



国家出版基金项目
NATIONAL PUBLICATION FOUNDATION

民國史料叢刊

續編
0684

孫燕京 張研 主編

經濟·商貿

中華民國四年通商各關華洋貿易全年清冊

大象出版社

民國史料叢刊

續編
0684

孫燕京 張研 主編
經濟·商貿

中華民國四年通商各關華洋貿易全年清冊


大象出版社

上海通商海關總署造冊處

中華民國四年通商各關華洋貿易全年清冊

凡例

冊內所載

一 洋貿易

一 華貿易

一 通商海關各口互相貿易

一 內地貿易

一 船隻

一 貨價

一 稅鈔

一 貨數單位名稱

一 數目號碼

一 記號

專指水陸兩路由外洋各國運洋貨進口而言
通商口岸

專指水陸兩路所載土貨在通商口岸銷售而言

統指水陸兩路所載洋土各貨來往各口而言

統指土貨由通商海關各口運入內地而言
內地運到通商各口出洋

專以旗號分別

統以關平銀兩估計

統以關平銀兩徵收

凡每打即十二每羅即一百四十四每連即四百八十張紙每碼即

華二尺五寸五三每英尺即華八寸五分一每英寸即華七分另九

每邁當即華二尺七寸九二每磅即華十二兩每英兩即華七錢五

每噸即華一千六百八十斤每加倫即華約七升五(如煤油一木箱

內容十加倫)

專用亞喇伯碼如1為一字2為二3為三4為四5為五6為六

7為七8為八9為九0為零凡大數內自右起一為個位二為十

位三為百位四為千位五為萬位其餘以此類推如141,367即十四萬一

千三百六十七

凡數內有一點(·)者左為大數右為小數若兩之右邊為錢分厘若

担之右邊為斤釐如兩數即三千一百六十五兩七錢八分九厘

譬如担即五千七百八十二担四十三斤凡內有三點(...)者即無

5,782.43

3,166.789

141,367

一年分

暫用西歷因前清與民國相混俟新歷十年滿再以民國年分作正

西歷一千九百六年

如 1906 即自前清光緒三十二年十一月十六日起

西歷一千九百七年

如 1907 即自前清光緒三十三年十一月二十七日起

西歷一千九百八年

如 1908 即自前清光緒三十四年十一月二十八日起

西歷一千九百九年

如 1909 即自前清光緒三十四年十二月十九日起

西歷一千九百十年

如 1910 即自前清宣統二年十一月三十日起

西歷一千九百十一年

如 1911 即自前清宣統二年十二月初一日起

西歷一千九百十二年

如 1912 即民國元年

西歷一千九百十三年

如 1913 即民國二年

西歷一千九百十四年

如 1914 即民國三年

西歷一千九百十五年

如 1915 即民國四年

海關兼轄常關期限起止月日

常關第三十七期	卽前清宣統二年十月至十二月
常關第三十八期	卽前清宣統三年正月至三月
常關第三十九期	卽前清宣統三年四月至閏六月
常關第四十期	卽前清宣統三年七月至九月
常關第四十一期	卽自前清宣統三年十月初一日起至民國元年三月三十一日止
常關第四十二期	卽民國元年第二季
常關第四十三期	卽民國元年第三季
常關第四十四期	卽民國元年第四季
常關第四十五期	卽民國二年第一季
常關第四十六期	卽民國二年第二季
常關第四十七期	卽民國二年第三季
常關第四十八期	卽民國二年第四季
常關第四十九期	卽民國三年第一季
常關第五十期	卽民國三年第二季
常關第五十一期	卽民國三年第三季
常關第五十二期	卽民國三年第四季
常關第五十三期	卽民國四年第一季
常關第五十四期	卽民國四年第二季
常關第五十五期	卽民國四年第三季
常關第五十六期	卽民國四年第四季

注 意 NOTE.

海關所徵稅鈔及所估貨價均以關平銀兩計算每關平銀一兩合各國幣值若干按照民國四年內即期匯票平均核算如英美法俄德日本等國及印度香港之幣值列下

THE equivalent of the HAIKUAN TAI in which the Customs Revenue and all Values are stated, was, during the year 1915, at the average Sight Exchange on London New York Paris, Berlin, Calcutta Yokohama, Petrograd, and Hongkong respectively, as follows:—

英幣 ENGLISH MONEY.	美幣 AMERICAN MONEY.	法幣 FRENCH MONEY.	德幣 GERMAN MONEY.	印度幣 INDIAN MONEY.	日本幣 JAPANESE MONEY.	俄幣 RUSSIAN MONEY.	墨國銀元 MEXICAN DOLLARS.
先令 鎊士 s. d.	金元 Gold \$	法郎 Francs.	馬克 Marks.	盧比 Rupees.	金圓 Yen.	盧布 Roubles.	銀元 \$
2 7½	0.62	3.39	2.67*	1.95	1.25	1.63*	1.41

* 按江海關規定國兌幣值 Shanghai Customs rate of exchange.

中 國 權 衡 表

TABLE OF CHINESE WEIGHTS.

一兩合英平五百八十三格另十分之三，合法平三十七格蘭姆另千分之七百八十三
1 Tael (Liang) = 583.3 grains (1½ oz. avoirdupois) = 37.783 grammes.

十六兩即一斤合英平一磅另三分之一，合法平六百四格蘭姆另百分之五十三
16 Taels = 1 Catty (Chin) = 1½ lb. avoirdupois = 604.53 grammes.

一百斤即一担合英平一百三十三磅另三分之一，合法平六十基羅格蘭姆另千分之四百五十三，
合俄平一百四十七磅另千分之六十七
100 Catties = 1 Picul (Tan) = 133½ lb. avoirdupois = 60.453 kilogrammes = 147.67 Russian pounds.

目錄

CONTENTS.

哈爾濱所屬各關

哈爾濱管所屬各分口貿易論界

英文論界

西歷一千九百十一年至十五年上海規平
銀每百兩合盧布平均數目表

哈爾濱關界各地物產圖

華文論界

愛琿關貿易冊

三姓關貿易冊

滿洲里關貿易冊

哈爾濱江關貿易冊

綏芬河關貿易冊

琿春關

貿易論界

英文論界

華文論界

貿易冊

延吉關

貿易論界

英文論界

華文論界

貿易冊

奉天關

貿易論界

英文論界

奉天南滿火車站運出運入貨物表

華文論界

安東關及大東溝關

貿易論界

英文論界

華文論界

安東關貿易冊

大東溝關貿易冊

大連關

貿易論界

英文論界

華文論界

貿易冊

HARBIN DISTRICT.

HARBIN DISTRICT TRADE REPORT:—

English Version

Table showing relative Average Value of
100 Shanghai Taels to Roubles, 1911
to 1915 facing

Production Map of the Harbin District ... 6

Chinese Version 7

AIGUN TRADE STATISTICS 17

SANSING TRADE STATISTICS 26

MANCHOULI TRADE STATISTICS 35

HARBIN TRADE STATISTICS 42

SCIVENHO TRADE STATISTICS 51

HUNCHUN.

TRADE REPORT:—

English Version 60

Chinese 63

TRADE STATISTICS 69

LUNGCHINGTSUN.

TRADE REPORT:—

English Version 78

Chinese 81

TRADE STATISTICS 86

MOUKDEN.

TRADE REPORT:—

English Version 93

APPENDIX.—Goods forwarded from and
arrived at the South Manchuria Railway
Station Moukden, during 1915 96

Chinese Version 98

ANTUNG AND TATUNGKOW.

TRADE REPORT:—

English Version 102

Chinese 109

ANTUNG TRADE STATISTICS 120

TATUNGKOW TRADE STATISTICS 134

DAIREN.

TRADE REPORT:—

English Version 142

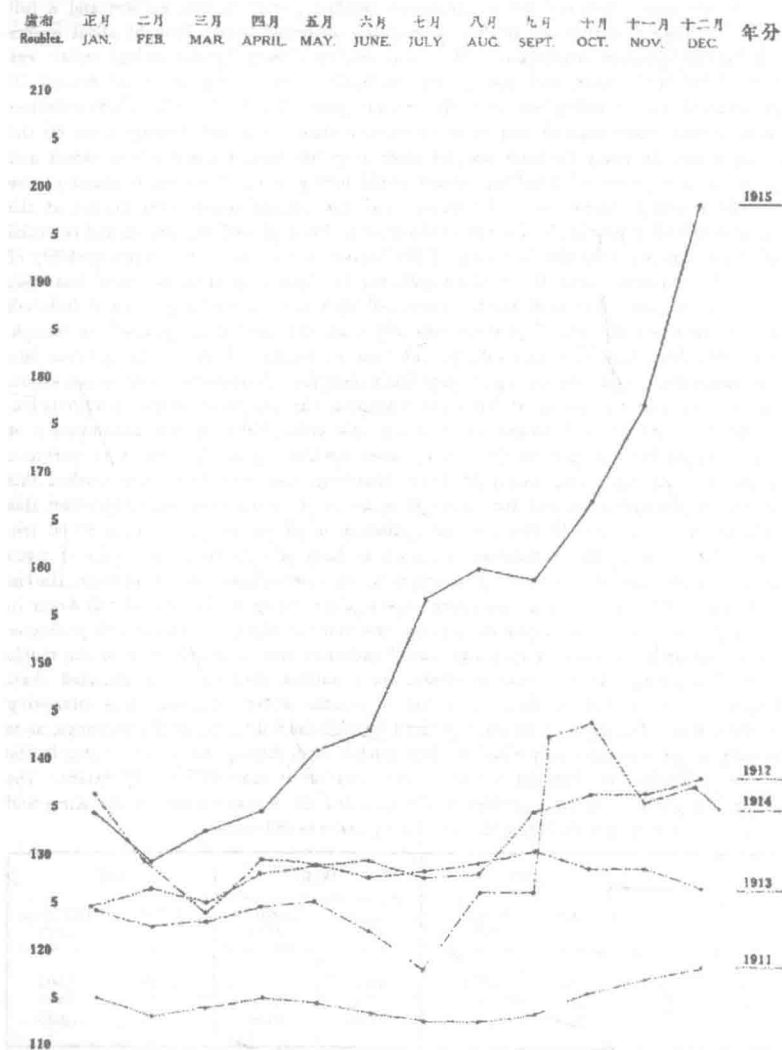
Chinese 151

TRADE STATISTICS 166

頁數
Page.

山海關		NEWCHWANG.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	198
遼河水道圖	...	Plan showing Cut-off at Tienchuangtai, August 1888 and condition of Duck Island Bend	... facing 203
華文論畧	...	Chinese Version	208
常關貿易論畧		NATIVE CUSTOMS REPORT:—	
英文論畧	...	English Version	205
華文論畧	...	Chinese	218
貿易冊	...	TRADE STATISTICS	232
秦王島關		CHINWANGTAO.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	238
華文論畧	...	Chinese	242
貿易冊	...	TRADE STATISTICS	248
津海關		TIENTSIN.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	260
華文論畧	...	Chinese	269
常關貿易論畧		NATIVE CUSTOMS REPORT:—	
英文論畧	...	English Version	266
華文論畧	...	Chinese	277
貿易冊	...	TRADE STATISTICS	281
龍口關		LUNGKOW.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	339
龍口港口圖	...	Sketch Plan of Lungkow Harbour	... facing 342
華文論畧	...	Chinese Version	343
貿易冊	...	TRADE STATISTICS	349
東海關		CHEFOO.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	358
烟台港口工程圖	...	Plan of Chefoo Harbour Works	... facing 359
華文論畧	...	Chinese Version	364
貿易冊	...	TRADE STATISTICS	374
膠海關		KIAOCHOW.	
貿易論畧		TRADE REPORT:—	
英文論畧	...	English Version	389
華文論畧	...	Chinese	391
貿易冊	...	TRADE STATISTICS	393

西歷一千九百十一年至十五年上海規平銀每百兩合盧布平均數目表
 Table showing relative Average Value of 100 Shanghai Taels to Roubles
 1911 to 1915.



Harbin Trade Report, 1915.

HARBIN DISTRICT TRADE REPORT.

1. LOCAL.—The local forecasts predicted that 1915 would be a prosperous year, being based on the heavy snowfalls which experience teaches presage a rich harvest and a full river: the coming of spring and the releasing of the ice-bound waters brought about events which human optimism overlooked. The river, swollen already by the melted snows was reinforced by heavy rains, and, rising over its banks, carried away or ruined beyond all hope stocks of beans standing over from the previous year. The blocks of ice which detached themselves were more massive and more destructive than usual and bearing down on the shipping drawn up ready for their season's work, they left behind a sad tale of wreck and damage which a quarter of a million roubles would hardly cover. Contrary to custom there was little eventual subsidence in the waters, and the regions which were flooded at the opening remained so practically throughout the season. Fresh ground was broken and potential possibilities were given for the increasing of the harvest, but, owing to the impracticability of working the river-side lands the produce gathered in showed up at 20 per cent. less than in the previous year. Incontestably the continued high water was a happy turn of fortune's wheel in other respects, and shipowners generally made the most of its possibilities, though, incidentally, there were some who suffered and none too lightly. With everything taken into consideration the harvest was good and cargo fairly plentiful. Nevertheless subsequent events made it clear that the means at hand for transport, through short-sighted manipulation, exceeded the demand, and vessels perforce lay idle either through this circumstance or through having been bought off the run by more wealthy rivals. The influx of workmen and settlers from the coast, principally from Shantung, was more than ever marked this year, and an increased demand for passenger space led to some companies exploiting this branch of the river trade to the practical exclusion of all others. It paid; a round trip between Harbin and Blagovestchensk is known to have brought in a clear gain of 2,500 roubles and an express service of 11 steamers which monopolised the run between Harbin and Humaho, lying above Blagovestchensk, where gold is being washed out of the Amur in increasing quantities, to all appearances found the venture highly successful and profitable. A ruling feature in the trade of 1915 was that of exchange, and the depreciation of the rouble prevented anything like extensive purchases from outside markets. The attached chart showing how the rouble has declined in the 12 months under consideration is interesting and instructive. The exporter naturally profited through the fall in the rouble exchange, more especially as he was materially aided by low market rates during the season. Later in the year prices locally rose but did not affect the situation at that time to any extent. The medium for purchase of local produce is the *tiao*, and the average rates for the Kirin and Tsitsihar *tiao* for one rouble during the last three years is as follows:—

	1913.		1914.		1915.	
	KIRIN <i>Tiao</i> .	TSITSIHAR <i>Tiao</i> .	KIRIN <i>Tiao</i> .	TSITSIHAR <i>Tiao</i> .	KIRIN <i>Tiao</i> .	TSITSIHAR <i>Tiao</i> .
Average.....	8.60	10.41	13.40	16.53	10.98	14.03
Highest.....	14.50	16.00	23.50	31.50	16.70	20.20
Lowest.....	7.00	7.70	8.40	11.40	7.05	7.40

The bean season calculated from November to November, was good. The total exported during the period indicated amounted to 482,304 tons, out of which 383,304 tons went *via* Vladivostock or Nikolaievsk and 99,000 tons to South Manchuria *via* Kwanchengtze. The balance still unshipped at Vladivostock at the end of the season was 9,568 tons while Nikolaievsk begins the new season with a clean sheet. Out of the quantity shipped from Vladivostock and Nikolaievsk that is to say, 411,236 tons—including 37,500 tons standing over from the 1913-14 season,—202,000 tons went to Europe and the balance to Japanese ports. Buying prices were low, owing to holders being alarmed over the possibility of shortage in tonnage, excessive freight, etc., and stock was unloaded on the market, depressing the value, and giving an average of only 50 copecks a pood delivered Station Harbin, against 70 and 63 copecks in 1914 and 1913. The cost f.o.b. Vladivostock remained as before, namely, R. 47.10 a ton: ocean freight varied between 35 and 90 shillings, while the cost of laying down a ton of beans in London ranged between £7 and £8. By the end of the year, that is two months into the new season, both freight and cost of laying down in London showed greatly increased figures. Taken all round all other local products had a successful year, while a drop in imports from Russia found its compensation in the imports from the South.

2°. REVENUE.—The collection for the Harbin district of *Hk.Tls* 1,124,646 once more creates a record and is *Hk.Tls* 83,862 over the 1914 total. The general trade conditions at Aigun were depressed, and the decrease recorded is due to the small demand in the Russian Amur province for Chinese produce. The decline in cattle continues and the trade promises to become extinct. Sansing revenue maintains the high level established in 1914. Harbin River in spite of a large decline in the value of the trade, shows a big increase in revenue, which comes about through the import of beans and other produce which are declared for and appear as an export at Suifenho while the duty is placed to the credit of the River Customs. Greatly increased export of local produce accounted for Suifenho's augmented share: Manchouli's contribution has probably reached its lowest level. While export trade has been good, the prohibition of the export of certain goods from Russia was sufficiently detrimental to import trade without having to seek further reasons, though shortage of rolling stock and high freights and lack of tonnage may be quoted as additional aggravating factors. River dues realised *Hk.Tls* 29,830, or *Hk.Tls* 5,220 less than in 1914, Sansing being responsible for the whole decrease.

3°. FOREIGN GOODS.—(a.) Imports, Direct and Coastwise.—With the exception of the decrease at Manchouli, the import trade has been well maintained in spite of the adverse exchange. The import trade of Harbin as indicated in the available Customs trade statistics is necessarily confined to that carried on by river. In this instance the gross import of goods from the Russian Amur ports stands practically stationary. With regard to the goods the value for which appears under "Imported from Chinese Ports" in the Values table it should be understood that practically everything which comes under this head may be classed as reimports, the only articles of consequence going to make up the value given being new and old gunnies and empty spirit drums returned from Lahasusu and Aigun (Taheiho). Suifenho shows an all round drop of 14 per cent., which the shortage in tonnage may very well account for. Piece goods of all grades show up poorly against previous years, and under other goods the most significant points are the drop of 30 per cent. in the import of Russian kerosene oil the available stock in Vladivostock being now very limited and the total disappearance of engine oil the import of which in former years has always been in the vicinity of the quarter million. Sansing imports consist for the greater part of Harbin re-exports; only about 20 per

cent. of its foreign import trade may be said to be a direct one from abroad mainly from Habarovsk. The high cost of goods was undoubtedly the principal accessory to the general decline, in addition to which it should be recorded that there were a good deal of accumulated stocks to be worked off. Similar conditions are to be observed at Aigun as at Sansing, inasmuch as that port depends largely on Harbin for its imports, and more so than ever this year owing to the Russian prohibition, for economical reasons, of export to China or elsewhere abroad. In the second place the demand for goods on the Russian side has greatly diminished since a large number of the population has been withdrawn owing to the war and the re-export trade dwindled to a mere shadow of its former self. Piece goods play an important rôle in the import and re-export trade of the district. The imports at Manchouli consist entirely of Russian and German piece goods. The latter however, have totally disappeared, while Suifenho and Kwanchengtze are points of entry for the goods of other nationalities. As regards re-exports, at Manchouli only about 18 per cent. consist of goods which have come in through the southern stations. Suifenho re-exports almost exclusively Russian piece goods while at Harbin the re-export should more correctly be termed a redistribution, as the goods do not go out of the province—or only an infinitesimal percentage do so. The demand for Russian piece goods on the river section is small. The re-export trade through Kwanchengtze is made up of piece goods from Russia brought in at Manchouli (*Hk.Tts* 745,233 in 1914; *Hk.Tts* 415,990 in 1915), the balance consisting of returned goods, or of Russian goods sent out which have not been declared at the Customs for re-export.

(b.) *Re-exports*.—High Russian tariffs and a reduced population brought re-exports abroad down from over half a million to less than 36,000 taels. Re-exports at Suifenho consist practically entirely of Russian goods imported through Manchouli. 82 per cent. of the Manchouli re-exports to foreign countries consist of Russian goods sent back to Russia the balance being made up of goods which have come in through Suifenho or Kwanchengtze. With regard to the Manchouli re-exports to Chinese ports, these consist entirely of goods of Russian provenance, and in 1915 were made up of cotton piece goods, value *Hk.Tts* 415,990; deer horns, value *Hk.Tts* 9,530; and musk value *Hk.Tts* 8,800.

4*. CHINESE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports)*.—The value of this trade during the last three years was as follows:—

	1913.	1914.	1915.
	<i>Hk.Tts.</i>	<i>Hk.Tts.</i>	<i>Hk.Tts.</i>
Harbin	5,932,458	5,605,666	6,073,678
Manchouli	1,780,193	1,666,986	1,876,863
Suifenho	13,913,326	11,646,631	16,234,007
Sansing	2,610,163	2,857,618	2,159,358
Aigun	1,763,670	1,932,386	1,607,824
	<u>25,999,810</u>	<u>23,709,287</u>	<u>27,951,730</u>
Kwanchengtze	2,657,623	5,989,703
TOTAL	<u>25,999,810</u>	<u>26,366,910</u>	<u>33,941,433</u>

The exports abroad through the River Customs may be said to consist principally of beans, wheat and other cereals, live stock, and eggs, and the same may be said of Sansing, with the exclusion of live stock. The lack of ocean tonnage and the demands of the South Manchurian

mills account mainly for the fall recorded at Sansing, though floods play a not insignificant part. The state of affairs at Aigun calls for no further comment beyond what has been stated in the foregoing paragraphs. Suifenho exports showed great activity, and in addition to greater volume in the amount of cereals the immense increase in bean cake bean oil and flour all products of the Harbin mills deserve special attention. The re-exports at the River Customs have to be read in the same light as foreign re-exports, that is as being made up of goods which come up from the South through Kwanchengtze and subsequently sent to river places.

(b.) *Imports.*—With the exception of beans wheat and other cereals, and a few products of these the balance of Chinese imports at the River Customs may be said to consist of returned goods. Aigun still does trade along the Tsitsihar—Morgen route, but the Amur railway, which branches off at Karinskaya, in Siberia and connects Blagovestchensk and Habarovsk with European Russia is slowly absorbing all available freight.

5°. INLAND TRANSIT.—No remarks.

6°. *SHIPPING.*—There was an all round increase in the number of entries and clearances under General Regulations during 1915, the total being 4,942 steamers, registering 1,508,204 tons (1914: 3,921 steamers, 1,711,225 tons). The tonnage, it will be noted is less, in explanation of which it has to be said that the ordinary tonnage capacity of a river steamer is small and goods are generally loaded in barges which are taken in tow; thus, the tonnage on each entry varies with the number of barges in tow. As has already been mentioned, a good many steamers went in exclusively for passenger traffic and cleared almost invariably, without barges. The above total is made up of 4,486 steamers (1,434,379 tons) under the Russian flag, an increase in numbers of 12 per cent. over 1914, and 456 steamers (73,825 tons) under the Chinese flag, or an increase of 270 per cent. The number of steamers running to inland places was 609, registering 91,597 tons of which 105 (45,715 tons) were Russian and 504 (45,882 tons) Chinese. The decrease under the Russian flag is explained by the fact that many steamers hitherto recorded as running to inland places have now been placed under the category of those running under General Regulations. The number of junks entered and cleared in the district amounted to 15,725, with a combined tonnage of 259,339 tons (1914: 13,206 junks, 196,554 tons), a decrease at Aigun being caused by a service of three small Russian steamers which have competed successfully with the junk traffic. During the season four Russian steamers were lost and four badly damaged, and four Russian and two Chinese barges were lost the drift ice at the opening being responsible for the greater part of the damage. The River Aids Department was actively engaged during the winter months removing obstructions from the shallows at Sansing, and altogether 14 cubic sajens (4,802 cubic feet) of stone were removed on a distance of 25 verst (1 verst = 0.66 of a mile). On the Upper or Harbin Section, 295 verst in length, 48 beacons were shifted during the season 181 poles and 288 shields were renewed, and 399 poles and 600 shields were repainted. On the Lower or Lahasusu Section a distance of 336 verst, 356 beacons were shifted during the season 99 poles and 159 shields were renewed, and 413 poles and 645 shields repainted. The Shallows at Sansing were lighted from the 28th May to the 1st November, and altogether 253 steamers availed themselves of these lights. The total number of vessels wintering at Harbin at the close of the season numbered 54 steamers, 73 barges, and 287 junks.

7°. *PASSENGER TRAFFIC.*—The total number of passengers carried by river steamers during 1915 was 300,720; the figure for 1914 was 203,082. No statistics are available for Suifenho and Manchouli.

8°. TREASURE.—No remarks.

9°. OPIUM.—No remarks.

10°. MISCELLANEOUS.—The productiveness of North Manchurian soil makes interesting study, and it is perhaps not out of place to close this report with a short survey of existing conditions. The staple and most remunerative product is undoubtedly beans. There are 12 different varieties produced in the district, but to all intents the bean which claims any special attention is the yellow variety (黃豆), which contains the best properties for the manufacture of bean oil. Around the district of Hailunhsien (海倫縣) are found the best oil beans, while the crop on the left shore of the Sungari, near Harbin, is almost equally good. According to the best authorities, North Manchuria produced some 769,000 tons of beans of all kinds in 1915. Out of this total, it is estimated, about 228,000 tons were absorbed by the local mills, which so far can turn out about 19,000 tons of bean oil in a year. At the present moment there are 20 mills in Harbin itself and one at Hulanho run by machinery, in addition to which there are numerous hand mills scattered along the upper and lower reaches of the Sungari; but the main tendency now and for the future is to centralise the industry in Harbin. The industry is in its initial stages, and a large increase of output may be anticipated. The output at present of beancake is put down at 224,000 tons. The cultivation of wheat is practically a recent innovation, brought about by the needs of the increasing foreign population. In 1896 the total wheat produced has been given as a little over 16,000 tons (1,000,000 poods). The estimate for 1915 is 546,500 tons, out of which about 209,000 tons are consumed by the local flour mills. The best wheat is produced in the Ninguta (寧古塔) district, followed by that round Bodune (伯都訥), the third in order being the wheat produced on the right bank of the Sungari, up as far as Sansing. The largest crops, owing to favourable climatic conditions and good soil, are gathered in in the region of Suihuahsien (綏化縣) and Payangchow (巴彥州). North Manchuria is not favourable for the production of ideal wheat, and the quality falls below that of the Russian. At the present moment there are 19 flour mills working in the district, including two at Changchun (長春), and of these, 10 are situated in Harbin. The combined yearly production is put down at about 134,300 tons. The flour produced, except that of the Ninguta mills, is considerably below the standard of the Russian milled article. The forest lands of North Manchuria form the richest natural asset. The main forest regions are on the slopes of the Greater and Lesser Hingan Mountains, around Sansing, along the railway line in the region of the Greater Hingan and the left bank of the Sungari below Harbin, and between Imienpo and Mulin on the eastern railway section. With regard to the forests in the interior their extent is difficult to gauge, but owing to the difficulties attendant on transport they may for the present be left out of the question, beyond stating generally that the outskirts, where they follow the right and left bank of the Amur and Sungari respectively, provide fuel for the steamers plying their calling on the two waterways. The most important are the concessions which border on the railway, and which are estimated at 35,000 square miles in extent, the value of the timber being estimated at about 40,000 to 45,000 roubles per square mile. These concessions have been obtained by the railway through special agreement, which stipulates for the annual payment to the Chinese Government treasury of 8 per cent. of the value of the prepared article for the use of the railway. The extent of the ground laid bare every year is put down at between 80 to 100 square miles, producing timber valued at between 5,000,000 to 5,500,000 roubles. It is estimated that the yearly needs of the railway amount to 178,000 cubic sajens (43,254,000 cubic feet) of prepared timber. The population along the railway and upper reaches of the Sungari consume about 27,000 cubic sajens (6,561,000

cubic feet) yearly. No figures are available for the consumption in the interior the trade being entirely in the hands of Chinese merchants. South Manchuria imports timber principally for matchwood and fuel. Up to the present North Manchurian timber has not found its way to the China or other markets, though it has been suggested that the former where up to now Japanese and American timber dominate, might be exploited with advantage. No steps are being taken with regard to reafforestation. The principal factories and the places at which they are situated are indicated on the production map of the North Manchurian district which is published with this report. The map, further is of interest in demonstrating how the railway is served from the important centres and the extent of territory which it affects.—In conclusion, a steady yearly increase in the number of firms, both foreign and Chinese which establish themselves in the district is a healthy sign of the times: there is a wide field for enterprise and for everybody, and, in spite of all drawbacks, the year 1915 was one which the majority of business men can look back upon with satisfaction, and from which the future years may be looked forward to with well-founded assurance.

I am indebted to Mr. W. R. Myers, 2nd Assistant, B, for the foregoing report.

P. GREVEDON

Commissioner of Customs.

HARBIN, 30th March 1916.
