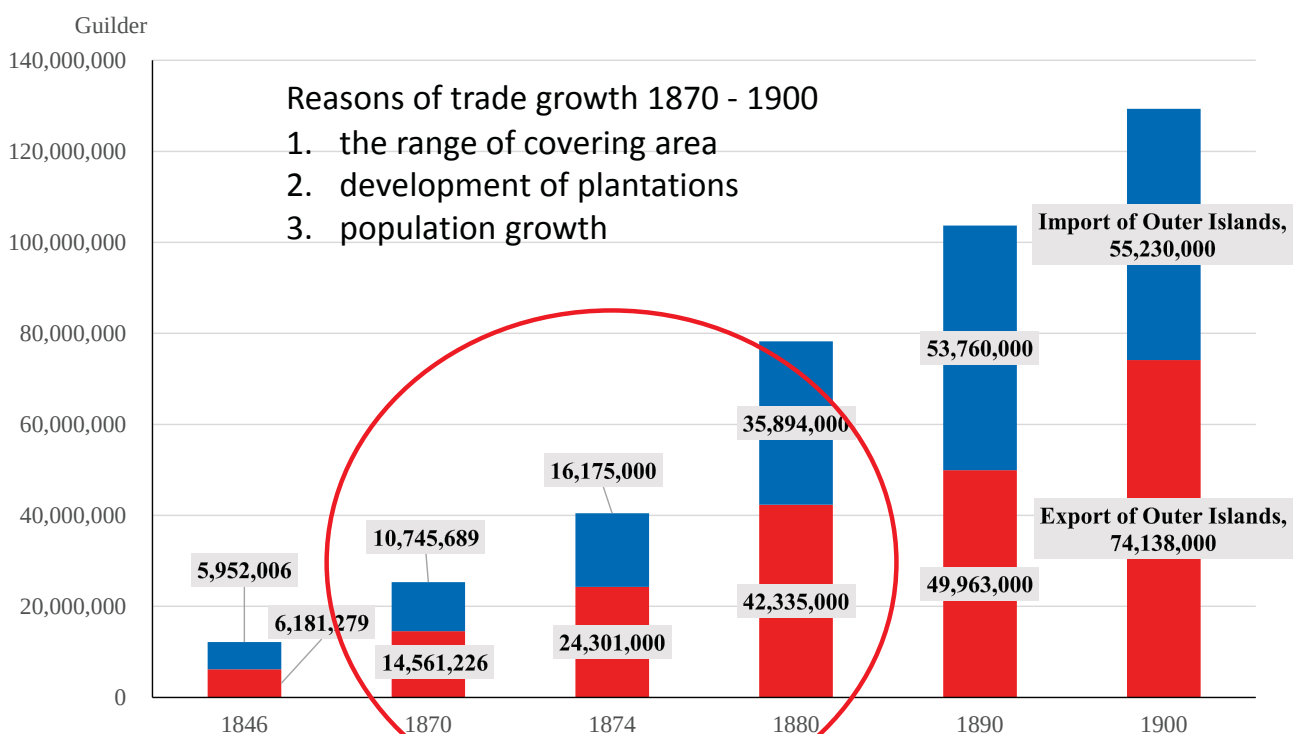
Shohei Okubo (大久保 翔平)

MA Student, The University of Tokyo

Toyama, 2016. 05. 23

okubo-shohei@g.ecc.u-tokyo.ac.jp

Trade Development on Outer Islands



Note: Figures exclude species.

Figures do not contain the trade within the Dutch East Indies and government accounts.

166 Source of Trade Statistics in 1870

*Statistiek van den handel, de scheepvaart en de in- en uitvoerregten in de bezittingen **buiten Java en Madura**, over het jaar 1870*

[Statistics of the trade, shipping, import and export customs in the assets **outside Java and Madura**, 1870]

Compiled by the Department of Finance in the colonial government of the Dutch East Indies

⇔ *Statistiek van den handel, op Java en Madura*

Same format: **1870-1873**

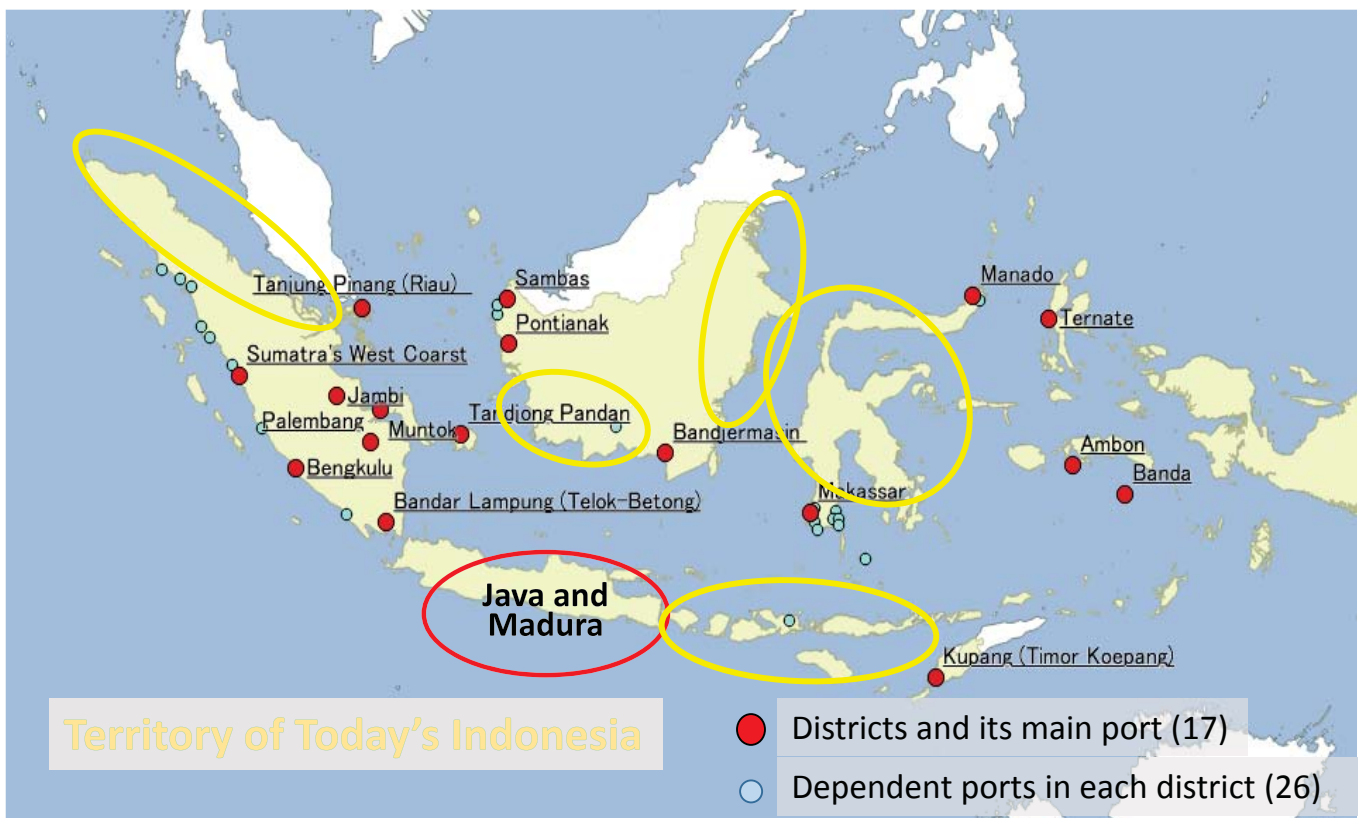
⇒ since 1870 the Dutch government shifted into open-up policies. "**Liberal Period**" accompanied with the **expansion and integration of the territory**.

⇒ The integration of both trade statistics into one statistics of the Dutch East Indies as a whole in 1874. The differentiation of domestic and foreign trades and exclusion of domestic trades from statistics.



Note: This statistics include the trade within the Dutch East Indies.

Geographical Range of Statistics in 1870



Values and volumes of each commodity

	Value		Per transport	
Aardewerk, gewassen en poreus...	1.185	Badenarmen...	1.323,297	
Id., dakpannen, 10 vaten...	1.001	Id., klapper 6 vaten...	347	
Aap, van alle soorten, 200 stuks...	5.237	Id., Peim, en Bontu 29 stuks...	123	
Bier, afgevoerd, 10 vaten...	2.011	Id., Leucodonta 29 stuks...	61,700	
Bier, op maat, 72 vaten...	2.036	Id., Leucodonta 29 stuks...	10,841	
Id., afgevoerd, 233 vaten...	2.036	Id., Leucodonta 29 stuks...	13,187	
Blaas en kikkerv...	1.349	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	4.275	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	21,675	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	2.752	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	2.649	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	10,061	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	39,714	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	6,023	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	22,511	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	6,156	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	49,619	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	11,723	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	1,536	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	10,841	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	8,400	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	44,982	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	73	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	77,649	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	14,982	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	11,723	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	1,536	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	10,841	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	8,400	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	44,982	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	73	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	77,649	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	14,982	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	11,723	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	1,536	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	10,841	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	8,400	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	44,982	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	73	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	77,649	Id., Leucodonta 29 stuks...	13,187	
Bontu, 10 vaten...	14,982	Id., Leucodonta 29 stuks...	10,841	
Bontu, 10 vaten...	11,723	Id., Leucodonta 29 stuks...	13,187	
Bontu,				

Transporten... / 4.524,397

LIVROIR.

export

Tot samen... / 5.408,527

De waarde van des geheuen uitvoer heeft bedragen:

Values of
each port

Commodities	Species	Total	
Palm...	5.650,378	60,320	5.754,023
Ban...	45,906		45,906
Ang...	2,675		2,675
Schep...	21,365	12,000	33,365
125...	125		125
Suy...	391,624		391,624
Sand...			63,294

Tot samen... / 6.330,115 / 71,150 / 6.381,565

The Contents of the Statistics (continued)

The image displays several pages of historical Dutch customs records from 1823. The documents are annotated with red circles and labels indicating the data points of interest:

- Values of destinations:** A red circle highlights the 'Bestemming' (destination) column in the 'Schepenlijst' document.
- Values of ship's registry:** A red circle highlights the 'Waarde' (value) column in the 'Schepenlijst' document.
- Places of origin and destinations of ship's registry (number and weight of vessels):** A red circle highlights the 'Plaats van oorsprong' (place of origin) and 'Plaats van bestemming' (place of destination) columns in the 'Schepenlijst' document.
- Values and volumes of each commodity:** A red circle highlights the 'Waarde' (value) and 'Volumen' (volume) columns in the 'Schepvaart' document.
- Entrepôt:** A red circle highlights the 'Entrepôt' section in the 'Schepvaart' document.
- Values of custom of each commodity for imports and exports:** A red circle highlights the 'Waarde' (value) column in the 'Schepvaart' document.
- shipping:** A red circle highlights the 'Schepvaart' document.

Characteristics of the Dutch statistic on Outer Islands

- No differentiation between domestic and foreign trade
⇒ We can see the size of trade and relation among ports within the Dutch East Indies.
- No description of places of origin and destinations of each commodity
⇒ We need to consult the statistics of counterparts such as Singapore.

Other Sources of Trade Statistics in the 19th century



Overview of Trade and Shipping in the Dutch Assets in the East Indies **outside Java and Madura, 1846-1869**

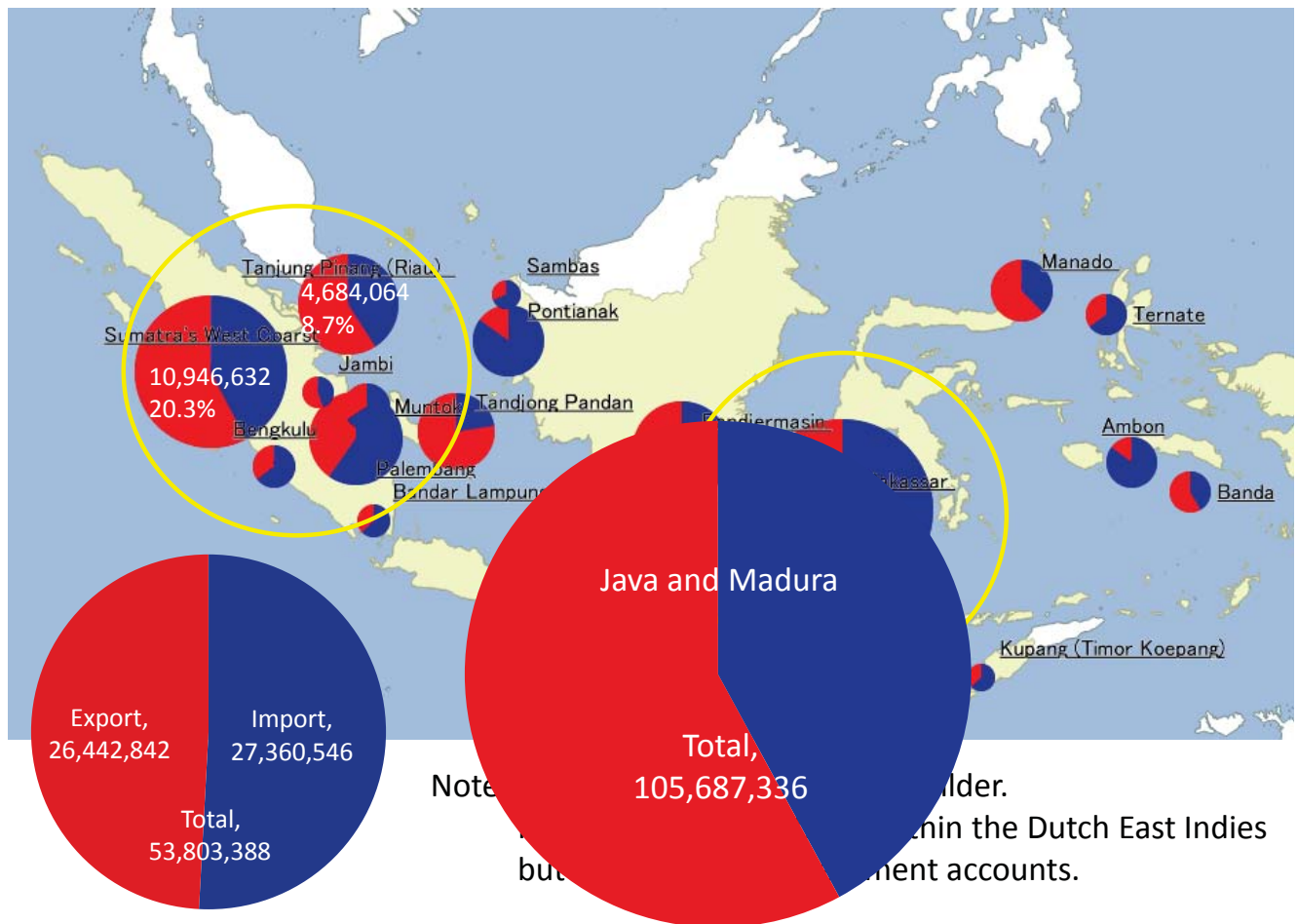


Statistics of Trade, Shipping, Import and Export Customs **over the Dutch East Indies, 1874-1909**

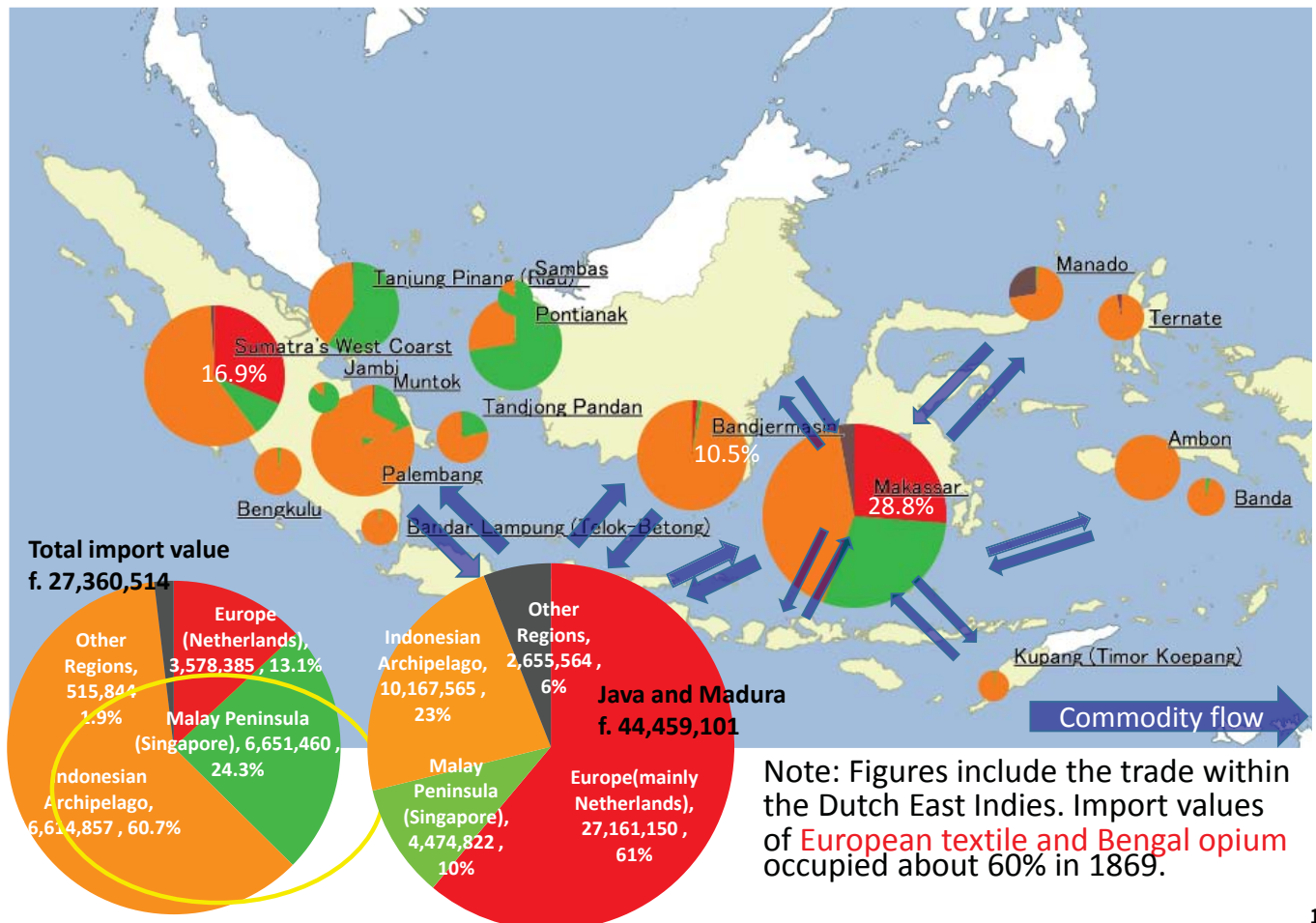
limitations in Each Statistic on Outer Islands

		1846-1869	1870-1873	1874-1909
General	Trades within the Dutch East Indies	Included	Included	excluded
	Trades of the government account	×	×	○
	Volumes of each commodity	limited	limited	○
Import	Total values of each place of origin	○	○	○
	Commodity values of each place of origin	Place of production is mentioned	×	△ in early years description is not by ports but by the Dutch East Indies as a whole
Export	Total values of each destination	○	○	○
	Commodity values of each destination	Place of production is mentioned	×	△ same as the import

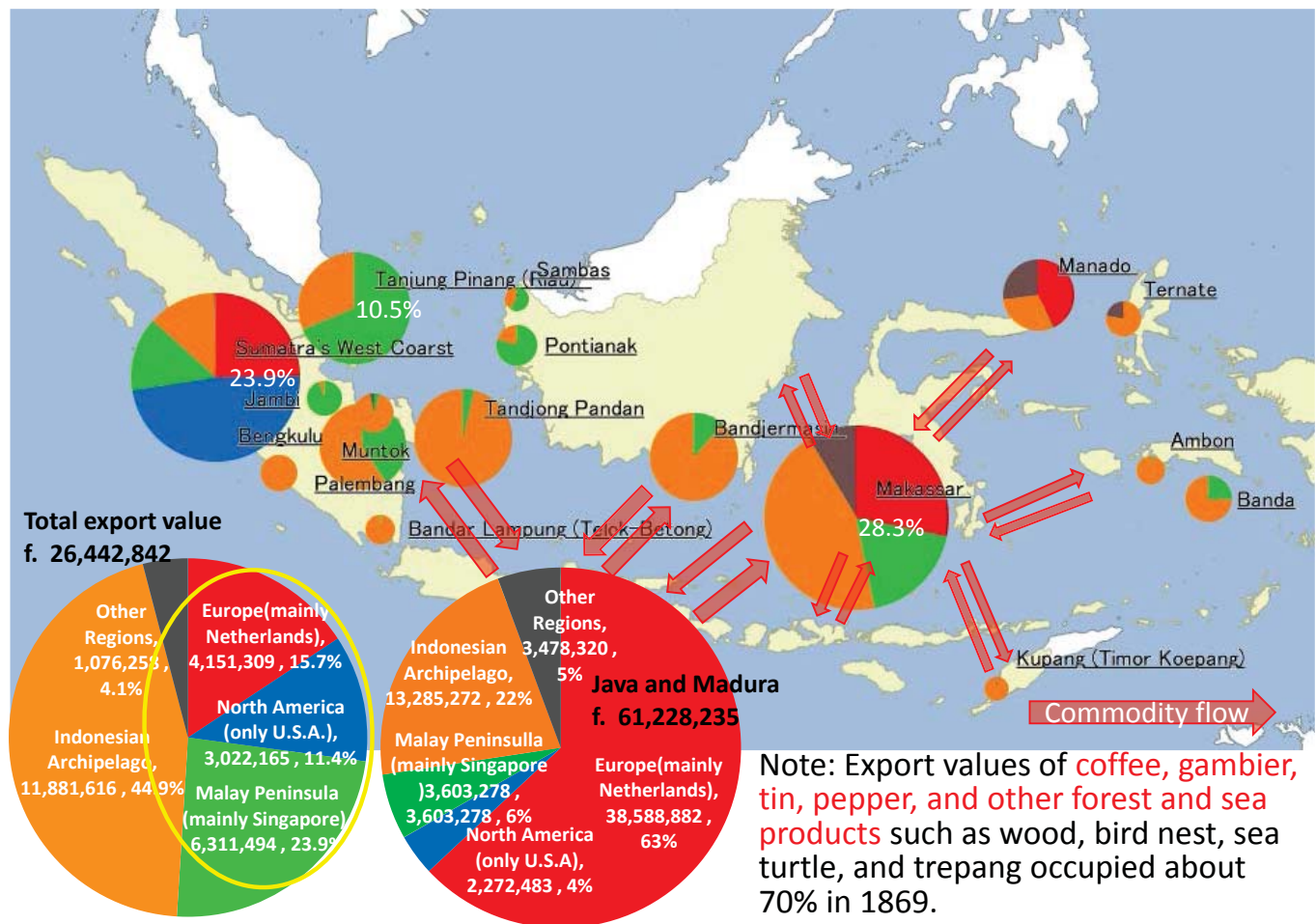
Values of Exports and Imports in Outer Islands



Compositions of Imports in Outer Islands in 1870



Compositions of Exports in Outer Islands in 1870



Example of Making GIS-based Map in CSV File

Name	Y	X	Imp. Exc. Specie	Europe	North America	Malay Archipelago	Indonesian Archipelago	Other Regions	Exp. Exc. Specie	Europe	North America	Malay Archipelago	Indonesian Archipelago	Other Regions
Sumatra's West Coast	-0.95	100.3531	4637517	1460021	0	381550	2749413	46533	6309115	1554496	3022165	889393	819754	23307
Bengkulu	-3.79556	102.2592	549289	770	0	10091	538428	0	298948	0	0	579	298369	0
Bandar Lampung (Telok-Betong)	-5.45	105.2667	326117	0	0	3467	322650	0	192833	0	0	3630	189203	0
Palembang	-2.98611	104.7556	2479848	0	0	463447	2010610	5791	1672610	0	0	684906	977303	17836
Jambi	-1.59	103.61	226547	0	0	197692	28855	0	278440	0	0	263826	14614	0
Muntok	-2	105.0833	689183	4088	0	219656	463420	2020	356722	0	0	15677	328680	13200
Tanjong Pandan	-2.75	107.75	623884	0	0	132585	485410	5889	2148216	0	0	76011	2072205	0
Tanjung Pinang (Riau)	1.083333	104.4833	1914825	0	0	1142572	758753	13500	2769239	0	0	1902436	866803	0
Pontianak	0	109.3333	2058350	0	0	1492684	561856	3840	364335	0	0	686805	177530	0
Sambas	1.366667	109.3	283722	0	0	236412	47311	0	129057	0	0	76888	49669	2500
Bandjermasin	-3.33333	114.5833	2869895	43090	0	37312	2789493	0	1719980	0	0	193009	1526971	0
Makassar	-5.13333	119.4167	7887878	2067176	0	2313958	3275357	231387	7473064	2107311	0	1386615	3333840	645384
Ambon	-3.7	128.1667	1037835	0	0	1160	1036675	0	182279	0	0	1980	180799	0
Banda	-4.58333	129.9167	346052	0	0	11083	334969	0	489971	0	0	122397	367574	0
Manado	1.493056	124.8413	690448	0	0	5200	493804	191444	1137600	489502	0	7342	332506	308250
Ternate	0.783333	127.3667	514446	3240	0	0	495766	15440	278964	0	0	0	216369	62950
Kupang (Timor Koepang)	-10.1833	123.5833	224678	0	0	2591	222087	0	132258	0	0	0	129427	2831

⇒ put this CSV file on Q-GIS and made diagrams for your purpose

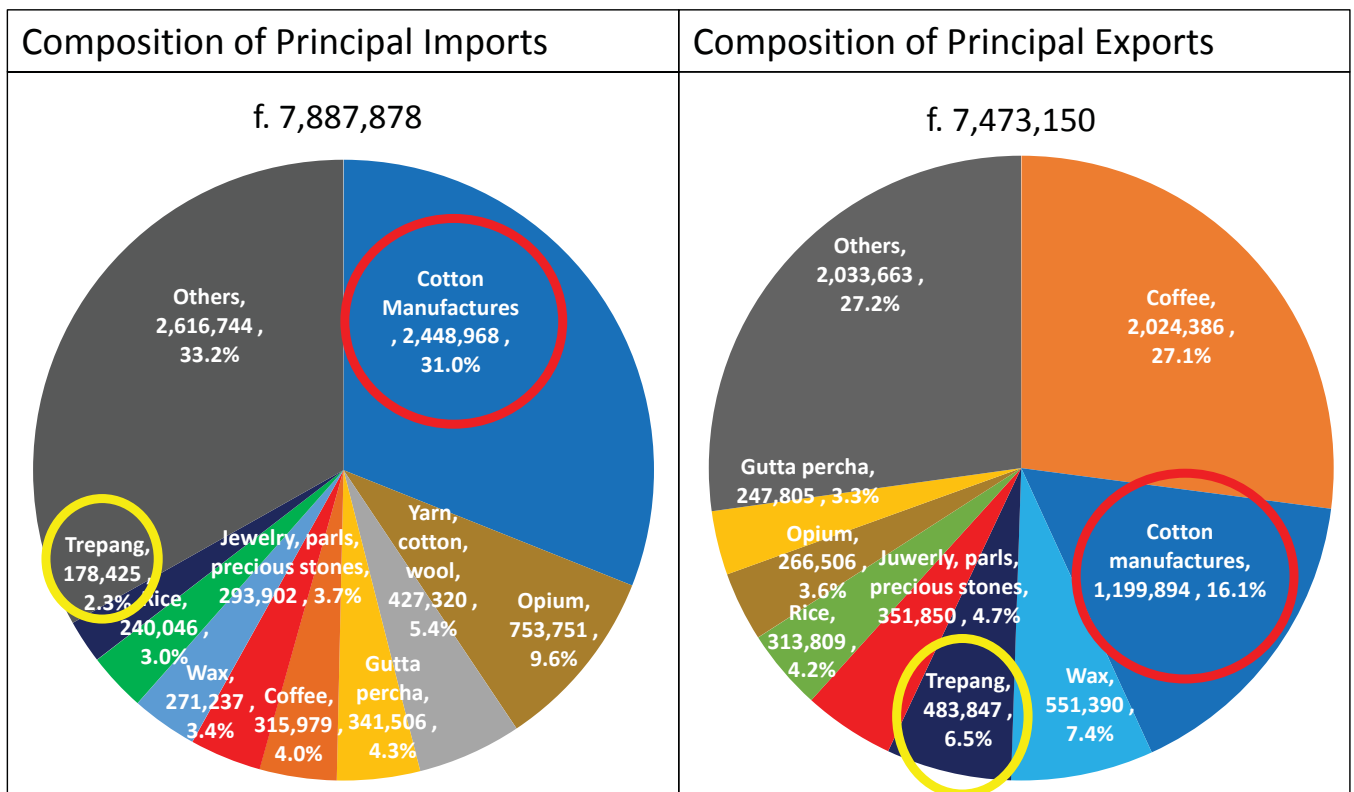


Makassar

- Main port in the south part of Sulawesi
 - Hub port in the east part of Outer Islands
 - Population

the 1930 census	South Sulawesi	3,093,251
	Makassar	65,445
	east part of Outer Islands	ca. 10 million
 - Makassar was a free port in between 1847-1906.
- ⇒ What happened in this small port town in the late 19th century behind the Asian development?

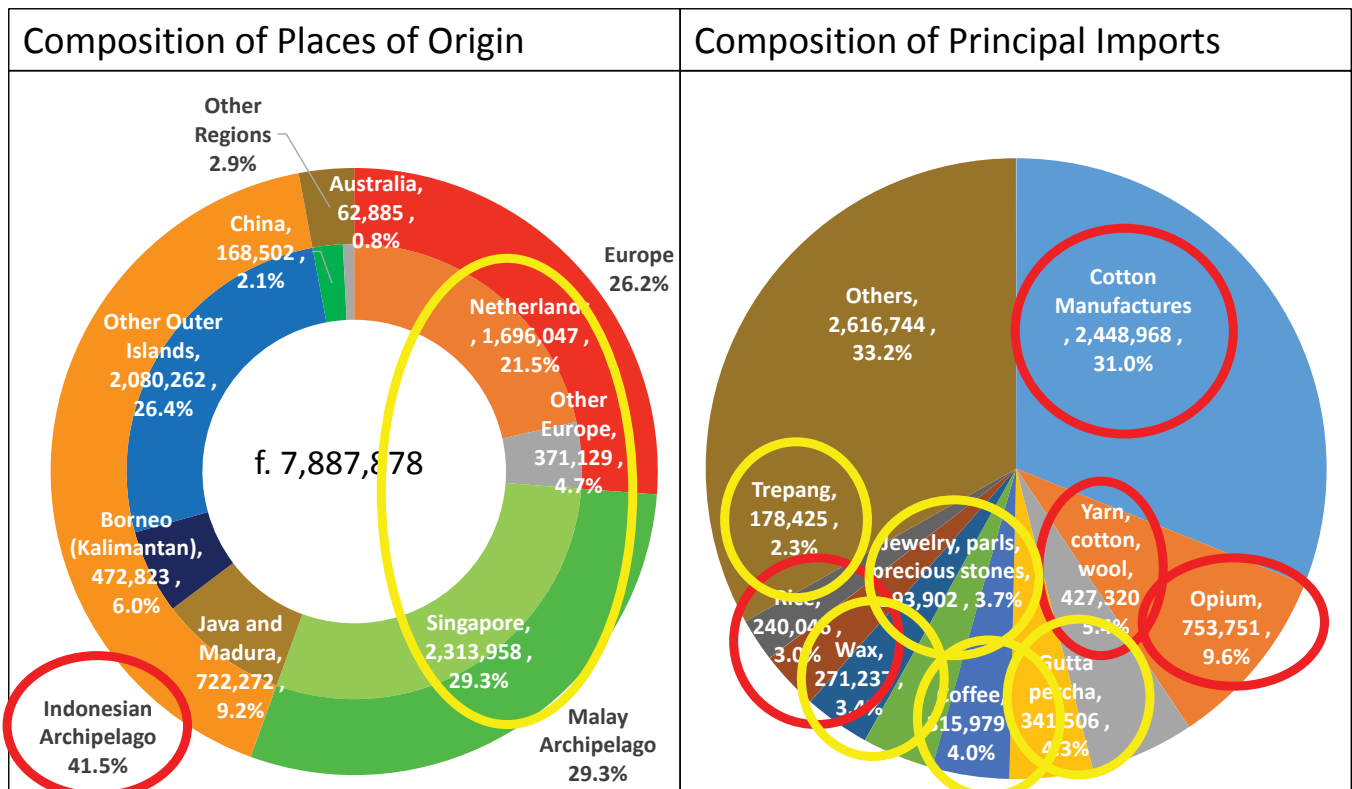
Makassar as a regional hub port in 1870



Note: Figures exclude species. Figures contain the trade within the Dutch East Indies.

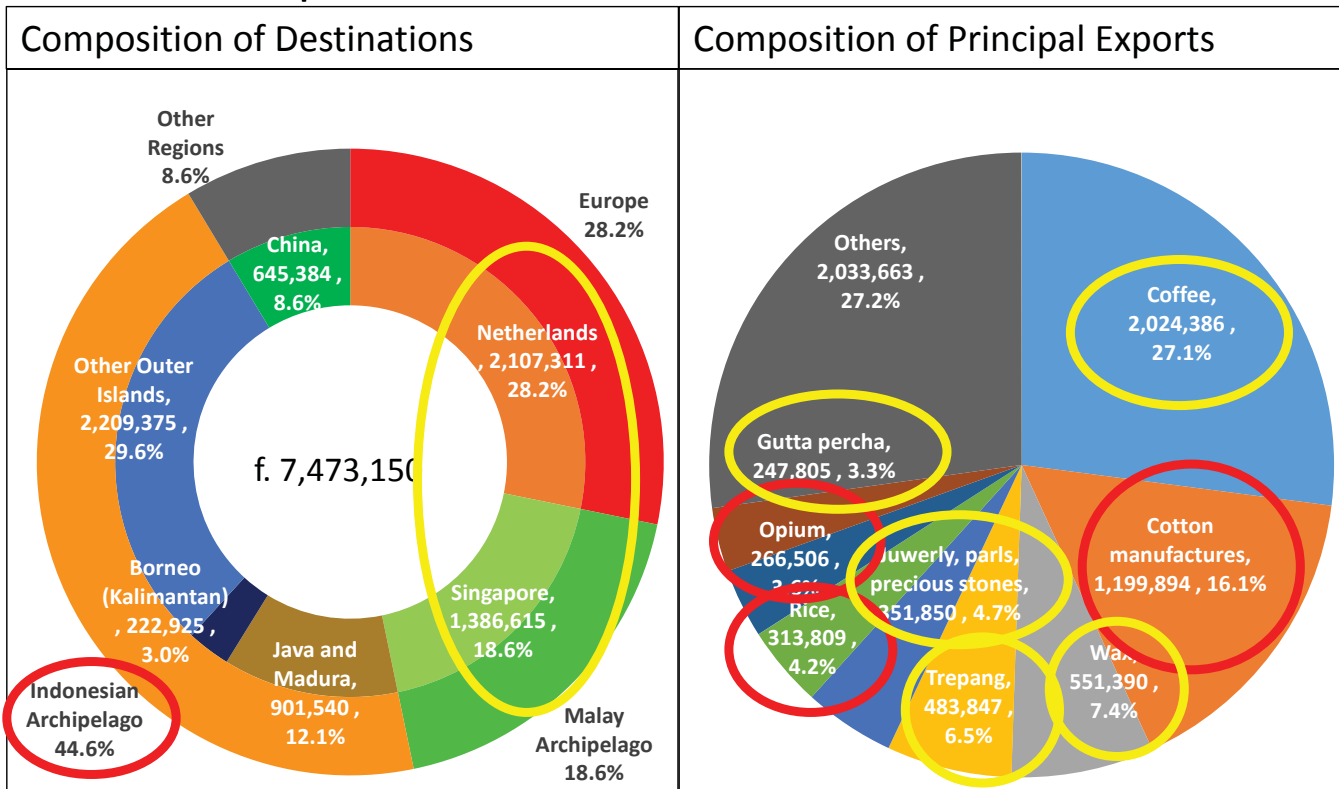
- Makassar played a role to connect regional markets with international markets.

Makassar Imports in 1870



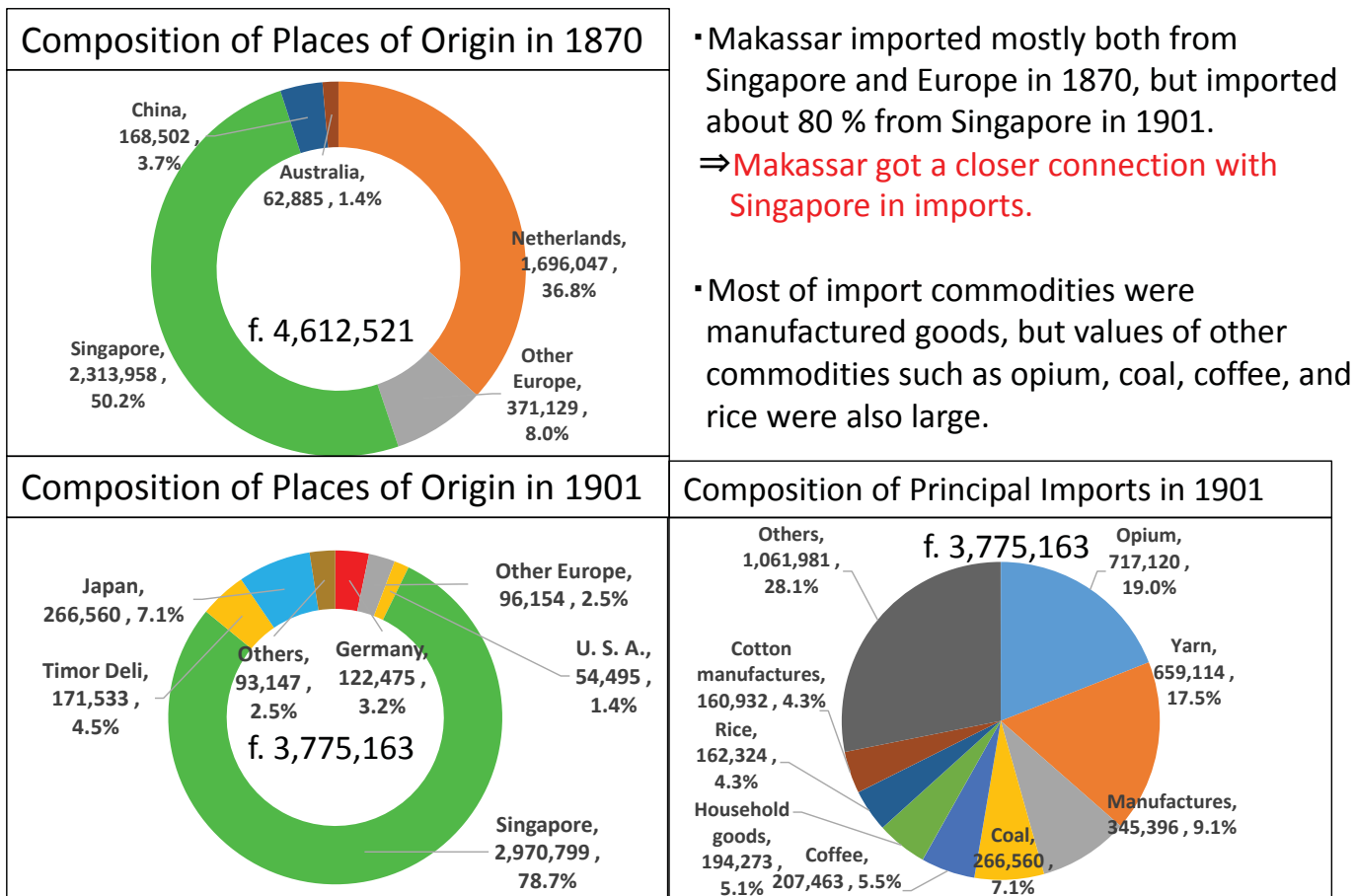
Note: Figures exclude species. Figures contain the trade within the Dutch East Indies.

Makassar Exports in 1870



Note: Figures exclude species. Figures contain the trade within the Dutch East Indies.

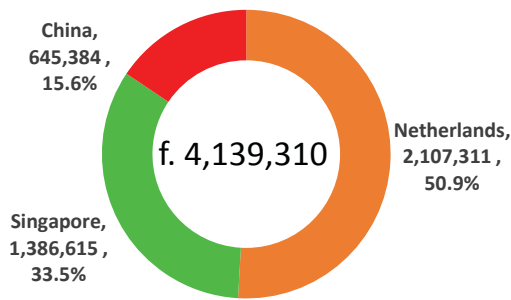
Makassar Imports outside the Dutch East Indies in 1901



Note: Figures exclude species. Figures exclude the trade within the Dutch East Indies.

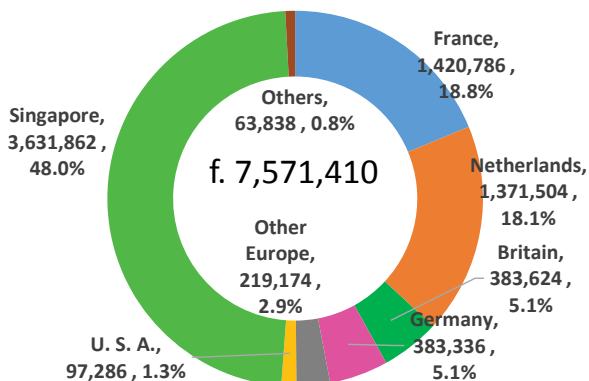
Makassar Exports outside the Dutch East Indies in 1901

Composition of Destinations in 1870

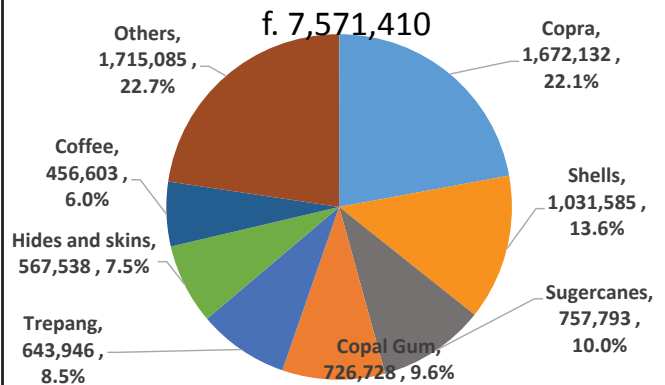


- Makassar exported mostly to Netherlands and Singapore in 1870, but **exported to varieties of European market in 1901**. Singapore occupied a half of foreign market. ⇒ **The growth rate of export to Singapore was much higher than that of export to Europe.**
- **Makassar exported primary products produced in Sulawesi and probably gathered from the east part of Outer Islands.**

Composition of Destinations in 1901



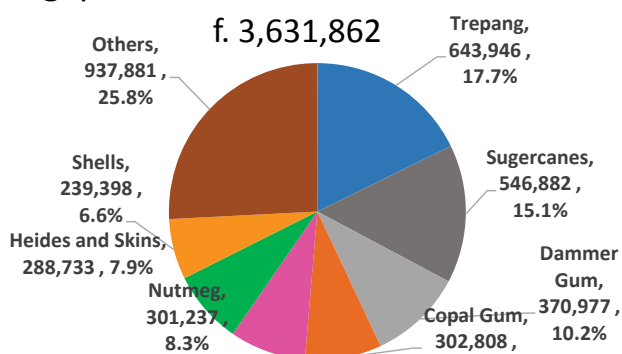
Composition of Principal Exports in 1901



Note: Figures exclude species. Figures exclude the trade within the Dutch East Indies.

Composition of Principal Exports to Different Destinations in 1901

Composition of Principal Exports to Singapore in 1901

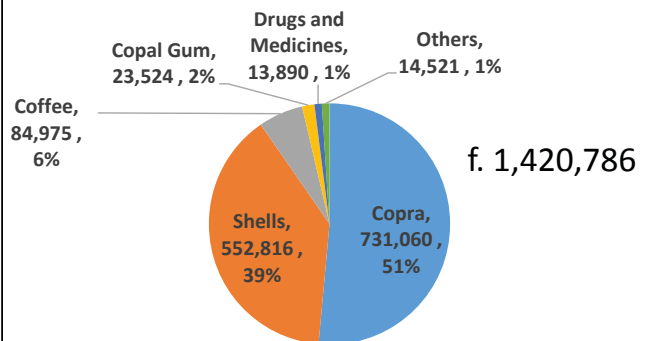


▪ In order to know the final consumption area, we need to see the statistics of Singapore.

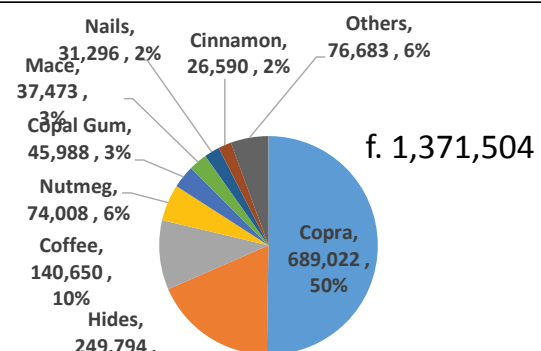
Next assignment

Who organized this transit trade collecting local products and re-exporting to the world?
How did this small port town sustained the population of surrounding islands?
What was the merit of free port?

Composition of Principal Exports to France in 1901



Composition of Principal Exports to Netherlands in 1901



①

Foreign Trade Statistics and Custom System of Siam in the late 19th century and the early 20th century

Toshiyuki MIYATA
(Tokyo University of Foreign Studies)

The Workshop on Asian Trade Networks in the Mid-to-Late 19th Century
Using Historical GIS Organized by Prof. Tsukasa MIZUSHIMA
at Wholfahrt Toyama,
From May 21st – Monday to May 23rd, 2016

④

<1> What were the main documents to analyze foreign trade dynamics of Siam?

- James. C. Ingram. 1971[1955]. Economic Change in Thailand 1850-1970, Stanford: Stanford Univ. Press.
"Appendix: Foreign Trade"
- Ingram used British Consular Reports (British Commercial Reports) on Bangkok to compile foreign trade statistics in the late 19th century and "Foreign trade and Navigation on Bangkok, Siam" in the first half of 20th century.
- So this study have collected these documents and tried to re-examine foreign trade statistics of Siam compiled in these two types of documents.

②

Introduction

- "The Bowring Treaty" in 1855:
between King Rama IV (King Mongkut) and Sir John Bowring (Treaty of Friendship and Commerce between Her Majesty and the Kings of Siam with an Agreement Supplementary Thereto)
- The Bowring Treaty and the other treaties prescribed 3 % Import Duties, the extraterritoriality for British, French and others and the rights of British subjects, French subjects and others to have some parts of lands in Siam.
- The Custom house was established in Bangkok in 1856.

⑤

1-1 Why were British Consular Reports used to compile foreign trade statistics of Siam?

- British Consular Reports were really the secondary works based on "Trade returns of Bangkok" compiled by Custom House, Bangkok in the late 19th century. But it is difficult to find "Trade returns of Bangkok" even at National Archives of Thailand now.
- Moreover, there seemed to be little attentions among Thai historians to collect and analyze "Trade returns of Bangkok," because Ingram's work used British Consular Reports, not "Trade returns of Bangkok" as the main sources for foreign trade statistics.

③

- This research examines
(1) What were the main documents to analyze foreign trade dynamics of Siam?
-The British Consular Report on Siam (British Commercial Reports) and Foreign Trade and Navigation of the Port of Bangkok
-Organization of Custom House in 1856
-Establishment of Royal Custom Department in the 1890s

(2) Which kind of data did Foreign Trade Statistics of Bangkok in Siam report?

- Examining data of 1870 and 1899

⑥

<Trade Returns of Import and Export>

(Miyata luckily found only one set of "Trade Returns" at Thailand National Archives.

- Return of Imports as Declared at H.S.M's Customs, from 1st January to 31st December, 1891.(Furnished by H.S.M's Customs, and Published by Authority.)
Printed at the Bangkok Times Office, Bangkok
- Export of Merchandise from The Port of Bangkok, Siam, From 1st January to 31st December, 1891.(Furnished by His Siamese Majesty's Customs and Published by Authority.)
Printed at the Bangkok Times Office, Bangkok

⑦

- On the other hand, it had been difficult for researchers to collect the extensive series of British Consular Reports on Siam, too.
- But during the late 1990s, Miyata tried to collect British Consular Reports on Siam and to re-examine foreign trade statistics of Siam under Hitotsubashi Univ. Project of Asian Long Term Economic Statistics.
- In the early 2000s, when the comprehensive volumes of British Parliamentary Papers could be move and be served for investigating openly at library of National Museum of Anthropology (Minpaku), Osaka, Miyata could complete to collect the whole papers of British Consular Reports on Siam from 1854 to 1913.

⑩

- It is certain that the British Consular Reports on Siam were useful to compile foreign trade statistics of Siam. But foreign trade data in these reports which based on "Trade returns of Bangkok" compiled by Custom House, Bangkok were not detailed. This study examine the reasons for this simplicity and insufficiency of these data by focusing on the characteristics of Custom system of Bangkok, Siam in the late 19th century.
- This study conclude that the statistical insufficiency resulted from the uncontrolled weakness of custom system in the late 19th century.

⑧

(1) British Parliamentary Paper, British Consular Reports on Siam

Year	Central Region	Year	Northern Region	Year	Southern Region
1854	Bangkok				
	Bangkok				
	Bangkok				
	Bangkok				
	Bangkok				
	Bangkok				
	Bangkok	1887	Chiengmai	1887	Nan
	Bangkok		Chiengmai	1900	Nan
	Bangkok		Chiengmai	1906	Saraburi & Puket
	Bangkok		Chiengmai	1907	Saraburi & Puket
	Bangkok		Chiengmai	1908	Nakon Si Thammarat and Patani
	Bangkok		Chiengmai	1909	Nakon Si Thammarat and Patani
	Bangkok		Chiengmai	1910	Senggora
	Bangkok		Chiengmai	1911	Senggora
1913	Bangkok	1913	Chiengmai		Senggora

(Source) British Parliamentary Paper, British Consular Reports on Siam

⑪

1-2 Custom House in the late 19th century

- Here, the organization and system of Custom House, Bangkok should be examined. It is summarized the following points.
- Custom House was not centralized although there was the commissioner who was the high rank office of Custom House. The commissioner could not control the tax collectors who were mostly Chinese tax farmers and were assigned at the different departments like Department of Central Port (Krom Thaklang) and Department of War (Krom Phrakalahom).
- Department of Central Port (Krom Thaklang) privileged the special rights to collect the export tax and controlled the Chinese tax farmers for the export tax at Custom House.
- Department of War (Krom Phrakalahom) holding the substantial interests in the southern region privileged the special rights to collect the import tax and controlled the Chinese tax farmer for the import tax at Custom House.

⑨

(2) Trade Statistics by Customs Department

Year	Ports	Title
1854	Bangkok	Custom Returns of Bangkok???
	Bangkok	Custom Returns of Bangkok???
	Bangkok	Custom Returns of Bangkok???
	Bangkok	Custom Returns of Bangkok???
	Bangkok	Custom Returns of Bangkok???
1898	Bangkok	Custom Returns of Bangkok???
1899	Bangkok	Statistics of Import and Export Trade of Bangkok
1906	Bangkok	Statistics of Import and Export Trade of Bangkok
1907	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
1922	Bangkok	Foreign Trade and Navigation of Bangkok
1923	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
1937	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
1938	the Kingdom of Thailand	Foreign Trade and Navigation of the Kingdom of Thailand
1939	the Kingdom of Thailand	Foreign Trade and Navigation of the Kingdom of Thailand

(Source) Trade Statistics furnished by Customs House to Customs Department, Siam

⑫

(3) Structure of Custom House in Bangkok and List of Imposed Tax: From 1865 to 1867

(Source) Bangkok Gazette, Annual Marine Navigation, 1865 p. 6
 Bangkok Gazette, Annual Marine Navigation, 1867 p. 6
 Bangkok Gazette, Annual Marine Navigation, 1868 p. 6

Title of Order	Date	Particulars	Value
Import Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Export Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Import Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Export Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Import Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Export Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Import Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Export Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Import Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan
Export Duty	Open	Director of Customs Collector Deputy Collector 1st Assistant 2nd Assistant Inspector Clerk Peon	Law Poo Gon Lengchong Chuan Han Lao Eng Kiang Lao Chai Sang Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan Kuan, Kuan, Kuan, Kuan

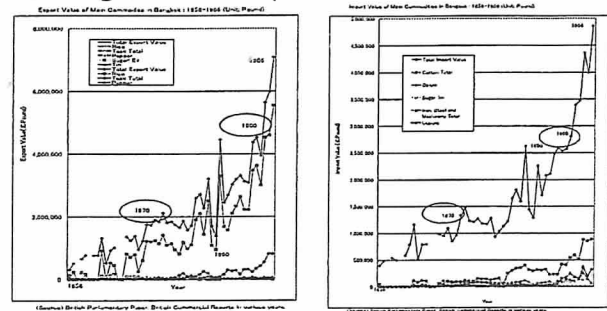
19

British Consular Report described the first publication of foreign trade statistics as follows [British Parliamentary Paper 1901:1],

- This new report has been delayed owing to the non-appearance of the custom-house returns until the middle of June. The returns, however, are drawn up in a much more elaborate and detailed manner than heretofore, and show a great advance on previous performance. It may be observed that the figures for 1898 in this summary do not always coincide with those given in last year's report. This is due to the fact that the coastwise trade which is now for the first time treated of in a separate section of the custom-house returns, has been left out of consideration in the present report as not in reality concerning the foreign trade of the kingdom

22

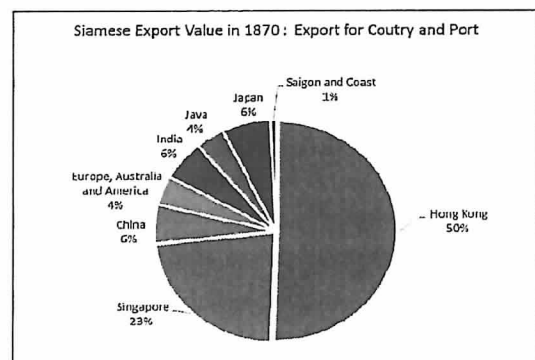
<2> Which kind of data did Foreign Trade Statistics of Bangkok in Siam report?



20

- Statistical Division was formed in Custom Department to compile foreign trade statistical under the guidance of chief officer, Mr.H.Grage in 1901. In 1908 the title of foreign trade report was changed to be The Statistical Office, His Majesty's Customs, The Foreign Trade and Navigation on the Port of Bangkok Year Ending March 31st 1908, 1908.
- Then the foreign trade report of 1923 covered the foreign trade statistics of the other ports besides Bangkok and titled The Statistical Office, His Majesty's Customs, The Foreign Trade and Navigation of the Kingdom of Siam. Year 2465(1922-23) and 2466(1923-24), 1924.
- After the 2475 revolution (the Constitutional Revolution in 1932), the Prime minister, General Phibunsongkram declared the change of country's name from Siam to Thailand in 1939. The title of foreign trade report was changed to Annual Statement of the Foreign Trade and Navigation of the Kingdom of Thailand. Year 2481(April 1938 to March 1939), 1939.

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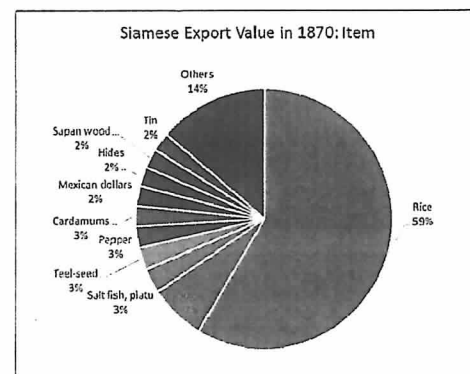
21

(2) Trade Statistics by Customs Department

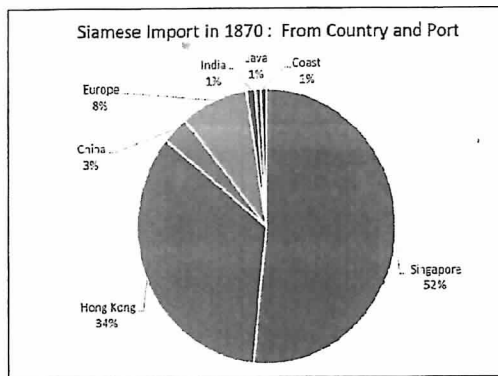
Year	Port	Title
1834	Bangkok	Custom Returns of Bangkok***
	Bangkok	Custom Returns of Bangkok***
	Bangkok	Custom Returns of Bangkok***
	Bangkok	Custom Returns of Bangkok***
	Bangkok	Custom Returns of Bangkok***
	Bangkok	Custom Returns of Bangkok***
1898	Bangkok	Custom Returns of Bangkok***
1899	Bangkok	Statistics of Import and Export Trade of Bangkok
1906	Bangkok	Statistics of Import and Export Trade of Bangkok
1907	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
	Bangkok	Foreign Trade and Navigation of Bangkok
1922	Bangkok	Foreign Trade and Navigation of Bangkok
1923	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
1937	the Kingdom of Siam	Foreign Trade and Navigation of the Kingdom of Siam
1938	the Kingdom of Thailand	Foreign Trade and Navigation of the Kingdom of Thailand
1939	the Kingdom of Thailand	Foreign Trade and Navigation of the Kingdom of Thailand

(Source) Trade Statistics furnished by Customs House or Customs Department, Siam

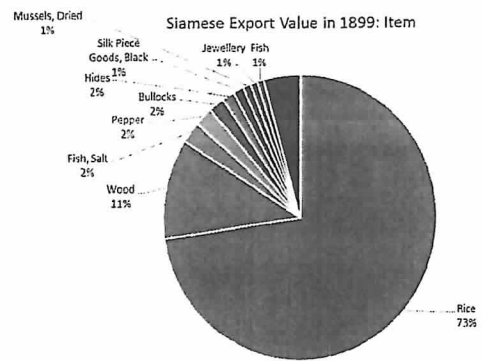
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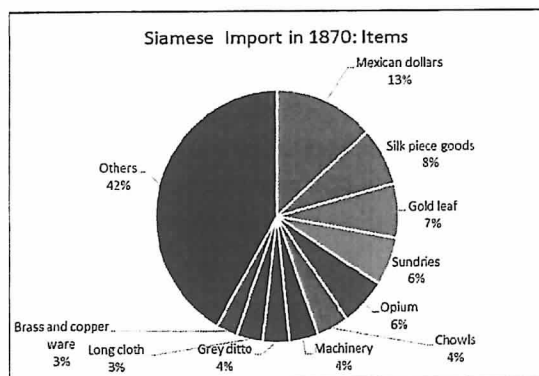
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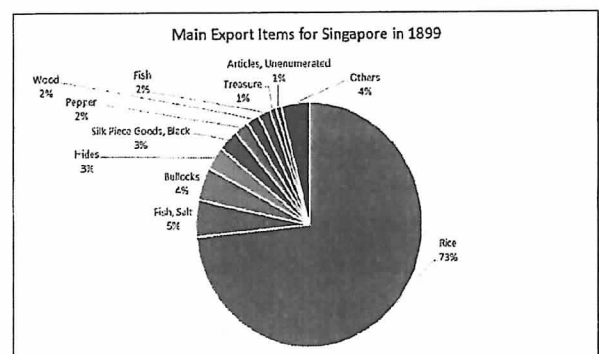
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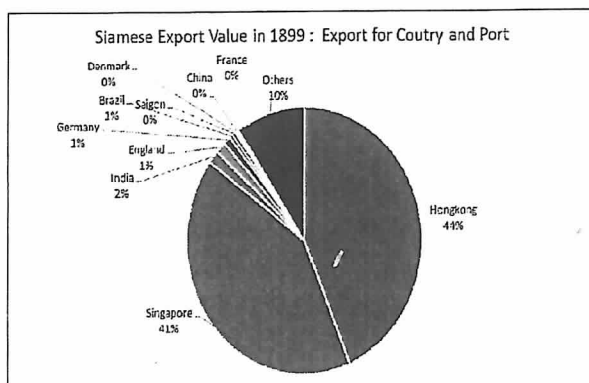
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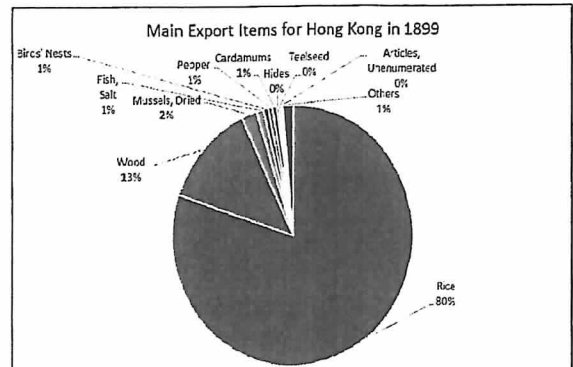
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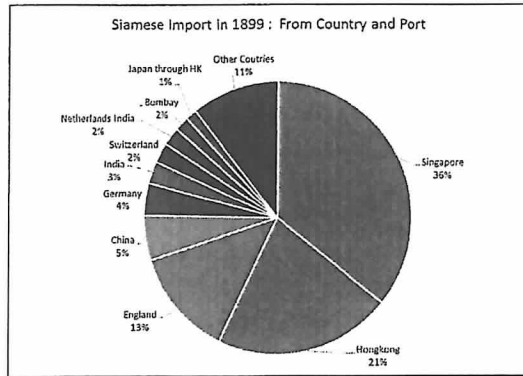
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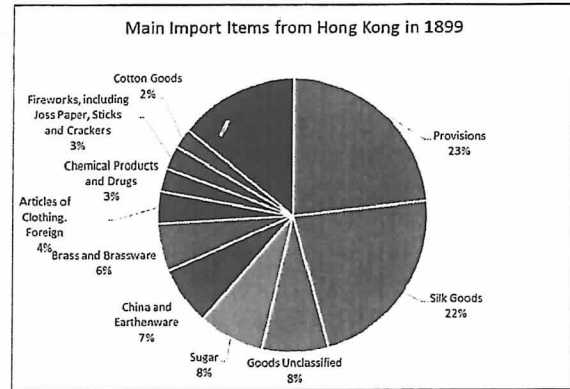
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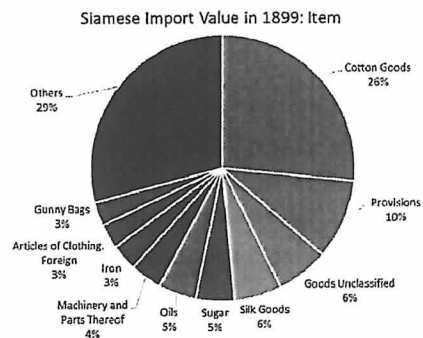
31



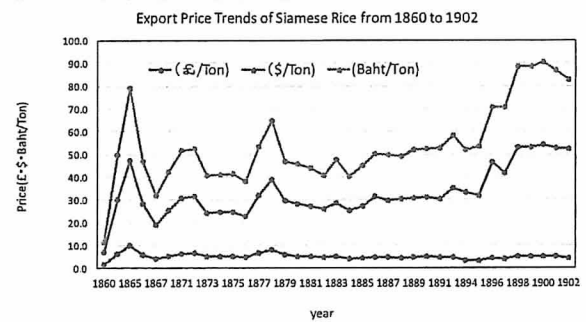
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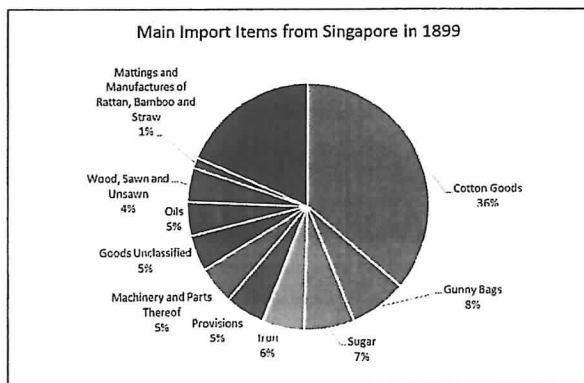


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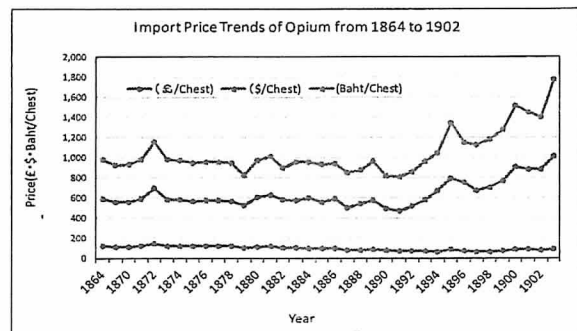


(Source) British Consular Reports on Bangkok, various years

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(Source) British Consular Reports on Bangkok, various years

Workshop on Asian Trade Networks in the Long Nineteenth Century

May 23rd 2016 in Toyama City

Vietnamese Trade Statistics in the late 19th Century with special attention to the French Indochina (southern Vietnam)

Yoko TAKADA (Keiai University, Faculty of International Studies)

Contents of the Presentation

Introduction

1. Statistics of Foreign Trade for the French Indochina

- Statistics in the late 19th century
- Some examples for Cochinchina in 1870 and around 1877

2. Statistics for the Major Items of Trade

- Export statistics for rice
- Production and distribution of Saigon rice

3. Others : Trade and Consumption within the area

Introduction

Historical Background

- Viet people established the Nguyen dynasty in early 19th century (1802-)

The territory is almost same as today's Vietnam. The capital was removed from Hanoi to Hue.

- It was the final stage of southward extension in the Vietnamese history. Mekong delta area was being integrated into the dynasty.

The territory was consisted of Bac ky (the North territory), Trung ky (the Middle), Nam ky (The South).

(⇒ In the French colonial period the three territories became respectively into Tonkin, Annam, Cochinchina, and separately governed by the French)

- The newly included southern territory produced more rice than consumed within the region. The surplus rice was the reserve for the dynasty.

Export of rice was prohibited. But as early as early 19th century, export of rice did exist. It is because the local

bureaucrats and the Chinese merchants plotted together. The dynasty could not prohibit rice export.

Political Situation in the late 19th Century

- The French navy attacked Da Nang city in the middle of Vietnam in 1858 in vain. However, the troops succeeded in occupying Saigon to declare the free-trade port in 1860.

- Then the French navy occupied southern part of Vietnam to establish the French Cochinchina finally in 1867. From 1860-79 the military administration ruled Cochinchina. Around 1880 civil administration began. It had local governing bodies in rural areas.

- In the north and middle areas also established French colonial government system. In 1887 the French Indochina Union was declared to integrate all the area of Vietnam.

1. Statistics of Foreign Trade in Cochinchina

- Francization of Vietnam was different in progress among regions. Special attention is needed to understand place names in the statistics in the early time of colonization.
- The presentation deals with foreign trade statistics of the Saigon port to clarify trade situations for “the French Cochinchina” in 1870s. And also watch as possible, intra-area trade, that is trade between Saigon and Cochinchina or Cambodia.
- Lastly, I analyze characteristics and problems for foreign trade statistics of the French colonial government in the 19th century.

(1) Statistics in the late 19th Century

(In the early 19th century before the colonization, statistics was made by the Nguyen dynasty in Chinese)

Major Statistics of Foreign Trade in “ the French Cochinchina”

Annuaire de la Cochinchine francaise (*Cochinchina almanac*, 1866-1880)

Etat de la Cochinchine francaise (*State of the French Cochinchina*, 1880-1904)

Excursions et Reconnaissances (*Travel and Findings*, irregular governmental report)

The British Parliamentary Papers, Commercial Reports (1869-)

Economic and Statistical Materials of “the French Cochinchina”

- *Bulletin Economique de l’Indochine* (BEI, Economic Bulletin of Indochina) (1898-)

Reflecting the centralization of the Union, consisting of 5 regions.

Included are older economic statistics for 1890-98.

- *Annuaire Statistique de l’Indochine* (Annual Statistics of Indochina)

- Unknown trade statistics for the colonial period may be stored in the national archives in Vietnam.

(2) Foreign Trade of Cochinchina for 1870, 77

- Foreign Trade of the Saigon Port in 1870

Source : British Parliamentary Document: “Commercial Reports received at the Foreign Office from Her Majesty’s Consuls in 1869-70, presented to both Houses of Parliament by Command of Her Majesty, May 1871”.

The paper tells about the cargo tonnage and the number of British ships entering to or clearing from the Saigon port (A-1), indirect of carrying trade in British vessels from and to other countries (A-2), return of vessels cleared from the Saigon port by nationality (A-3), amount of rice export by destinations (A-4), and amount of rice export by port of destination (A-5).

We can see amount of shipment by country from the source, and in particular, overwhelming presence of the British vessels.

Of Asian countries, Hong Kong and Singapore had the largest and second largest shipment respectively (A-4). During 1869-70, Japan was the largest importer of rice (A-4) (B-1).

• Foreign Trade of the Saigon Port Around 1877

Comparison between multiple sources on foreign trade shown below.

From the Cochinchinese standpoint (*Annuaire de la Cochinchine pour l'annee 1877*, Saigon, 1877)

The annual report tells the names of port where foreign vessels came and went, tonnage of cargoes, and the number of crews and passengers (C-1, C-2, C-3), Number of Chinese Junk ships entering and clearing from the Saigon port and the tonnage of their cargoes (C-4), from where and to where (C-5), for Vietnamese vessels, number of them, tonnage of their cargoes, number of crews and passengers (C-6).

Table C-5 shows glimpse of intra-regional trades in Cochinchina.

Another French view (La Comite agricole et industriel de la Cochinchine, *Cochinchine francaise en 1878*, Paris, 1878)

- The material depicts the number of vessels for ocean voyage entering and departing to the Saigon port up to 1877 (D-1, 2). Between 1871-74 it suggests decrease in the trade. Judging from the table of ports where the vessels come and go, Hong Kong and Singapore was the most important nations of trade, while Java and Manila were also increasing (D-6). Revealed is total amount of export and import (D-9), and total prices of major items for export and import (D-4, 5).
- The report indicates that Chinese Junk ships came to Saigon from Hainan, Macao, Singapore, and Cambodia to engage in trade. Such trade in coastal waters was very popular. They connected Saigon to local towns in Cochinchina and Cambodia, even to Hainan through their business.

From British side (Parliamentary paper, Commercial, No.24, Trade Reports)

- The report tells the number and weight of shipping and navigation by the nationality (E-2); wrote about dramatic change of the British vessels from sailer to steamship in 1870 (E-3,4); number of population by (E-1); budget of the Cochinchinese government (E-7) and acreage of cultivation for rice, sweet potato, and tobacco in various parts of Cochinchina (E-8). Sources of information, however, are not clear.
- Close examination of the above three reports reveals limitation in historical value. They are rough data, and lack in variety of information. There is scarce information on specific items for foreign trade, and it is difficult to estimate domestic situations for exporting or importing counties.

2. Major Items for Foreign Trade

(1) Statistics of rice export

- Rice was the most important merchandize in Cochinchina during the 19th century. Next to rice was dried or salted fish.
- The Saigon rice included the rice produced in Cambodia (about 10 percent?).
- The Tonkin rice was included in export of the Indochinese rice since 1890 (average annual export of the Tonkin rice was around 100,000 tons; Largest 200,000 tons).
- Some rice was directly exported to foreign countries, not through Saigon. Exact amount of them is unknown.
- Statistics of rice export from Cochinchina during 1866-1910 is the most detailed in Coquerel, A., *Paddy et Riz de Cochinchine*, Lyon, 1911.

¹⁸⁷(2) Production and Distribution of the Saigon Rice

- Areas producing the Saigon rice are shown in F-1, 2, and 3. In the late 19th century, major area of rice production was Mekong river basin; In the 20th century, It extended rapidly to the southwest region, to the right bank of Bassac river. While export of rice from Saigon was 300,000 tons in 1880, it rose to 500,000 tons in 1900.
- Chart F-5 shows agglomeration area of paddy rice and distribution routes in 1920s. Milling firms for export increased in the Mekong delta in the inter-war years.
- Monthly price indices are available for the different stages of milling since 1865.
- In Hong Kong, the biggest customer of the Saigon rice, Chinese merchants monopolized the rice business.
- Accumulated capital of rice brokers was invested into the development of new rice fields in the western part of the Mekong delta before the WW I.
- The Saigon rice exported to Hong Kong and Singapore was re-exported. The facts about it is not known.

3. Others: Distribution and Consumption within Cochinchina

- How was the Imported items from Europe distributed and consumed in Cochinchina? In what extent did European influence of modern life occurred there?
- Imported goods directly used for governing the colony.
- To what extent did the imported merchandise consumed by Vietnamese people distribute? How did the increased foreign trade change daily life of the people?
- It is an important task to examine the reasons why and the process how Vietnamese domestic industries declined in local towns as well as Saigon and Cholon.

Commercial Reports, received at The Foreign Office from Her Majesty's Consuls in 1869-70. Presented to both Houses of Parliament by Command of Her Majesty, May 1871, London: Printed by Harrison and Sons, 1871

Return of British Shipping at the Port of Saigon in the year of 1870
Direct Trade in British Vessels from and to Great Britain and British Colonies (1870)

Entered			Cleared		
Total Number of Vessels	Total Tonnage	Number of Crews	Total Number of Vessels	Total Tonnage	Number of Crews
With Cargoes	In Ballast	Total	With Cargoes	In Ballast	Total
86	72	168	40,076	38,715	78,791
			3,030	107	3,137
			1	108	45,999
			1,053	47,059	2,123
					1,545,566

Indirect or Carrying Trade in British Vessels from and to other Countries (1870)

Countries where arrived	Entered			Cleared		
	Number of Vessels	Tonnage	Number of Crews	Number of Vessels	Tonnage	Number of Crews
With Cargoes	In Ballast	Total	With Cargoes	In Ballast	Total	With Cargoes
China	2	5	7	711	2,490	3,201
Japan	19	19	8,708	8,708	1,053	277
Philippines	1	1	260	260	14	2
Siam	1	1	399	399	11	2
France	1	1	41,446	50,966	92,412	3,449
Total	90	97	197	183	88,427	1,053
					89,480	3,428
					2,971,146	

Comparative Statement of the Export of Rice during the last two years (1869/1870年) : piculs

Countries	1869	1870
Hong Kong	339,204	1,222,029
China	167,092	53,503
Japan	1,014,789	2,077,434
Singapore	282,675	165,726
Moluccas Islands	3,800	—
Mauritius and (or) Bo. urbon	379,829	111,657
United Kingdom	387,704	29,500
Countries	94,249	112,821
Australia	—	8,000
Total	2,669,342	3,781,670

Statement of Export of Rice from Saigon during 1869- piculs

Countries	Ports	Quantity	Total
China	Hong Kong	339,204	
	Macao	26,104	
	Swatow	49,465	
	Amoy	91,523	
Cochinchina	Touranne	8,840	8,840
Japan	Yokohama	890,227	
	Nagasaki	56,593	
	Kobe-Osaka	67,969	
Strait	Singapore	282,675	282,675
Molucc Island	Amboyne	3,800	3,800
Mauritius Bourbon		379,000	379,000
United Kingdom		387,704	387,704
Continent		94,249	94,249
Total			2,678,182

(159,416 tons)

Exportations de riz et paddys par navires au long cours, en piculs de 60kg, 700 (1870)

Destinations	1870
Afrique	127,457
Océanie	28,220
Chine	2,052,841
Etats-Unis	166,534
Hongkong	1,235,430
Port divers	25,283
France	28,456
Ports d'ordre français et étrangers	111,421
Possessions anglaises: Australie	8,000
Îles Philippines	6,000
Totaux en piculs	3,789,642

* Non compris les brisures et farines de riz

Coquerel, A., *Paddy et riz de Cochinchine*, Lyon, 1911.

N^o 1

Provenance des navires au long cours (1876)

Provenance	Anglais	Allemands	Danois	Espagnols	Français	Hollandais	Norvégiens	Suedois	Siamois	Totaux
Amoy	4	3	2							9
Batavia	1									1
Bang-kok	4	1								5
Bordeaux										7
Cap de Bonne Esperance										5
Cok-town	1									1
Hai-nam	1									1
Havre										7
Hong-kong	109	13	23							186
Marseille										31
Manille										1
Newcastle	5	1								8
Padang	1									1
Penang	4									6
Shan-hai	2	1								3
Sourabaya	6									13
Swatow	4	2								7
Singapore	71	3								83
Saint-Nazaire										1
Tourane	1									1
Totaux	214	24	27	1	90	14	2	2	3	377

N^o 2

Destination des navires au long cours (1876)

Destination	Anglais	Allemands	Danois	Français	Hollandais	Norvégiens	Suedois	Siamois	Espagnols	Totaux
Amoy	5	3	1	1						10
Bang-kok										2
Batavia										3
Belle-Isle										2
Buenos-Ayres										1
Falmouth	1									1
Havane	1									1
Hong-kong	129	17	23	34	6	1				211
Marseille										27
Maurice										6
Pasayervau										1
Portland										2
Qui-nhon										1
Rangoon	1									1
Rio-Janeiro										1
Samarang	5									10
Singapore	45	1								46
Sourabaya	22	3								38
Swatow	10	1								13
Valparaiso										1
Totaux	219	25	26	87	14	2	2	2	1	378

N^o 3

Navires au long cours (1876)

Nationalités	nombre	tonnage	équipage	passagers	nombre	tonnage	équipage	passagers
Anglais	214	158,348	7,505	5,001	219	163,351	7,543	2,897
Allemands	24	16,929	577	750	25	17,307	581	163
Danois	27	24,604	788	1,609	26	26,450	864	607
Espagnols	1	574	25		1	487	14	
Français	90	112,546	7,970	746	87	107,891	7,803	1,367
Hollandais	14	14,281	424	247	14	14,281	432	27
Norvégiens	2	734	22		2	734	22	
Suedois	2	620	21		2	620	21	
Siamois	3	1,644	106		2	828	70	
Totaux	377	330,280	17,438	8,353	378	331,949	17,350	5,061

N^o 4

Mouvements des jonques chinoises (1876)

provenance	nombre	destination	nombre
Amoy	1	Bang-kok	2
Bang-kok	3	Baria	
Binh-thuan	1	Binh-thuan	8
Hai-nam	26	For-kien	1
Hatien	1	Hai-nam	28
Long-xuyen	3	Long-xuyen	1
Macao	6	My-tho	1
Mytho	1	Phum-penh	13
Phum-penh	1	Phu-yen	1
Penang	1	Poulo-condore	1
Phu-yen	1	Sadeo	1
Rach-gia	1	Singapore	2
Singapore	19	Soctrang	1
Travinh	3	Vinh-long	16
Vinh-long	9		
total	77	total	78

N^o 5

Provenance et destination des jonques chinoises (1876)

provenance	nombre	destination	nombre
Amoy	1	Bang-kok	2
Bang-kok	3	Baria	
Binh-thuan	1	Binh-thuan	8
Hai-nam	26	For-kien	1
Hatien	1	Hai-nam	28
Long-xuyen	3	Long-xuyen	1
Macao	6	My-tho	1
Mytho	1	Phum-penh	13
Phum-penh	1	Phu-yen	1
Penang	1	Poulo-condore	1
Phu-yen	1	Sadeo	1
Rach-gia	1	Singapore	2
Singapore	19	Soctrang	1
Travinh	3	Vinh-long	16
Vinh-long	9		
total	77	total	78

N^o 6

Mouvements des barques annamites (1876)

nombre	tonnage	équipage	passagers	nombre	tonnage	équipage	passagers
3,038	59,997	17,388	640	3,064	67,795	17,410	864
p.240							

La Comité agricole et industriel de la Cochinchine, Cochinchine Française en 1878. Librairie Challamel Aîné, Paris, 1878.

Statistique de la navigation

N^o. 1 Entrées des navires au Long Cours

Années	entrées	Tonnages
1870	551	246,747
1871	684	316,098
1872	603	284,000
1873	435	292,822
1874	387	223,718
1875	435	330,151
1876	377	330,280
1877	403	357,215

p.295

N^o. 2 Sorties des navires au Long Cours

Années	navires	Tonnages
1860	251	81,595
1864	268	101,760
1868	408	168,806
1870	544	241,658
1871	674	382,400
1872	611	290,113
1873	457	295,134
1874	398	231,480
1875	448	327,458
1876	378	331,949
1877	406	361,411

p.295

N^o. 3 Mouvement des Navires au Long Cours en 1877

Nationalités	Entrées			Sorties		
	Nombre	Tonnage	Equipage	Nombre	Tonnage	Equipage
Anglais	235	174,629	8,351	235	174,835	8,344
Français	86	133,383	7,827	89	137,106	7,985
Allemands	41	22,448	7,827	37	20,654	665
Danois	11	10,208	285	13	11,242	374
Hollandais	13	7,114	247	14	7,204	283
Espagnols	8	3,257	273	9	3,831	296
Américains	4	2,644	51	4	2,644	51
Italiens	1	850	15	1	850	15
Russes	2	627	37	2	990	55
Totaux	403	357,215	17,856	406	361,411	18,110

p.296

N^o. 4 Les principales importations en 1877 : piastres

les cotons, tissus, toiles	1,811,553
l'argent	3,910,392
l'opium	484,912
les soieries	692,346
les vins, liqueurs spiritueux	411,109
les sucres	269,037
les cornes de rhinocéros	170,145
les cornes de bœufs	165,411
l'or en feuilles et fils d'or	244,540
les métaux bruts et ouvrés	129,155
le sucre brut et raffiné	156,627
les farines et féculs	118,000
les vêtements	105,521
les sacs fournis	103,755
les marchandises diverses européennes	1,682,741
les marchandises diverses chinoises	

N^o. 5 Les principaux articles exportés en 1877 : piastres

riz	8,543,287
l'argent	1,127,547
poissons secs et sales	763,227
le coton	79,000
les peaux	81,407
le poivre	39,167
la colle de poisson	4,964
les cornes	3,747
le sel	70,071
le cardamome	3,977
les plumes d'oiseaux	2,610
les chevaux	2,825
l'ivoire	1,896

(p.299)

N^o. 6 Lieux de Provenance et de Destination des navires entrées sortis en 1877

provenance		destination	
pays	nombre	pays	nombre
Amoy	15	Amoy	22
Australie	11	Australie	1
Bang-kok	1	Bang-kok	8
Bordeaux	2		
Bourbon	1	Bourbon	3
Bombay	1		
Boulogne	1	Callao	1
Callao	1		
Calcutta	1		
Cardiff	1		
Cebu	1		
Colombo	2	Colombo	2
Falmouth	1	Falmouth	2
Fomose	1		
Havane	5		
Haï-phong	1	Haï-phong	2
Hong-kong	153	Hong-kong	200
Ilo-Ilo	1	Ilo-Ilo	3
Java	20	Java	31
Manille	12	Manille	18
Marselle	31	Marselle	27
Madras	2	Madras	2
Manitong	1	Manitong	4
Maurice	1	Maurice	3
Negapatam	1		
Penang	1	Penang	1
Porto-rico	1	Porto-rico	1
Rio-Janeiro	1	Rio-Janeiro	3
Singapore	127	Singapore	60
Swatow	5	Swatow	9
Shanghai	1	Shanghai	1
Takow	1	Takow	1
Toulon	1		

p.296-7

N^o. 9 Tableau des Importations et Exportations par Navires au Long Cours de 1864-1877

Années	importations	exportations
	(francs)	(francs)
1864	14,000,000	16,697,787
1866	29,635,000	35,962,665
1867	25,650,000	31,771,000
1868	29,544,595	30,416,911
1870	66,222,499	63,362,186
1877	61,814,686	60,420,032
	(11,554,148 piastres)	(11,293,465 piastres)

*16 piastre = 5 fr. 35 (p.299)

N^o. 10 Exportation des Riz de 1867 à 1877

années	nombre de piculs
1867	192,997,850 kilogr.
1868	152,005,220 kilogr.
1870	3,799,626
1871	4,947,193
1872	3,878,014
1873	4,626,085
1874	3,129,022
1875	5,589,743
1876	5,692,205
1877	5,104,951

* 16 piculs font un tonneau.

N^o. 11 Tableau de l'Exportation des Riz en 1877

Pays destinataires	Piculs	Pays destinataires	Piculs
Amoy	217,550	Maurice	38,950
Aden	145	Melbourne	4,000
Bourbon	25,074	Penang	9,300
Callao	9,800	Pondichery	42
Colombo	20,892	Pointe-de-Galle	20,060
Falmouth	11,333	Rio-Janeiro	29,112
Havane	24,500	Shang-hai	35
Hong-kong	3,562,328	Singapore	346,180
Ilo-Ilo	37,610	Swatow	124,750
Java	334,160	Londres	5
Manille	222,889	Madras	45,145
Marselle	21,091	total	5,104,951

(p.298)

Commercial, No.24(1878). (Trade Reports.) Reports from Her Majesty's Consuls on the Manufactures, Commerce, &c., of Their Consular Districts. Part V. Presented to both Houses of Parliament by Command of Her Majesty, August 1878. London, 1878.

Statement of Exports of Rice from Saigon during 1877

Population of Cochinchina (1877)

Annamese	1,580,000
Cambdians	100,000
Chinese*	60,000
Malays	10,000
Natives of India	2,000
Europeans (exclusive of troops)	700
total	1,752,000

*Not including 36,500 Chinese living in Rachgia and By xao.

Shipping and Navigation (1877)

Flag	Number	Tons
American	4	2,715
British	235	176,224
Danish	11	10,206
Dutch	11	6,446
French	33	17,712
German	41	20,915
Italian	1	666
Russian	2	2,055
Spanish	8	3,247
Siamese	2	629
Totals	348	240,815

p.1560

Statement of British shipping entered (1877)

Class of Vessels	Number	Tonnage	Crews
Steam	195	158,665	7,608
Sailing	40	17,558	607
Total	235	176,223	8,215

No.3

Comparative Statement of British Shipping (1877)

Year	Steam	Tone	Crews	Sail.	Tons	Crews	Total
1871	81	39,853	2,292	200	90,230	3,185	130,083
1872	87	60,355	3,593	97	41,509	1,515	101,944
1873	110	90,781	4,312	65	27,016	1,049	117,797
1874	100	78,521	4,242	35	15,856	550	94,377
1875	165	149,418	6,345	40	30,414	621	169,832
1876	151	142,206	7,057	32	14,343	455	156,549
1877	195	158,665	7,608	40	17,558	607	176,223

191

No.7

Sources	Francs
Land tax, including rice plantations, salt works, &c.	3,671,000
Native head tax	2,270,000
Tax on native vessels	400,000
Licences to trade	636,000
Taxes on immigrants	970,000
Sale of land	41,000
Sale of forest products and quarries	195,000
Registration fees	182,000
Tonnage dues	350,000
Tax on imported spirits	18,000
Lease of fisheries	221,000
Lease of markets	308,000
Lease of opium farm	3,300,000
Lease of spirit farm (native)	980,000
Colony's share of postage	85,000
Private telegrams	50,000
Fines	105,000
Passports	48,000
Printing	14,000
Licences to pawnbrokers at Cholon	14,000
Contribution of France to massageries de Cochinchin	170,000
Contribution of King of Cambodia, same purpose	107,000
Sundries	137,830
Total	14,300,000

コーシナノ地域別作付面積(1878年) 単位:エーカー

4つの地域	米	砂糖	タバコ
サイゴン・タイニン・リ	48,250	8,250	1,450
ア・ト・サ・モ・エ・エ・ホ			
ミ・ト・タ・ン・コ・ン	353,750	1,625	25
チ・ロ・ン			
チ・ロ・ン・ベ・ン・チ・エ	232,500	9,375	72
チ・ロ・ン・サ・チ・ツ・カ			
チ・ロ・ン・サ・チ・ツ・カ	108,400	2,000	65
計	742,900	21,250	1,612

Rice Exports (1877)

Rice	Value	At	Value
Cargo	4,649,162	1.64	7,264,625
No.1. White	72,681	2.98	216,589
No.2 White	330,380	2.42	799,519
Total	5,052,223		8,640,734

No.9



1602



相模川流域 (1920年)
 総面積 1,939,000ha
 相模川
 利根川

資料 : Gouvernement général de l'Indochine, Inspection générale des Travaux publics, *Dragages de Cochinchine*, Canal Rachgia-Haïen, Saigon, 1930. 巻末。



注：Aは、サウツ茶の精抽出品（民間製糖所で輸送された製茶・玄米・小麦・陸米・米穀の合計。ただし1877年以前は、これは陸米、米穀は含まない）B・Cは、サウツ茶の粗抽出品、電球形の精抽出品を含む。



(Economie agricole de l'Indochine, Hanoi)

資料：Henry, *op.cit.*, p. 351, 1932.

No. 6

表2-14 コーシナのコム輸出市場 各年の年平均輸出量と仕向地グループ別の比率
(1866-1910年) 単位：ビクル (60.7 kg)・%



No. 8



注：玄米 riz cargo ……初級をおとした米（5～20%の精米を含む）。
白米 riz blanc ……白米1号、並2号、屑米を含む並2号。1874年以前については不明。

粗米 paddys …… 粗粒のついた米。1877 年以前については不明。
粉米 farines …… 玄米および白米の粉。
碎米 brasures …… 粗米の途中で分けられる。
川所: Coquerel, A., *Paddys et riz de Cochinchine*, Lyon, 1911. 従来のグラフより。

Statistics of the Java's international trade in the nineteenth century

Ryuto Shimada
The University of Tokyo

Short history of Java

1619: Batavia under the Dutch East India Company (VOC)

17th and 18 Centuries:

VOC's territorial expansion in Java (Ommelanden, Banten, Priangan, and West Coast areas such as Semarang and Surabaya)

1799:

The end of the VOC. High Government at Batavia took the role of colonial authorities in Java.

1811-1816: British occupation

1830-1870: "Forced cultivation system"

1. Statistics

How different from other countries'

- The trade statistics are terribly different from English colonial style.
- Dutch customs records are not the port records.
- Aggregated data publication was aimed by the Dutch colonial authorities.

Modern customs records of the Dutch East Indies since 1825

Annual Custom Records:

1825-1869

Verslag van den handel, scheepvaart en inkomende- en uitgaande regten op Java en Madura

1870-1873

Statistiek van den handel, de scheepvaart en de in- en uitvoerregten op Java en Madura

1874-1908

Statistiek van den handel, de scheepvaart en de in- en uitvoerregten in Nederlandsch Indië

1909-1924

Statistiek van den handel en de in- en uitvoerrechten in Nederlandsch-Indië

Compiled statistic books on international trade

1825-1856

Statistiek van den handel en de scheepvaart op Java en Madura sedert 1825 (Batavia, 1858), 2 volumes

1855-1866

Statistiek van den handel en de scheepvaart op Java en Madura van 1855-1866 (Batavia, 1869), 2 volumes

Changing Economy in Indonesia: A Selection of Statistical Source Material from the Early 19th Century up to 1940

- Vol. 7: Balance of Payments 1822-1939 (1987)
- Vol. 9: Transport 1819-1940 (1989)
- Vol. 12a: General Trade Statistics 1822-1940 (1991)
- Vol. 12b: Regional Patterns in Foreign Trade 1911-1940 (1992)

Coverage of the statistics before 1874

- The concept of “Java en Madura” : The statistics does not include the coastal trade in Java and Madura.
- The statistics only refers to the aggregated international trade with the outside of Java and Madura, and thus this statistics does not provide the trading data at each port in Java and Madura.



Importance of the port of Batavia, Semarang and Surabaya

Customs duty revenue in 1836

Total custom incomes : 3,752,653 guilders (=100%)

•Division 1 (64%)

Tjieringin(0%), Bantam(0%), **Batavia(61%)**, Indramaijo(0%), Cheribon(3%)

•Division 2 (22%)

Tagal(1%), Pekalongan(1%), **Semarang(19%)**, Japara(0%), Joana(0%), Rembang(1%), Toebag(0%)

•Division 3 (14%)

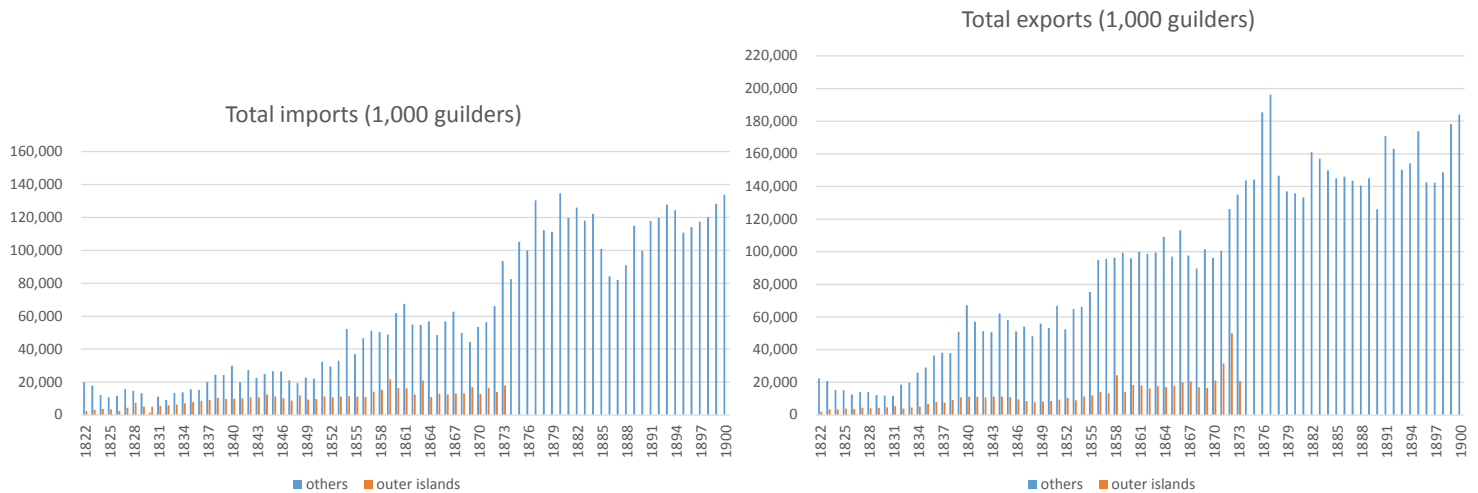
Grissee(2%), **Soerabaija(7%)**, Passaroeang(5%), Probolinggo(0%), Bezoekie(0%), Panaroekan(0%), Banjoewangie(0%), Sumanap(0%), Pamakassan(0%), Bawean(0%)

Coverage of the statistics after 1874

- The available data is only the aggregate data of the total Dutch East Indies (Java + Outer Islands). Fundamentality, there is no data on intra-regional trade within Dutch East Indies.

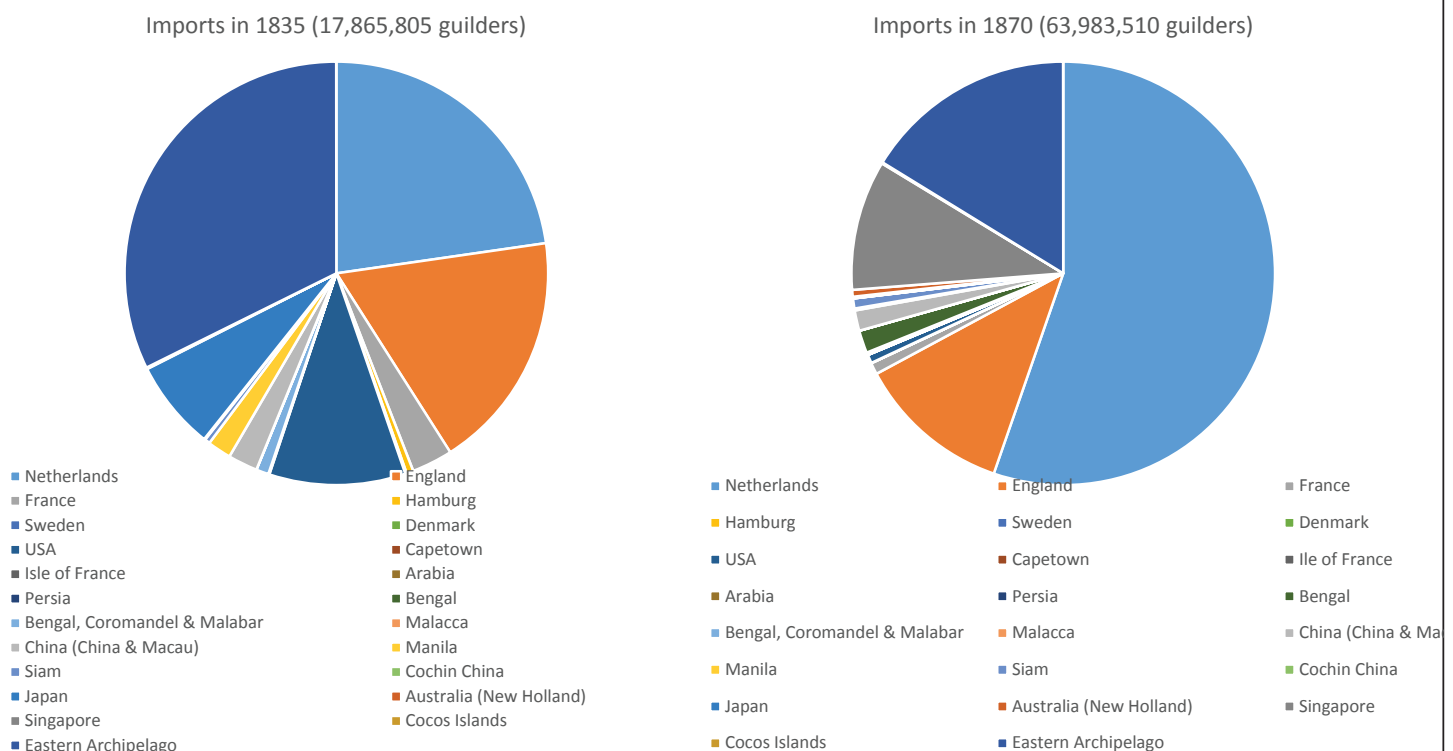
2. Comparison between 1735 and 1770

General trend of international trade of Java & Madura, 1822-1900



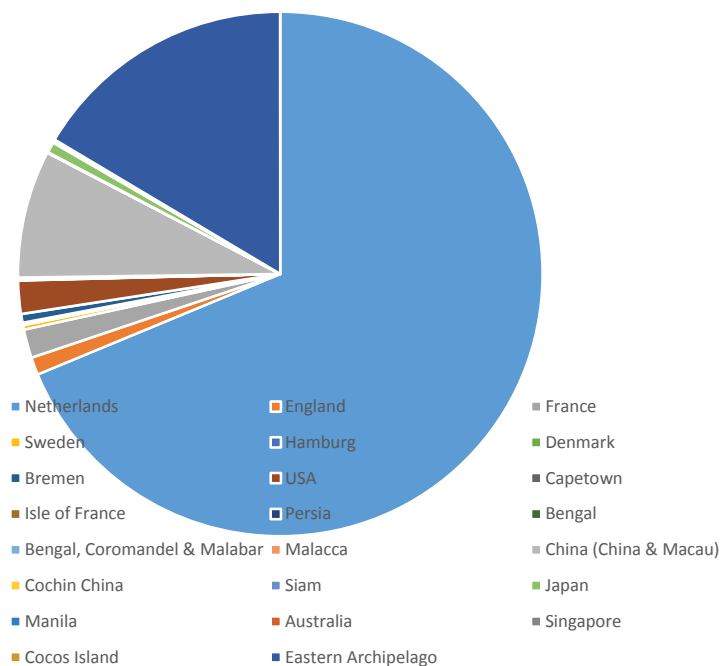
Source: Changing Economy in Indonesia: A Selection of Statistical Source Material from the Early 19th Century up to 1940, Vol. 12a: General Trade Statistics 1822-1940

Imports in 1835 and 1870 (country)

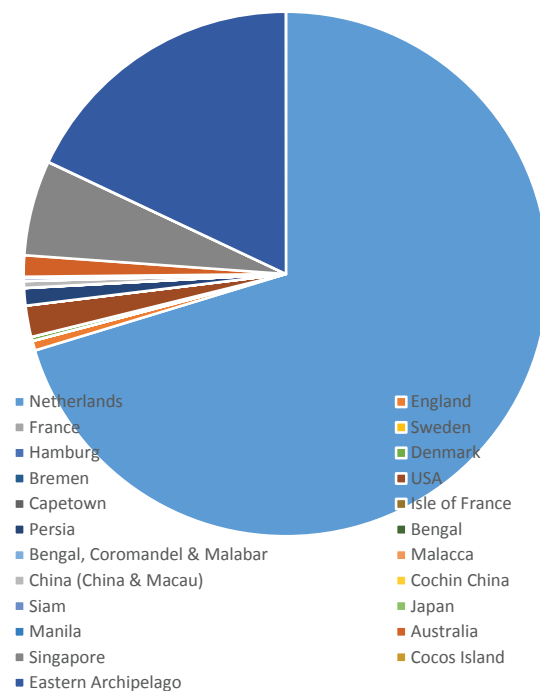


Exports in 1835 and 1870 (country)

Exports in 1835 (32,494,467 guilders)

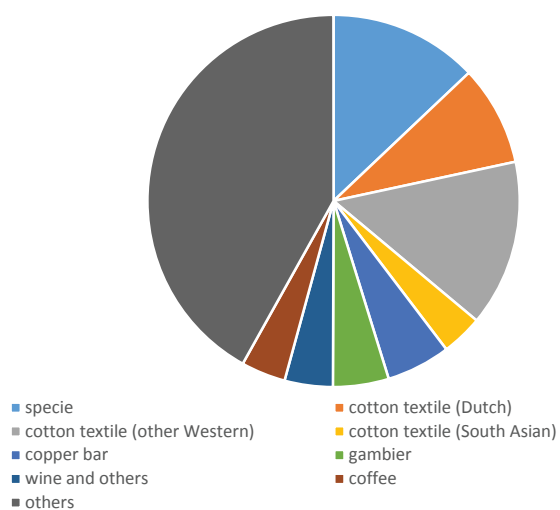


Exports in 1870 (117,259,400 guilders)

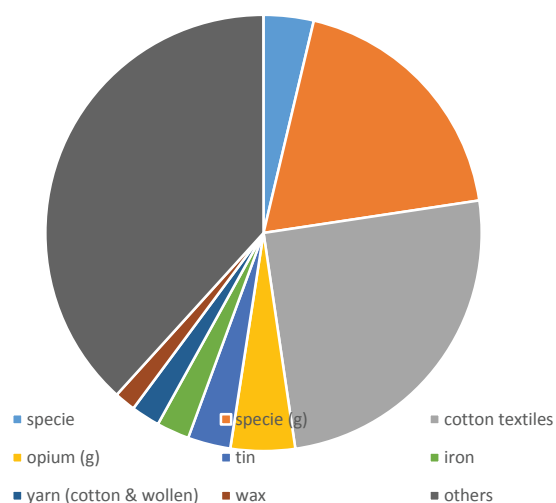


Imports in 1835 and 1870 (commodity)

Imports in 1835 (17,865,805 guilders)

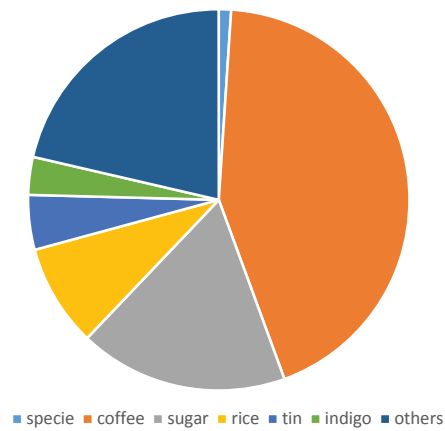


Imports in 1870 (63,983,510 guilders)

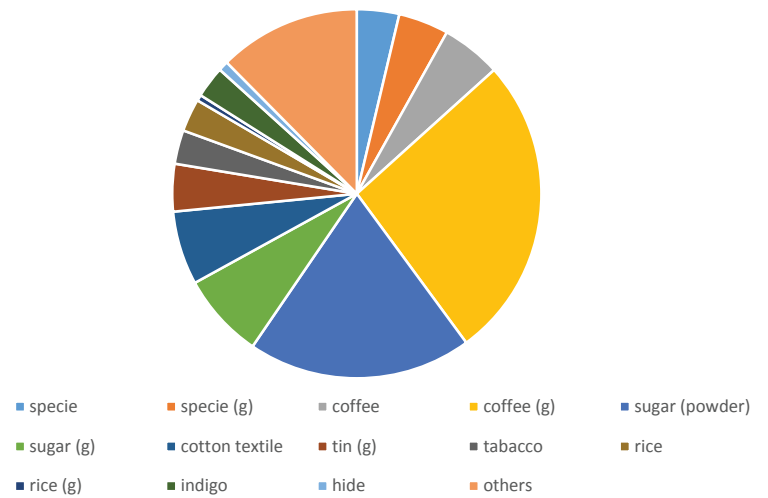


Exports in 1835 and 1870 (commodity)

Exports in 1835 (32,494,467 guilders)



Exports in 1870 (117,259,400 guilders)



3. Sample studies on the trade in specific items in 1770

Coffee trade in Java & Madura in 1770

Imports					Exports			
	lbs.	fl.	price p 100 lb.			lbs.	fl.	price p 100 lb.
Arabia	31	15	48.39		The Netherlands	13,683,802	5,890,976	43.05
Singapore	18,759	2,066	11.01		USA	219,039	98,447	44.94
Riouw	13,987	1,136	8.12		Australia	52,806	30,212	57.21
Palenbang	104,667	54,193	51.78		Persia	62	32	51.61
Sumatra West Coast	296,709	123,183	41.52		China	663	289	43.59
Bencoolén	17,332	6,896	39.79		Siam	124	64	51.61
Lamong	61,519	27,540	44.77		Japan	8,029	4,350	54.18
Borneo South Coast	1,397	447	32.00		Singapore	31,200	14,439	46.28
Bali	834,968	350,001	41.92		Riouw	1,875	600	32.00
Makassar	7,372	2,604	35.32		Billiton	126	69	54.76
Menado	10,094	4,795	47.50		Sumatra West Coast	33,968	14,425	42.47
Ambon	3,125	1,500	48.00		Borneo West Coast	744	204	27.42
Sumbawa	376	120	31.91		Bornei South Coast	21,303	9,810	46.05
Bima	3,166	1,325	41.85		Ambon	1,063	585	55.03
total	1,373,502	575,821	41.92		total	14,054,804	6,064,502	43.15

Rice trade in Java & Madura in 1870

	Imports				Exports			
		lbs.	fl. price p 100 lb.			lbs.	fl. price p 100 lb.	
Rice	China	1,717	225	13.10	The Netherlands	6,416,863	661,497	10.31
	Siam	714,063	57,125	8.00	England	1,650,924	213,712	12.94
	Singapore	100,377	11,040	11.00	USA	20,704	2,000	9.66
	Riouw	12,662	1,260	9.95	Persia	3,335	324	9.72
	Palembang	51,924	4,561	8.78	China	872,752	84,315	9.66
	Bima	3,685	305	8.28	Siam	18,588	1,550	8.34
	Sumbawa	54,385	5,932	10.91	Japn	438,496	42,600	9.72
	Sumatra West Coast	188	15	7.98	Australia	615,410	72,516	11.78
	Bencoolen	422	34	8.06	Singapore	1,199,460	113,689	9.48
	Lamong	9,375	850	9.07	Riouw	5,617,495	536,043	9.54
	Bali	5,460,204	491,616	9.00	Palembang	143,743	14,562	10.13
	Makassar	10,715	1,200	11.20	Banka	6,438,227	642,841	9.98
	total	6,419,717	574,163	8.94	Biliton	1,491,253	144,079	9.66
					Sumatra West Coast	1,683,005	168,851	10.03
					Bencoolen	356,508	34,971	9.81
					Lamong	773,922	72,399	9.35
					Borneo West Coast	859,895	80,001	9.30
					Borneo South Coast	3,521,052	348,019	9.88
					Bali	5,977	572	9.57
					Makassar	499,991	50,742	10.15
				Ternate	6,176	600	9.72	
				Ambon	549,690	52,481	9.55	
				Timor Koep	19,763	1,620	8.20	
				Sumbawa	117,500	11,000	9.36	
				Bima	27,500	2,540	9.24	
				Cocos Islands	112,839	10,382	9.20	
				total	33,461,068	3,363,906	10.05	
Paddy	China	1,701	89	5.23	Billiton	1,460	58	3.97
	Lamong	4,908	210	4.28	Lamong	5,000	200	4.00
	Borneo South Coast	38,358	1,904	4.96	total	6,460	258	3.99
	Bali	117,893	6,436	5.46				
	Makassar	4,747	225	4.74				
	Sumbawa	212,375	9,903	4.66				20

4. Coastal trade from other source material

A record of the port of Batavia

If we focus on the port of Batavia only, we can get good information from the following source.

Arsip Nasional RI: Batavia 338.3

- Haven -department Batavia- Register der in- en uitgeklaarde schepen en vaartuigen gedurende het jaar 1836

Shipping at Batavia according to flag nationality in 1836

Nationality	Arrival			Departure		
	number of vessels	averaged tonnage per vessel	total tonnage	number of vessels	averaged tonnage per vessel	total tonnage
The Netherlands	711	289	204,629	723	291	210,106
USA	63	346	21,815	66	333	21,948
Britain	54	346	18,694	52	319	16,578
France	24	311	7,468	24	341	8,181
Portugal	5	332	1,660	5	332	1,660
Sweden	4	228	912	4	228	912
Kniphauser	2	321	642	2	321	642
Cochin China	1	300	300	1	300	300
Hamburg	1	274	274	1	274	274
Bremen	1	188	188	1		
China	1	120	120	1		

Ships with Chinese captains: 108
(93 from Java; 14 from Outer Islands; 1 from Singapore)
Ships with Muslim captains: 111
(100 from Java; 11 from Outer Islands)

Table 6 Dutch Flag Ships Arriving at Batavia in 1836

Port of Departure	Number of Vessels	Average Tonnage per Vessel	Total Tonnage
Chinese Captains			
Java	93	139	12,941
Outer Islands	14	121	1,698
Other Asia	1	160	160
Captains with Islamic Names			
Java	109	201	21,938
Outer Islands	13	265	3,442
European Captains			
Java	205	349	71,543
Outer Islands	101	205	20,723
Other Asia	37	260	9,634
Netherlands	126	483	60,900
Others	2	387	774
Others			
Java	10	96	960

Source: ANRI: Batavia 338.3: Haven -Department Batavia- Register der in- en uitgeklaarde schepen en vaartuigen gedurende het jaar 1836.

Technical question for GIS integration

- How to place the areas on GIS?

For example:

Siam (not Bangkok)

China and Macau

Borneo South Coast (not Pontianak)

Sumatra West Coast (not Padang)

America (exactly different from USA)

Java & Madura

Dutch East Indies

etc.