

THE GEOGRAPHY OF COMMERCE AND INDUSTRY

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The geography of commerce and industry by R. S. Bridge

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The Geography of Commerce & Industry

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FOREWORD

THE book is planned for a three-years course.

First year : Chapters I–XV inclusive.

Second year : Chapters XVI–XXX inclusive.

Third year : Chapters XXXI–XLI.

In the first year we deal with general principles. In the second year we apply these principles to a detailed study of the practical questions connected with the geography of the British Isles. In the third year we have tried to work out the subject by considering the various countries of the world not as so many separate units to be treated "regionally" one by one, but rather as parts of a wider organic whole which can be studied with more advantage by groups based upon their relation with the world's great trade routes.

The chapters have been so arranged that they can be taken in groups (*e. g.* Chapters VII–XII deal with transport). Thus groups may be omitted or reversed in order if necessary. In this way by judicious selection a two-years course can be planned which will give the student a sound working knowledge of the subject without omitting too much detail.

The Questions have been framed to stimulate the reasoning powers of the student and to ensure a thorough study of the atlas, which is the basis of all sound geographical work. Any good cheap atlas, such as Bartholomew's Comparative Atlas, will do. We do not recommend "Economic" atlases, the use of which tends to make the student take for granted

facts which he should be able to reason out for himself. The student should make his own collection of maps to illustrate such economic facts as distribution of crops, population, etc. Outline maps for the purpose can always be obtained cheaply from any reliable geographical publisher.

We would point out that in dealing with such a wide subject as commerce, much compression has been inevitable, and only the most important countries and facts have been selected for detailed treatment.

Political conditions are still so unstable and so many territorial problems are "in the melting-pot" that we have thought it better to refer to countries (*e. g.* Austria) as they existed under pre-war conditions.

For similar reasons statistics have generally been referred to a pre-war basis. The figures in them have been taken from various Government "blue books" and consular reports, and occasionally from the *Statesman's Year Book*. To these publications and to Chisholm's invaluable *Handbook of Commercial Geography* the student is referred for more detailed information.

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PART I

GENERAL

CHAPTER I

PRIMARY CONSIDERATIONS

THE geography of commerce deals with trade—that is, with the exchange of goods between one country and another.

Countries differ in their wants because they do not all produce the same commodities. One country may be rich in coal, for example, but may not be able to produce tea; another may produce tea but may lack coal. So the coal of one is exchanged for the tea of the other. Thus we find that commerce deals with the exchange of goods. In this way countries buy from and sell to other countries. The things bought are called *imports*, and the things sold or exchanged for them are called *exports*.

But goods cannot be exchanged if there are no means of bringing them to the people who want them. If we have coal and Ceylon has tea, then we can exchange our coal for her tea only if there are ships to transport these goods. Here we have another idea—that of transport—and we shall find that commerce cannot exist without it. The geography of commerce therefore deals with—

1. The commodities which countries can produce.
2. The exchanging of these commodities, *i. e.* importing and exporting.
3. Getting these goods to market, *i. e.* transport.