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ROUTES OF AMERICAN SEABORNE TRADE TO BURMA IN SEPTEMBER, 1924.

INDEX BUREAU
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From Charles J. Pisar, American Consul,
Rangoon, Burma. October 15, 1924.

DEPT OF STATE
DEC 4 1924

With the arrival of the American steamship SELMA CITY of the Isthmian Line from New York in September, the imports of American merchandise entered at Rangoon from American bottoms during that month shows a substantial increase over previous months. It was gratifying to learn that the Isthmian Line proposes to make a monthly calling at Rangoon. This will give American shippers an opportunity to ship by direct steamer under the American flag to Burma, and thereby obviate the necessity of transhipment at Liverpool or London, Calcutta or Singapore. Transhipment of merchandise under the best of conditions is not favorably regarded by importers in view of the risk of breakages involved.

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Furthermore, the transhipment of merchandise at Calcutta

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Calcutta or Singapore to the steamers of the British India Steam Navigation Company, which practically holds a monopoly of the shipping between Calcutta and Singapore, involves an additional outlay of freight money which is altogether out of proportion to the service rendered. An instance came to the attention of this consulate which illustrates this point. An importer of old unused newspapers into Rangoon which are extensively used in all parts of the East for wrapping purposes, received a consignment from an American shipper in San Francisco. The freight (by the Dollar Line) from San Francisco to Singapore was $8.50 a ton, and from Singapore to Rangoon, a voyage of approximately five days, $8.00 a ton. In the case of other items similar conditions exist.

American imports entered at the custom house at Rangoon during the month of September, 1924, consisted of 11,146 parcels, representing a value of $409,164. Of this amount 2171 parcels, representing a value of $64,448 came in American ships, and the remainder, 8977 parcels, representing a value of $344,716, came in British vessels, the bulk of which consisted of cargo transhipped in England.

The following table is a summary of the routes of American exports to Burma in September, 1924.

From Atlantic Ports	No. of ships	Nationality	No. of Parcels	Value
Via Liverpool	10	British	5222	$296,972
Via Calcutta	3	British	14	1,983
Direct steamer - American ports to Rangoon	1	British	2745	38,865
				Direct

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From Atlantic Ports	No. of ships	Nationality	No. of Parcels	Value
Direct steamer - American ports to Rangoon	1	American	2165	$ 64,188
From Pacific Ports				
Via Singapore	3	British	846	6,062
Via Japan	1	Japanese	150	834
Via Hongkong	1	American	6	260
Total			11,148	$409,164

Exports.

The exports from Rangoon to the United States during September, 1924, amounted only to fifteen long tons of smoked sheet rubber, valued at $10,800. This rubber was exported by two British vessels bound for London and Liverpool.

The American vessel that brought cargo to Rangoon went to Calcutta where substantial return cargoes for the United States are available.

It has been rumored here that the Dollar Line intends to send cargo steamers to Rangoon for loading rice for West Indian ports. This is regarded as a lucrative trade. The freight obtained fluctuates between 32 shillings 6 pence to 38 shillings a ton of approximately 49 cubic feet. The ships usually load for two ports, and a bonus of £100 is paid for each additional port that the vessel is required to call.

Since the beginning of the present year, 64,526 tons of rice have left Rangoon for West Indian ports, and during the corresponding period of 1923, these exports amounted to 43,033 tons. Practically all of this

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this was shipped in British bottoms.

Charles J. Pisar,
American Consul.

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