



民國史料叢刊

續編

0691

孫燕京 張研 主編

經濟·商貿

海關年報·中華民國十四年華洋貿易報告

統計冊(二)

中國海關民國十五年華洋貿易總冊(下卷)(一)

大象出版社

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統計冊（二）

THE MARITIME CUSTOMS.

I.—STATISTICAL SERIES: Nos. 3 to 5.

NANNING

ANNUAL TRADE REPORT

AND RETURNS

1925.

Published by Order of the Inspector General of Customs.

SHANGHAI:

Printed and Published at the Statistical Department of the Inspectorate General of Customs.
 Sold by Kelly & Wabbs, Limited, Shanghai, Hongkong, and Singapore; Commercial Press Limited, Shanghai; Edward Evans & Sons, Limited, Shanghai; Société Française de Librairie et d'Édition, Tientsin; P. S. King & Son, Limited, 14, Great Smith Street Westminster London, S.W.; and all Maritime Customs Houses throughout China.

1926.

[Price \$0.40]

南甯關民國十四年華洋貿易報告統計冊
中英合璧

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NANNING.

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TRADE REPORT FOR THE YEAR 1925.

1. LOCAL.—The value of the trade of the port during 1925 amounted to *Hk.Tls* 4,052,170, as compared with *Hk.Tls* 6,640,466 in 1924, the year under review having been the most disastrous for trade since the opening of the port in 1907. During the previous year, in spite of the turmoil in the province caused by a change of government, a courageous front had been maintained by merchants who managed to keep business going; trade had not reacted very favourably to these efforts of the merchants in 1924, and in 1925 it was completely paralysed. While conditions were yet far from settled during the opening two months of the year, business was nevertheless brisk and gave promise of better times. How false this hope was may be seen by the fact that trade was almost at a standstill by the end of February. The first blow to fall was a Yunnanese invasion of the province, which, by the end of February, had reached Nanning and made the city the head-quarters of the invaders. This was followed by a period of five months fighting, during which the provincial troops made attempts to drive the Yunnanese out of the district. Nanning was placed under siege, and the river closed to traffic to prevent supplies reaching the city. Several attempts were made to ship cargo down river to Wuchow by junk, but on each occasion the vessels were detained by the military at various points on the river and, owing to opium being found on board them, they and their cargoes were confiscated. With regard to the upper river the case was very much the same; different military commanders constructed boat-barriers at various points within their respective zones, thus effectually putting a stop to any possibility of trade in the Poseh and Lungchow directions. As will be shown, the economic effects of the invasion were felt for many months after the Yunnanese were finally compelled to retreat from the province in July. In the meantime new circumstances, which were to prove no less disastrous to trade were developing in another direction. A movement, which had been started some months previously, under the form of an imposition of taxes on foreign goods, gained ground and finally revealed itself as a definite organisation for the elimination of foreign trade; the declaration of a boycott of Hongkong and the establishment of a monopoly bureau to control the supply of oil in West River districts well indicated the trend of events. No sooner, therefore, had the retreat of the Yunnanese army made practicable the opening of the river for trade than this new set-back to commerce began to make its presence felt. It was unavoidable that the deadlock in trade with Hongkong should not affect this province to a great extent but although the all-round loss was great, the situation with regard to exports was not so serious as would appear from the year's statistics of this port (*vide* under "5. Chinese Goods"), while the large decrease in foreign imports was partly compensated for by an increase in native imports. During the year losses were continually caused to merchants by piracies on the river routes and towards the end of the year, these became more marked as the result of the drafting off of troops guarding the waterways to participate in the subjugation of South-western Kwangtung. On the return of the troops the duties of guarding the river were resumed, and merchants began to forward accumulated stocks of produce from the interior, though by that time the season was much advanced and lack of water was already making navigation on the river slow and difficult. Piracies still occurred from time to time until the close of the year; but in spite of hazards and heavy taxation for protection against pirates, motor-boat traffic was remarkably well maintained. On the 21st December the control of the monopoly bureau over sales of oil in Kwangsi was abolished. Fuel oil not only furnishes means for the quick transport of troops on the rivers but indeed, is the life-blood of trade throughout the province; this action was therefore dictated by the necessity for maintaining adequate supplies of oil for local needs. The province suffered increasingly from its depreciated currency as the year progressed.

2. REVENUE.—The total revenue collected during the year amounted to *Hk.Tls* 46,530; a decrease of *Hk.Tls* 59,982 as compared with the collection for 1924. The only heading which showed an increase was that of import duties on Chinese goods. Duties collected on foreign imports declined from *Hk.Tls* 22,080 to the low figure of *Hk.Tls* 4,964; export duties show a decrease of more than half when compared to the figure for the preceding year, the total collected under this heading amounting to *Hk.Tls* 37,723 only.

3. SHIPPING.—(a) *Under General Regulations*.—The total number of vessels entered and cleared during the year under General Regulations—521, representing 28,468 tons—was a larger figure than might have been expected in view of the unfavourable conditions on the river during the greater part of the year. Demand for tonnage was slack and freight rates ruled high owing to the increased cost of fuel oil and the high protection taxes imposed on boats for each trip.

(b) *Under Inland Waters Steam Navigation Rules*.—131 motor-boats, aggregating 6,507 tons entered and cleared during the year, as compared with a total of 222 vessels, aggregating 5,986 tons, during the preceding year. Entrances and clearances of ships under Chinese flag decreased from 150 in 1924 to 37 in 1925, while those sailing under foreign flag increased in number. This development was due to the commandeering of vessels under Chinese flag for military use during the war in the summer.

4. FOREIGN GOODS.—(a) *Imports, Direct and Coastwise*.—Owing to dislocation of business during the civil war followed by the stoppage of foreign imports from Hongkong during the latter half of the year, the importation of foreign goods declined from a total value of *Hk.Tls* 2,758,547 in 1924 to a value of *Hk.Tls* 912,346 in the year under review. All classes of goods participated in this decrease, the chief sufferers being the following: plain white shirtings, 10,984 pieces imported in 1924, 2,550 pieces in 1925; grey shirtings and sheetings decreased from 6,895 to 3,967 pieces; jeans, 15,956 to 4,110 pieces; canvas and cotton duck, 47,099 yards in 1924 to 10,563 yards in 1925. Kerosene oil decreased from 1,100,703 American gallons imported in 1924 to 659,220 American gallons in 1925. This big decrease of nearly 50 per cent. in the import of oil seems to have caused little inconvenience to consumers, who fell back naturally to the use of the cheap and easily procurable vegetable oils. The remedy was not so simple, however, in the case of fuel oil, as the shortage was acutely felt by the motor-boat companies. The only foreign article that showed an appreciable advance was matches the import of which rather surprisingly increased (from 26,845 gross imported in 1924 to 35,920 gross imported in 1925) at the expense of the native-made article which shows a decrease.

(b) *Re-exports*.—No remarks.

5. CHINESE GOODS.—(a) *Exports, Abroad and Coastwise (including Re-exports)*.—The same circumstances that militated against the import of foreign goods were responsible for a great decrease in exports of Chinese goods direct to foreign countries. Goods so exported amounted in value to only *Hk.Tls* 348,535, as compared to a total value in 1924 of *Hk.Tls* 1,325,459. Owing to it becoming impossible to ship goods to Hongkong by river, Chinese produce was obliged to seek other outlets, either by way of Tonkin or of ports on the southern coast of Kwangtung. For this reason the export statistics of this port for the year under review cannot be relied upon to give a true estimate of the volume of exports from this area during 1925; nevertheless, where means available for calculating the total of exports by all routes, there would still be a very great decrease in comparison with normal years, owing to causes of internal unrest. This is borne out by the fact that Chinese produce of local origin exported to Chinese ports also decreased during the year, namely, from a value of *Hk.Tls* 714,933 in the previous year to *Hk.Tls* 598,106 in 1925. Prominent among the latter decreases were those of aniseed star, export of which decreased from

22,189 piculs in 1924 to 4,303 piculs in 1925; duck and fowl feathers decreased from 4,053 piculs in 1924 to 2,408 piculs in 1925; and wood oil from 29,548 to 7,314 piculs. Unclassed skins decreased from 9,895 pieces exported in 1924 to only 601 pieces in 1925.

(b) *Imports*.—The net value of Chinese imports increased in value by some *Hk.Tls* 365,000 compared to the figure for the preceding year, while compared to the figure recorded in 1923 the increase shown is not far off a million taels. The increases shown under practically all headings were a natural corollary to the very large decrease in foreign goods imported. Amongst the chief increases to be noted are various caps, from 13,185 pieces imported in 1924 to 37,812 pieces in 1925, and bags of all kinds, 8,600 pieces imported in 1925, as compared to 1,710 pieces in 1924. The only notable decrease was in the case of matches, which fell from 145,697 gross imported in 1924 to 99,292 gross in 1925, though here again it is not safe to assume that there was an absolute decrease in the quantity imported, as it is possible that some consignments were forwarded by way of Linchow or other ports in Southern Kwangtung during the period that river communication with Wuchow was suspended.

6. *INLAND TRANSIT*.—(a) *Inwards (under Transit Pass)*.—The number of inland transit passes issued during the year decreased to 272, covering goods of a total value of *Hk.Tls* 7,168, compared to 2,062 passes issued in the previous year, covering goods valued at *Hk.Tls* 29,666.

(b) *Outwards (under Santientan)*.—Native produce brought down from the interior under transit certificate was valued at *Hk.Tls* 19,260 for which 25 certificates were issued.

(c) *Chinese Factory Products, Inwards and Outwards (under Yüntan)*.—Steam factory products valued at *Hk.Tls* 162,585 were conveyed inland under yüntan during the year, showing a decrease of over half a million taels compared to the figure recorded in the previous year.

7. *TREASURE*.—No remarks.

8. *PASSENGER TRAFFIC*.—Motor-boat traffic on the river was well maintained in spite of many difficulties. An increase is shown in the number of passengers carried between Nanning and Wuchow as compared to that in previous years; there was on the other hand a falling off in passenger traffic with inland places.

9. *OPIMUM*.—No remarks.

10. *MISCELLANEOUS*.—There was but small opportunity during the year for the development of either public or private enterprise, and little work of a constructive nature can be recorded in such directions as education, improvement of means of communication, etc., of which this province stands in so great need. Famine was rife in outlying districts throughout the year, and much suffering was also caused by the depredations of bandits and robbers in all districts of the province. In the autumn a School of Agriculture and Forestry was opened in the southern suburb of the city, and about the same time a start was made in the repair of public buildings, though this was being confined chiefly to the reconditioning of barracks, while some attention was being paid to the maintenance of roads in the vicinity of the city. As a result of the siege of Nanning during the summer months a large part of the suburbs of the city was reduced to ruins and the losses occasioned to private individuals must have run to over a million dollars. Little rain fell during the summer, either locally or in the surrounding districts, and the level of the river never rose beyond a quarter of its usual summer height. By the early autumn the water had fallen nearly to its winter level with the result that traffic on the river was subjected much sooner than usual to the

delays and inconveniences of transshipping and lightering cargo at the various rapids.—During the course of the summer agitators from Canton and Wuchow attempted to organise a general strike locally against foreigners, and the Consular authorities at Canton ordered the withdrawal of foreign residents from Nanning. Adequate measures were taken by the local authorities to protect foreign property from possible injury, and an early opportunity was taken by them to disband all active student organisations. As a result of these measures the local situation rapidly improved, and by the end of the year half of the foreign residents had returned to the city.

H. W. HOSKING

Acting Commissioner of Customs.

NANNING, 31st December 1925.
27th February 1926.

南甯關民國十四年華洋貿易統計報告書

一本埠貿易概況

南甯本年貿易估值由去年之關平銀六百六十四萬四百六十六兩跌至關平銀四百五萬二千一百七十兩自光緒三十三年本埠通商以來，實以本年貿易最爲不幸，在去年雖因省局變更，致生擾攘，而商人仍毅然經營如常貿易，所得之結果雖未十分順利而未若本年之完全衰落也，溯當年初兩月，大局縱未平定，而商業尙能活動，與盛猶有希望不意事與願違至二月底時，貿易幾完全停頓，其最先之打擊厥爲滇軍襲桂於二月將終，該軍進駐邕甯並以之爲根據地，由是滇桂兩軍相爭五閱月之久，桂軍曾屢欲驅逐滇軍出境，後卒圍困全城封鎖河道，以斷其交通而絕其接濟，當時下游民船運貨往梧州者沿河駐軍動輒扣留，又嘗以船中查獲土藥，竟將船貨充公至上游航路紛亂亦復相同，蓋各軍就其所駐地方範圍以內，建設運輸浮橋，遂使南甯與百色龍州一帶之貿易盡歸停頓，至經濟方面因軍事所受之影響雖自滇軍於七月間被迫退出後數月內猶未銷除，斯時又別生枝節，洋貨抽捐事已成立，摧殘商務不亞軍事，按洋貨抽捐數月前已起始至是根基已立而卒變爲剷除洋貨貿易之機關，如宣布與香港經濟絕交，設立專賣局管理供給西江各處之煤油，皆足證明其趨勢，不期滇軍已退河運復通之時，商務又因此而生阻礙也，惟與香港來往貿易之停頓本省固不免受其影響，各項損失雖亦甚鉅而就土貨出口一項論之照本年統計所載，其損失之量尙不若所慮之甚（參觀第五節土貨貿易）至於進口洋貨之鉅大減少，亦半爲進口土貨之加增所彌補之

此外本年航路不靖、搶掠時間、客商頻遭損失、迨至年終因桂軍加入廣東討伐南路之役、所有沿河守護軍隊、奉調前往匪風尤熾、及各軍回防復、其保護河道之職、商人始將內地運來積存之貨物裝運出口、無如隆冬水涸、航行遲緩、多感困難、即沿河劫案迄年終而未嘗稍息、惟來往電船不畏途途險阻、不惜保護巨費、仍能毅然照常維持其營業也。

廣西煤油專賣局於十二月二十一日裁撤蓋燃料油一項不獨爲軍用船隻利便運輸之品、抑亦爲全省往來貿易之命脈、其所以裁撤專賣局者、乃爲俾此間煤油之需要得有充分之供給也、再本省毛銀年中日見低折、商民受累之情況、亦日爲增加矣。

二稅課

本年共徵收關平銀四萬六千五百二十九兩九錢八分三釐、比去年短收五萬九千九百八十一兩七錢一分三釐、計洋貨進口稅、由去年之關平銀二萬二千八十兩降至四千九百六十四兩、出口稅只收關平銀三萬七千七百二十三兩、與去年比較、減少過半、惟土貨進口稅獨見起色、

三航業

(甲)按普通通行輪章程出入口之船隻、本年進出口船隻、共有五百二十一艘、計二萬八千四百六十八噸、以此間河道航行情形而言、本年大半年中、均屬不靖而進出口船隻、尙有此鉅數、實出人意料之外、惟貨物來往不多、噸位之需求、因燃料漲價、及每次所納保護費過鉅、以致運費奇昂之故、亦不堅俏、

(乙)按內港行輪章程出入口之船隻、本年此項船隻、共有一百三十一艘、計六千五百七噸、而去年則有二百二十二艘、計五千九百八十六噸、其中華商進出口船隻、由去年

之一百五十艘減至三十七艘而洋商船隻略有增加此由於夏間發生戰事華商船隻被軍隊封用故也、

四洋貨貿易、

(甲)直接由外洋及通商口岸輸入之洋貨、本年內爭紛紜、商業衰落、加以下半年由香港運來洋貨一概停止、故進口洋貨銳減、計由去年之關平銀二百七十五萬八千五百四十七兩降至九十一萬二千三百四十六兩、各項洋貨進口均見減少、而尤以下列數種為最甚、即漂白布由去年之一萬九百八十四疋減至二千五百五十疋、本色市布及粗布由六千八百九十五疋減至三千九百六十七疋、細斜紋布由一萬五千九百五十六疋減至四千一百十疋、帆布及細帆布由四萬七千九百九十九碼減至一萬五百六十三碼、煤油由一百十萬七百三加倫減至六十五萬九千二百二十加倫、其減少數目之鉅幾達去年進口二分之一、然用戶因有價廉而易得之菜油以代之、未曾甚感不便也、惟電船公司極感燃料缺乏、其困難曾不易設法補救、其進口洋貨中之增加者、獨自來火一項其增加數目之鉅、實出人意料之外、蓋去年進口僅為二萬六千八百四十五羅士、至本年則增為三萬五千九百二十羅士、而中國製之自來火、受此影響、因之減縮、

(乙)復出口之洋貨、無可記述

五土貨貿易、

(甲)運往外洋及通商口岸之土貨、(復出口之土貨在內)、本年運往外洋之土貨、甚見減退、計由去年之估值關平銀一百三十二萬五千四百五十九兩跌至三十四萬八千五百三十五兩、推原其故、與使洋貨進口減少者相同、即由於與香港之航路梗阻、出口土貨不得已繞道他處、或經安南或由廣東南方沿岸各口運往外洋也、故本年本埠出口統計所載、不能視為本年由本埠出口之確數、如其由他處出口者、亦得統計之、因內亂

無已，商務衰頹其出口總數，亦必較常年減色，試觀本年運往通商各口岸之土貨，統計由去年之估值關平銀七十一萬四千九百三十三兩減至五十九萬八千一百六兩，概可推知矣，此項土貨之減少最著者爲八角由去年之二萬二千一百八十九擔減至四千三百三擔，雞鴨毛由四千五十三擔減至二千四百八擔，桐油由二萬九千五百四十八担減至七千三百十四担，他類皮由九千八百九十五張減至六百一張、

(乙)進口土貨、本年進口土貨之淨值較之去年，增加關平銀三十六萬五千兩，若與前年比較，則增加幾及一百萬兩，各種進口土貨均有增加，此固由於進口洋貨之衰減也，其增加最著者爲各式便帽由去年之一萬三千一百八十五頂增至三萬七千八百十二頂，各類袋包由一千七百十箇增至八千六百箇，而其減少甚鉅者厥爲中國製之自來火，由去年之十四萬五千六百九十七羅士減至九萬九千二百九十二羅士，不過尙不能斷爲確係減少，蓋當南甯、梧州間河道不通時，從廉州或廣東南方口岸運入者當亦爲可能之事。

六出入內地之貿易、

(甲)憑子口單輸入內地之洋貨、本年發出之子口單，減少甚鉅，計共有二百七十二張，運貨估值關平銀七千一百六十八兩，而去年則發出子口單，共有二千六十二張，運貨估值關平銀二萬九千六百六十六兩、

(乙)憑三聯單由內地輸出運往外洋之貨、本年發出三聯單共有二十五張，由內地運出土貨，共值關平銀一萬九千二百六十兩、

(丙)領有運單之機製洋式貨物、本年憑運單運入內地之洋式貨物，共值關平銀十六萬二千五百八十五兩，比較去年，減少五十萬兩有奇、

七金融、無可記述、

八旅客、

本年各電船曾不畏航路之艱險照常行駛、故往來梧州南甯間之人數、比往年稍多、但南甯與內地間之旅客反爲減少

九藥土、無可記述

十雜項

本年南甯地方公私事業無機發展、整頓教育、及改良交通諸事、雖均爲本省當務之急而未聞有所建設、且邊地各縣、饑饉時間遍省盜匪、爲害甚烈

本年秋間於南門外曾設一農林講習所、同時公家房屋、亦有修葺、不過多爲駐兵營房之改造、城郭附近馬路、亦略見修理、惟以夏間邕城被困、附城市塵、已化灰燼、民間損失何止百萬、

夏間雨水不足、河水高度、僅如往年夏季四分之一、秋初河水低降、幾與尋常冬季相同、來往船隻大受阻滯、卸貨上灘、較往年甚早

夏間因有廣州梧州宣傳隊、來此運動、對外罷工、廣州領事團即命南甯外僑離境、幸當局施行相當預防、竭力保護外人財產、以防危害、並解散學生團體、因之抵制風潮遂告寢息、比及歲闌、外僑之相率歸來者、已及半矣、

民國十四年十二月三十一日

南甯關稅務司何司輕 謹啟

三等幫辦梅英山譯漢

文 案舒明阿撰述

貿易統計冊
TRADE STATISTICS.

[注意—進口出口復出口貨各表已列入第四季貿易統計冊內]

[Note.—The Import, Export, and Re-export tables are published with the October-December Quarterly Returns.]

第一節 稅課

I.—REVENUE.

第一款 民國十四年海關稅課按國旗號之圖平錄數

1'. Dues and Duties collected under each Flag by the Maritime Customs during 1925.

旗號	FLAG.	進口正稅 IMPORT.	出口正稅 EXPORT.	復進口稅 COAST TRADE.	稅務 TONNAGE.	內地子口稅 TRANSIT.		總共 TOTAL.
						入 Inwards.	出 Outwards.	
		兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.
美	American	201-168	3,635-625	356-537	41-100	.....	.....	4,234-430
英	British	3,770-733	14,120-836	986-460	75-900	59-800	.....	19,013-728
葡	Portuguese	54-170	1,050-839	240-515	.....	.....	.....	1,351-524
日	Spanish	.....	1,460-248	76-758	13-200	.....	.....	1,550-206
中	Chinese	938-427	17,450-404	1,460-725	151-200	109-133	270-206	20,380-095
共	TOTAL	4,964-497	37,723-952	3,120-995	281-400	158-933	270-206	47,050-639*

* 宣統年內水關各稅課詳見前卷

* No drawback granted for each payment during the year.

† 內有附稅係指圖平銀五二〇兩六錢五分六釐

† Including Famine Relief Duties, Hk. 7h. 500. 64h.

第二款 民國五年至十四年海關稅課按年之圖平錄數

2'. Dues and Duties collected by the Maritime Customs, 1916 to 1925.

年分	YEAR.	進口正稅 IMPORT.	出口正稅 EXPORT.	復進口稅 COAST TRADE.	稅務 TONNAGE.	內地子口稅 TRANSIT.		總共 TOTAL.
						入 Inwards.	出 Outwards.	
		兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.	兩 銀圓 Hk. 7h.
五年	1916	37,296-490	109,441-180	7,537-889	225-300	7,620-969	1,230-698	163,352-526
六年	1917	35,791-675	96,305-374	6,524-915	291-400	4,242-235	810-860	143,066-409
七年	1918	27,344-418	95,973-608	5,604-347	275-800	3,695-734	1,044-373	128,228-279
八年	1919	25,804-728	93,726-707	2,651-270	341-900	2,638-698	1,133-010	124,388-985
九年	1920	21,980-284	91,724-554	2,851-836	361-800	2,587-230	969-732	120,575-436
十年	1921	19,975-384	61,664-719	1,720-555	322-600	526-013	401-214	91,011-529*
十一年	1922	6,920-952	49,994-934	1,795-147	204-900	372-010	253-003	59,801-772†
十二年	1923	16,432-746	78,361-319	2,131-643	287-300	929-745	108-005	98,288-759
十三年	1924	22,080-655	79,813-695	3,018-601	361-300	651-062	586-391	106,511-666
十四年	1925	4,964-497	37,723-952	3,120-995	281-400	158-933	270-206	47,050-639†

* 內有附稅係指圖平銀六一〇一兩四分四釐

* Including Famine Relief Duties, Hk. 7h. 6, 100. 04h.

† 內有附稅係指圖平銀二六一兩八錢二分六釐

†

‡ 內有附稅係指圖平銀五二〇兩六錢五分六釐

‡

500. 64h.