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孫燕京 張研 主編

經濟·商貿

中華民國六年通商各關華洋貿易全年清冊

大象出版社

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上海通商海關總稅務司署造冊處

中華民國六年通商各關華洋貿易全年清冊

凡例

冊內所載

一 出入內地之貨

統指洋貨由通商海關各口運入內地而言
土貨由內地運到通商各口出洋而言

一 船隻

專以旗號分別

一 貨價

統以關平銀兩估計

一 稅鈔

統以關平銀兩徵收

一 貨數單位名稱

凡每打卽十二每羅卽一百四十四每運卽四百八十張紙每碼卽
華二尺五寸五三每英尺卽華八寸五分一每英寸卽華七分另九
每適當卽華二尺七寸九二每磅卽華十二兩每英兩卽華七錢五
每噸卽華一千六百八十斤每加倫卽華約七升五（如煤油一木箱

內容十加倫）

一 數目號碼

專用亞喇伯碼如 1 爲一字 2 爲二 3 爲三 4 爲四 5 爲五 6 爲六

7 爲七 8 爲八 9 爲九 0 爲零凡大數內自右起一爲個位二爲十

位三爲百位四爲千位五爲萬位其餘以此類推如 即十四萬一

141,367

千三百六十七

一 記號

凡數內有一點 (.) 者左爲大數右爲小數若兩之右邊爲錢分厘若

担之右邊爲斤譬如兩數 即三千一百六十五兩七錢八分九厘

3,165.789

譬如担

5,782.43

即五千七百八十二担四十三斤凡內有三點 (...) 者即無

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

西歷一千九百八年

如 1908 即自前清光緒三十四年十一月二十八日
止起

西歷一千九百九年

如 1909 即自前清光緒三十四年十一月十九日
止起

西歷一千九百十年

如 1910 即自前清宣統二年十一月三十日
止起

西歷一千九百十一年

如 1911 即自前清宣統三年十二月十一日
止起

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

西歷一千九百十六年

如 1916 即民國五年

西歷一千九百十七年

如 1917 即民國六年

注 意 NOTE.

海關所徵稅餉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前清光緒三十四年至民國六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 TARI, in which the Customs Revenue and all Values are stated, was, during the years 1908 to 1917, at the average Sight Exchange on London, New York, Paris, Berlin, Calcutta, Yokohama, Petrograd, and Hongkong respectively, as follows:—

年 分 YEAR.	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 辨 士 s. d.	金 元 Gold \$	法 郎 Francs.	馬 克 Marks.	盧 比 Rupees.	金 圓 Yen.	盧 布 Roubles.	銀 元 ¢
1908.....	2 8	0.65	3.37	2.74	2.02	1.31	...	1.48
1909.....	2 7 ¹¹ / ₁₆	0.63	3.28	2.66	1.95	1.27	...	1.48
1910.....	2 8 ³ / ₁₆	0.66	3.40	2.76	2.01	1.31	...	1.49
1911.....	2 8 ¹ / ₂	0.65	3.40	2.75	2.00	1.32	...	1.48
1912.....	3 0 ⁵ / ₁₆	0.74	3.85	3.12	2.27	1.49	1.45	1.52
1913.....	3 0 ¹ / ₂	0.73	3.81	3.08	2.25	1.47	1.44	1.51
1914.....	2 8 ¹ / ₂	0.67	3.45	2.79	2.04	1.34	1.36	1.47
1915.....	2 7 ¹ / ₈	0.62	3.39	2.67*	1.95	1.25	1.63*	1.41
1916.....	3 3 ¹ / ₁₆	0.79	4.63	3.68*	2.46	1.54	2.52*	1.54
1917.....	4 3 ¹ / ₁₆	1.03	5.94	4.78*	3.11	1.98	5.08*	1.63

* 按江海關規定匯兌幣值 * 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 (1¹/₂ 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*) = 1¹/₂ 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百分之六十七
100 Catties = 1 Picul (*Tsun*) = 133¹/₃ lb. avoirdupois = 60.453 kilogrammes = 147.67 Russian pounds.

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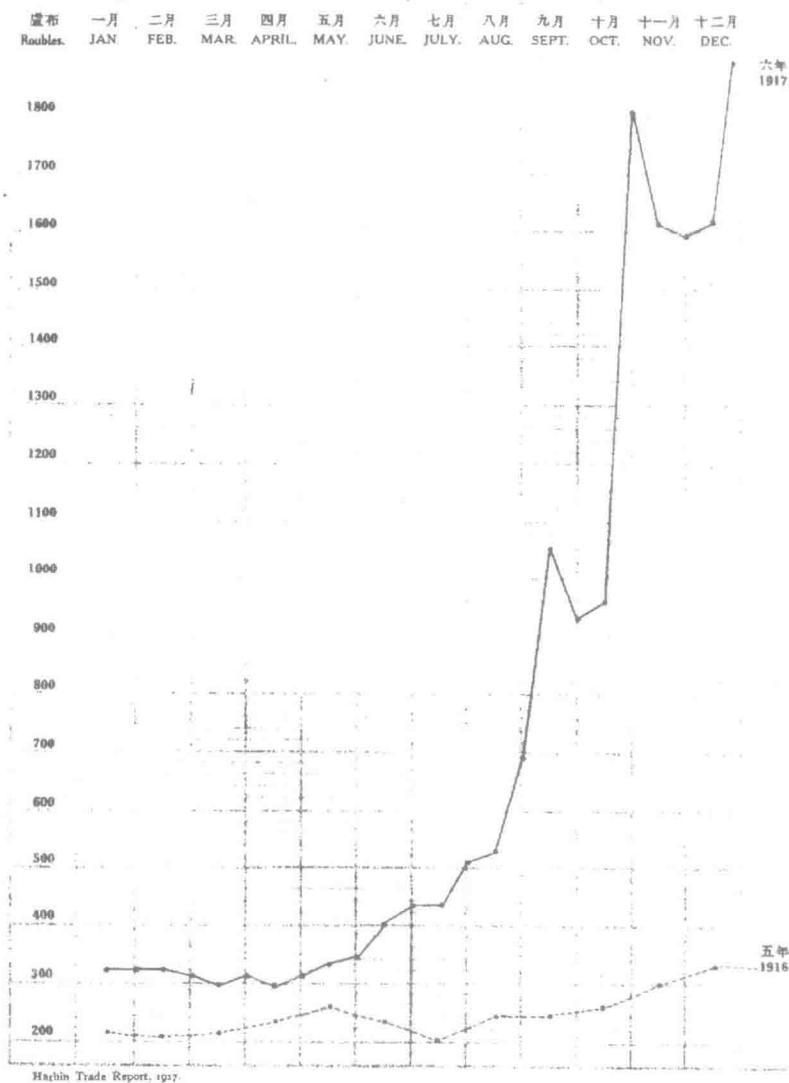
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SHANGHAI TAEELS — ROUBLES: Monthly Average Rate of Exchange, 1916 and 1917.



Hachin Trade Report, 1917.

HARBIN DISTRICT TRADE REPORT.

1°. LOCAL.—The disastrous slump of rouble exchange, Russian restrictive legislation, enhanced first cost of goods, enormous freight rates, great political tension, and general anxiety—these and other adverse factors were all powerless to affect seriously the trade of Harbin, which reached its high-water mark in 1917. The Russian sumptuary law of the 14th February, while excluding luxuries, placed no ban on the importation of necessities, and such articles as foodstuffs, leather, oils and fats, cotton, and clothing passed into Russia in prodigious quantities throughout the year. On the same date a revised list of prohibited exports from Russia was published, and the effect of this measure was soon seen in the Harbin shops, where American, English, and Japanese goods progressively displaced Russian merchandise. Local rouble exchange, which stood in the neighbourhood of *Shanghai* Ts. 100 = *Roubles* 300 at the beginning of the year, remained fairly level until the end of May, when it commenced to fall steadily to 360 at the end of July. The downward course continued, with only very temporary reactions, throughout the remainder of the year, reaching the extraordinary figure of 1,880 on the 22nd December. The last quotation of the year was 1,870. Local rates have been considerably lower than those quoted in the larger markets of the world: thus at a time when £1 sterling realised *R.* 80 at Harbin, *R.* 40 would purchase a sovereign in London. This disparity is directly attributable to Russian restrictive legislation, enacted with a view to raising the value of the rouble. Heavy shipments of rouble notes were consequently made by speculators, and the new 1,000 and 250 rouble notes appeared on the market to supply the deficiency. But these high denominations were unpopular from the outset, were difficult to change, and were certainly too large for small transactions. The law of supply and demand now asserted itself, and the old notes went to a premium in the native markets, the new paper being quoted at one time as low as 23 per cent. discount. The 40 and 20 rouble notes which appeared subsequently were also unpopular, but came into general use owing to the dearth of old or "good" paper currency. During the summer all the Russian silver and copper small coin also disappeared, presumably bought up by speculators with a view to meltage, and were replaced by stamps and small notes of various denominations down to 1 copeck. Some idea of the extraordinary currency conditions may be obtained from the statement that at the close of the year 1 copeck was of less value than 1 copper cash. The slump of the rouble profoundly affected the Harbin community. The bulk of Russian employes, including the large *personnel* of the Chinese Eastern Railway, are paid in roubles, and their distress as the rouble fell and the prices of commodities rose was very great. The influx of refugees from Russia made matters worse, and the general discontent found expression in strikes. Some attempt was made to fix maximum prices to alleviate the distress, and tickets for all the necessities of life were introduced. This measure proved a boon to the poorer classes; nevertheless, the flour market was cornered by speculators, and for some time it was difficult to buy this food staple in one of the great granaries of Asia. The fall of exchange also had a most demoralising effect on business and on the general public. The sense of the value of money largely disappeared, giving a further impetus to speculation, which was already excessive. Cargoes of coffee, candles, leather, and other commodities needed in Russia changed hands with startling rapidity and at progressively increased prices. Profiteers cornered the firewood market and the leather market; fortunes were made and lost in a day.

The popular cafés in the main street became unofficial exchanges, where transactions of surprising magnitude were arranged over a friendly cup of coffee.—In the early days of the revolution the Russian police and gendarmes were discharged on account of their connexion with the old régime, and were replaced by a special militia force. The latter proved absolutely inefficient, and this fact, coupled with the influx into the Railway Zone of large numbers of criminals released from Siberian prisons and of other undesirables, brought about an alarming increase of crime, recalling the early days of Harbin. Murders and robberies with violence became of literally daily occurrence throughout the Railway Zone, and opium and spirit smuggling were turned to as a profitable employment by the idle and lawless elements. The Chinese Customs were naturally unpopular with these gentry, and at the end of September their resentment found overt expression in a murderous attack on a Customs Tidewater at Suifenho. Such was the general insecurity that the searching of trains at the two frontier stations had to be suspended, and had not been resumed by the end of the year.—Politically 1917 was probably the most interesting and exciting year in the history of Harbin, at least since the Russo-Japanese war. The news of the Russian *coup d'état* in March was enthusiastically received, a general holiday was proclaimed, and endless peaceful meetings and processions celebrated the advent of the new régime, with the red flag of the revolution everywhere in evidence. A few days later saw the formation of the Executive Committee, composed of delegates from various local organisations, and this body, with the newly constituted Council of Soldiers and Workmen, together formed the local ruling administration under the presidency of General Horwath, Manager of the Chinese Eastern Railway and Commissioner of the Russian Provisional Government. But from the outset the Extremist leanings of the soldier and workmen delegates caused continual friction, and it was clear that stormy days were ahead. The breach between the two parties was further widened by the receipt of the news of the Extremist movement in Petrograd in July. But it was not until the second *coup d'état*, in October, that matters locally assumed a really serious aspect. Thenceforth all was confusion and misrule: the Council of Soldiers and Workmen claimed all control, but were powerless to enforce their claim. Their policy became more and more arbitrary, and all who did not see eye to eye with them were threatened with arrest. Fortunately, whether from timidity or weakness, their menaces were not executed, and many of their followers seceded, disgusted with their inaction. The situation was nevertheless full of danger, for the party nominally in power showed anarchical tendencies which threatened at any moment to put a match to the highly combustible material in Harbin. Matters were considered so serious that eventually Chinese troops were sent under General T'ao Hsiang-kuei (陶祥貴) for the protection of life and property. The civilian public, of whom only a small minority supported the Extremists—as is proved by the defeat of this party's candidate at the elections for the Constituent Assembly in November—was apprehensive of a clash between the Russian and Chinese troops, and the wildest rumours were current. The crisis arrived in the early hours of the 26th December, when Chinese troops surrounded the barracks of the Extremist soldiery and called upon the latter to surrender. Some shots were fired and a few casualties were reported; amongst the latter were two Russian school-children, who were killed outright, as was also the commanding officer of one of the Extremist companies. After some parleying the surrender was arranged, the Extremist troops were disarmed, and some days later entrained for Chita and Irkutsk.

2°. REVENUE.—The total revenue collected in 1917, the year completing the first decennial period of the Harbin Customs, was *Hk.Ŧs.* 1,235,837, and constitutes a record in the history of the port, being *Hk.Ŧs.* 111,000 in excess of the previous best (1915) and *Hk.Ŧs.* 300,000 above

the 1916 figures. This result must be considered satisfactory in view of the serious handicaps to trade and the loss of revenue entailed by the spirit prohibition and by Russian legislation limiting imports and exports. No less than 76 per cent. of the total revenue was derived from exports, which show an improvement over the 1916 figures of nearly *Hk.Tls* 180,000, Manchouli, Suifenho, and Sansing all contributing handsomely to this result. The insatiable demand from Russia for every description of merchandise was set off by Russian import restrictions, and explains why the revenue from exports was not much higher. In view of the heavy decrease in the value of foreign imports noted under "3. Foreign Goods" it appears anomalous that the receipts from this source should show an excess over 1916 of *Hk.Tls* 125,000, or 80 per cent. This is mainly explained by the great increase of re-exports at the Harbin River Customs of broken lots of merchandise, which, having no proof of payment, were charged import duty on re-exportation. A further decline has to be noted in the river dues receipts, which amounted to less than 60 per cent. of the 1916 collection, and one-quarter of the sum collected in 1915. River dues are paid in roubles, while the expenditure of the Sungari aids to navigation, to whose upkeep these dues are appropriated, is mainly in silver, and the year 1917 was disastrous for this important service, whose prospects for next season are gloomy in the extreme.

3°. FOREIGN GOODS.—(a) *Imports, Direct and Coastwise*.—The total gross value of foreign imports declined from some *Hk.Tls* 24,500,000 in 1916 to *Hk.Tls* 11,800,000 in 1917. For these startling figures the exceptional importation of locomotives and other railway supplies at Suifenho in the former year is primarily responsible, the comparative figures for the two years being: 1916, *Hk.Tls* 13,761,460; 1917, *Hk.Tls* 4,104,704. Foreign imports from Russia *via* Manchouli show a serious falling off of *Hk.Tls* 3,721,000, or over 50 per cent., mainly due to the Russian embargo on exports. At Aigun the same conditions obtained, and accounted for a proportionate decrease of *Hk.Tls* 82,000. At Suifenho, which records a decline—apart from the reduced importation of railway goods already noted—of *Hk.Tls* 1,000,000, traffic difficulties were the main factor, for in other respects this office is not under the same disabilities as the other frontier stations in that the Russian embargo on exports does not apply to goods from abroad *via* Vladivostok in transit to China through Siberia. To some extent the deficiency in goods from Russia was supplied by imports from America and Japan, the parcel post being much used owing to the difficulty in securing freight space on the railways. Much merchandise also arrived in passengers' luggage. Russian cotton and other piece goods fell off at all the stations, and have practically ceased to figure in the local market. Metals also receded, with the exception of the not inconsiderable quantities imported for railway use. Amongst sundries, which have likewise generally diminished, Russian kerosene oil fell from 456,000 to 359,000 gallons at Manchouli, and from 528,000 gallons to *nil* at Suifenho. Manchouli records a striking decrease in tobacco and cigarettes, the new figures for the latter being 27,000 mille, as against 178,000 mille in 1916. Machinery dropped from *Hk.Tls* 114,000 to *nil*, and soap from 60,000 to 20,000 piculs. Firewood and timber planks alone show any marked improvement, the former by 50 per cent., while the latter has more than doubled. At Suifenho both cotton and gunny bags show a falling off, as do also cement, clothing, soap, paper (packing and printing, the latter from 16,000 to 78 piculs), and notably fresh fruits. There was some improvement in building materials, Asiatic coal, window glass, and skins. Imports coastwise advanced all round, aggregating nearly *Hk.Tls* 3,000,000, as against less than *Hk.Tls* 1,200,000 in 1916. The most marked increase is shown by Aigun, with over *Hk.Tls* 2,000,000, or virtually three times the 1916 figures.

(b.) *Re-exports*.—Re-exports abroad rose from *Hk.Tls* 4,430,000 to over *Hk.Tls* 14,600,000, and thus exceeded the gross imports by nearly *Hk.Tls* 2,000,000. At first glance these figures may occasion surprise, but the explanation lies in the very heavy carry-over from 1916, in which year there was an excess of gross imports over re-exports of *Hk.Tls* 20,000,000. Manchouli claims the lion's share of this increase, or *Hk.Tls* 5,500,000; but every station shows higher figures, especially Aigun, where, from the insignificant 1916 total of *Hk.Tls* 17,700, re-exports in 1917 rose to over *Hk.Tls* 900,000. Japanese cotton stripes jumped from 70,000 to nearly 2,000,000 pieces, and unenumerated cottons from 4,000 to 1,400,000 yards. At Manchouli the principal articles were coconut oil, cotton yarn, aniline dyes, coffee beans, leather, shoes, and haberdashery.

4°. CHINESE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports)*.—The total gross value under this heading amounted to over *Hk.Tls* 36,000,000, or *Hk.Tls* 1,622,000 less than in 1916. Every movement participated in the decrease, about one-half of which was on exports coastwise, the loss on shipments abroad being only *Hk.Tls* 430,000, or 1½ per cent. Suifenho easily leads the way amongst the Harbin offices with *Hk.Tls* 18,000,000, or one-half of the total. This sum was entirely on account of direct exports, whose transport offered little difficulty owing to the large number of empty cars returning to Vladivostock. Beans, beancake, bran, cereals generally, and meats all advanced, beans to the extent of 900,000 piculs. Live stock, flour, bean oil, and softwood beams decreased, the last named from 3,365,000 to 35,500 superficial feet. Manchouli receded by well over *Hk.Tls* 5,000,000, chiefly on account of direct exports, though re-exports abroad also dropped from *Hk.Tls* 444,000 to *nil*, owing to the cessation of the parcel post traffic in green tea and animal tallow. Foodstuffs—fish, flour, and cereals excepted—fell off, fresh meat by 32,000 piculs, or 44 per cent. Skins also show a very marked decline, especially those of the tarabagan, the new figures for which are 7,600 pieces, compared with 150,000 pieces in 1916. Cereals rose from 20,000 to 575,000 piculs, and flour from 31,000 to 573,000 piculs. At Harbin River the gross decrease of *Hk.Tls* 900,000 was due to reduced shipments coastwise, direct exports appreciating by *Hk.Tls* 600,000 and re-exports abroad by one-sixth. Beans, kaoliang, and millet figured prominently in the foreign trade. Sansing, thanks to the recovery in beans, records an improvement of *Hk.Tls* 900,000, or 160 per cent., direct and coastwise exports having greatly advanced, the former by nearly 100 per cent., while the latter were more than nine times those of 1916. Aigun had a prosperous year, and the value of the trade in Chinese goods is 20 per cent. in excess of the 1916 figures, with re-exports to Russia especially prominent. Of the North Manchurian bean crop some 300,000 tons were shipped from Vladivostock and Dairen during the year. Not more than 10,000 tons went to Europe, about 20,000 to America, and the balance to Japan. Nicolaievsk was badly hampered by lack of cargo space, and shipments were again trifling, aggregating about 25,000 tons. The remainder of the harvest was consumed by Dairen and other Manchurian mills. The price *l.o.b.* Vladivostock averaged about *Rs.* 135 per ton, representing a considerable advance in Russian currency over the 1916 value; the rapid fall in exchange precludes the possibility of making any comparisons in sterling. Exports were heavier than during the previous year at all the Harbin offices, the most striking improvement being at Sansing, where, after the drop to 2,000 piculs in 1916, there was a great recovery to over a quarter of a million piculs, which approached the 1915 figures, though still far short of the 1914 record of 500,000 piculs.

(b.) *Imports*.—No remarks.

5°. INLAND TRANSIT.—No remarks.

6°. SHIPPING.—Low water in the Sungari and its tributaries marked the opening of the 1917 navigation season and rendered the passage of the Sansing Shallows difficult for the larger craft. The anticipated freshets did not appear, and the river continued to fall, causing the formation of numerous islets and sandbanks. Navigation nevertheless proceeded with light cargoes and few accidents. As late as June the two ends of the Sansing Shallows formed the termini of steam transport, all cargo being transhipped into junks at one end and reloaded into steamers at the other. In the middle of July the river commenced to rise rapidly and remained at a sufficiently high level for the rest of the season. The total number and tonnage of steamers entered and cleared at the various Harbin offices were 3,438 and 1,245,469 respectively, representing 579 vessels less than in 1916, though the tonnage increased by nearly 70,000. The Russian flag vessels numbered 3,033 (1,150,763 tons) and the Chinese 405 (94,706 tons). Both flags show decreases in number of vessels, and for this the low water on the Sungari in the early part of the season, involving accidents which immobilised some of the craft, was largely responsible. A further factor in the falling off of Russian shipping was the requisitioning of vessels on the Amur by the Russian authorities. The Amurski Flott again had a profitable season until near the close, when their employes, infected with the new revolutionary ideas, declared a general strike, demanding a preposterous revised scale of pay. It is understood that the matter is being investigated at Blagovestchensk, and no settlement had been arrived at at the close of the year. A further increase in junk traffic has to be recorded, the figures for 1917—22,499 (431,597 tons)—showing an advance of 21 per cent. over those of the previous year. The important aids to navigation service had a very trying season, owing to the greatly diminished receipts from river dues, which are appropriated for its upkeep. It is therefore all the more satisfactory to be able to record that the necessary economy in working has not in the least impaired the efficiency of this service, which continues to be a boon to the shipping public. Accidents to shipping have been fewer than usual, and may be traced to the prevalent habit of overloading or exploring in unmarked and unauthorised channels.

7°. PASSENGER TRAFFIC.—The passengers carried on the Sungari and Amur, as reported at the riverine stations, numbered 251,750, as against 302,890 in 1916. In passing it may be noted that the above figures are misleading in that a passenger from Aigun to Harbin is counted in both returns. This 20 per cent. decrease is primarily due to the low water in the early part of the season.—The Chinese Eastern Railway reports having carried 1,839,403 passengers over their system during the year. This total seems surprisingly small in proportion to the mileage of the railway, and in view of the great influx of refugees and of the travellers whose journey was undertaken with a view to the purchase of goods in the relatively cheap Harbin market. These latter, transported to Russia as luggage, realised immense prices, and handsomely repaid the enterprising travellers for their trouble. On the other hand, practically no emigrants from Russia—who normally form a large proportion of the passengers carried—arrived; moreover, profiting by the general chaos and disorganisation, hordes of soldiers (deserters or on leave) travelled free and are not included in the Railway returns.

8°. TREASURE.—No remarks.

9°. OPIUM.—No remarks.

10°. MISCELLANEOUS.—Daylight saving was introduced on the 16th July, all clocks being advanced by one hour. The experiment was much appreciated, but neglect to adjust matters

in the autumn proved most inconvenient.—There was a somewhat serious case of brigandage at Fukochin or Fuchinhien (富錦縣), on the Sungari, in September, when a large band of desperadoes attacked the town, practically annihilated the meagre garrison, and carried off the Magistrate to ransom. A threatened attack on Lahasusu did not materialise. At Hailar, on the Chinese Eastern Railway, there has been trouble throughout the year with the Mongol tribes of Halka (喀爾喀) and Barga (巴爾喀)—In a year of such political stress the movements of distinguished diplomats and missions through this district were naturally numerous. Amongst these may be mentioned the American statesman Honourable Elihu Root, Mr. Stevens with the American Railway Mission, and the American Red Cross Mission to Rumania. Mr. Ustrugoff, Russian Vice-Minister of Communications, was another visitor of note.

The above report has been written by Mr. G. C. F. Holland, Deputy Commissioner, from data collected by Mr. E. T. Schjölth, 2nd Assistant, B.

P. GREVEDON,

Commissioner of Customs.

HARBIN, 12th March 1918.