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孫燕京 張研 主編

經濟·商貿

中華民國七年通商各關華洋貿易全年清冊

大象出版社

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中華民國七年通商各關華洋貿易全年清冊

上海通商海關總稅務司署造冊處

中華民國七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
內地運到通商各口出洋

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
每適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）

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

3,165.789

即三千一百六十五兩七錢八分九厘

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

西歷一千九百九年

如 1909 即 自前清光緒三十四年十一月十九日起

西歷一千九百十年

如 1910 即 自前清宣統二年十一月二十日止

西歷一千九百十一年

如 1911 即 自前清宣統三年十一月十一日起

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

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

西歷一千九百十八年

如 1918 即 民國七年

注 意 NOTE.

海關所徵稅銀及所估貨價均以關平銀兩計算各國平銀一兩合各國幣值若干按照前清宣統元年至民國七年內定期票算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 years 1909 to 1918, 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 鎊士 s. d.	金 元 Gold \$	法 郎 Francs.	馬 克 Marks.	盧 比 Rupees.	金 圓 Yen.	布 布 Roubles.	銀 元 \$
1909.....	2 7 $\frac{1}{2}$	0.63	3.28	2.66	1.95	1.27	...	1.48
1910.....	2 8 $\frac{1}{2}$	0.66	3.40	2.76	2.01	1.31	...	1.49
1911.....	2 8 $\frac{1}{2}$	0.65	3.40	2.75	2.00	1.32	...	1.48
1912.....	3 0 $\frac{1}{2}$	0.74	3.85	3.12	2.27	1.49	1.45	1.52
1913.....	3 0 $\frac{1}{2}$	0.73	3.81	3.08	2.25	1.47	1.44	1.51
1914.....	2 8 $\frac{1}{2}$	0.67	3.45	2.79	2.04	1.34	1.36	1.47
1915.....	2 7 $\frac{1}{2}$	0.62	3.39	2.67*	1.95	1.25	1.63*	1.41
1916.....	3 3 $\frac{1}{2}$	0.79	4.63	3.68*	2.46	1.54	2.52*	1.54
1917.....	4 3 $\frac{1}{2}$	1.03	5.94	4.78*	3.11	1.98	5.08*	1.63
1918.....	5 3 $\frac{1}{2}$	1.26	7.11	...	3.55	2.37	...	1.61

* 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，合法平三十七格另千分之七百八十三
1 Tael (Liang) = 583.3 grains (1 $\frac{1}{2}$ oz. avoirdupois) = 37.783 grammes.

十六兩即一斤合英平一磅另三分之一，合法平六百四格另千分之五十三
16 Taels = 1 Catty (Chin) = 1 $\frac{1}{2}$ lb. avoirdupois = 604.53 grammes.

一百斤即一起合英平一百三十三磅另三分之一，合法平六千五百格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 (Tan) = 133 $\frac{1}{2}$ lb. avoirdupois = 60.453 kilogrammes = 147.67 Russian pounds.

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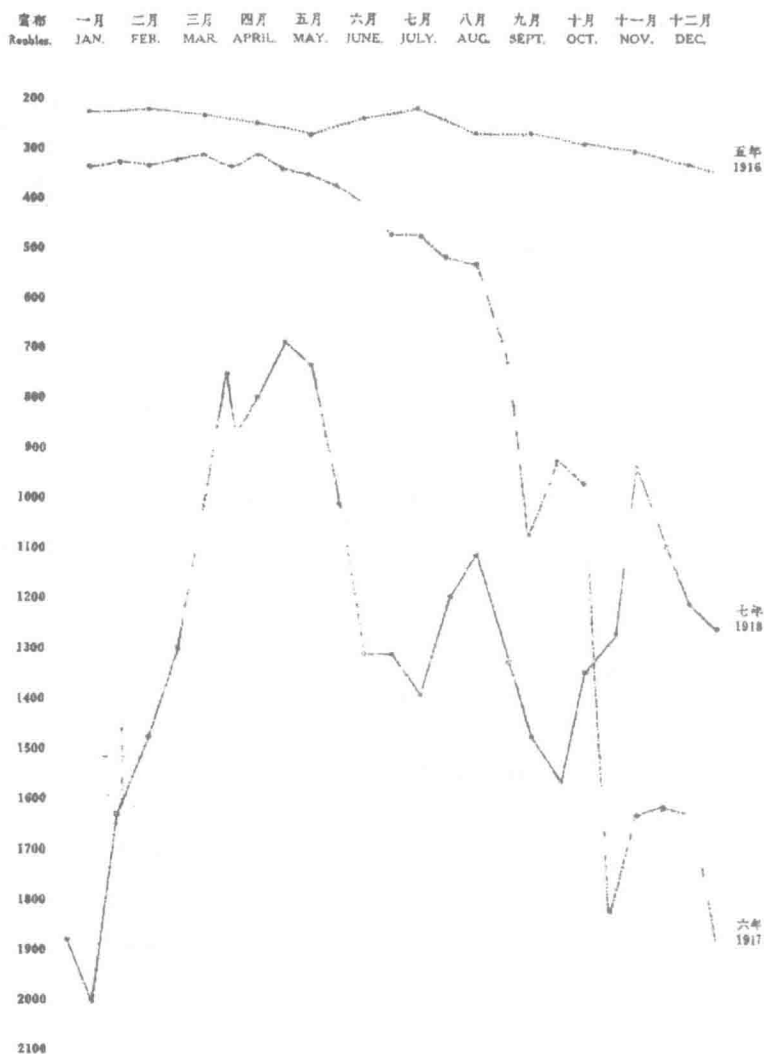
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Harbin Trade Report, 1918.

HARBIN DISTRICT TRADE REPORT.

1°. LOCAL.—The year which marked the close of the great European War was ushered into the Harbin district with momentous happenings. The collapse of all constituted authority in Russia brought about by the rise of the Bolshevik element, spelling ruin and disaster for that unfortunate country, profoundly affected regions in the vicinity. North Manchuria, whose markets have hitherto been supplied by Russia, suddenly found itself isolated and thrown upon its own resources. The train service between Manchouli and the towns of the Transbaikial district was not only thoroughly disorganised, but for a time ceased to operate, causing an entire dislocation of all passenger and goods traffic. The rouble threatened eclipse, the minimum low-water mark having been reached on the 15th January, when a rate of *Roubles* 1.970 to *Shanghai Tls* 100 was registered. However, after that date a great recovery of Russian exchange took place in consequence of the embargo on trade with Russia, non-Russian currencies being no longer in demand for the importation of foreign goods destined for that country and therefore heavily discounted in the local market. After the appreciation set in, the rouble continued its upward course until the highest quotation was recorded, viz., *R.* 680 = *Sh.Tls* 100 on the 1st May. From then on and until the conclusion of the Armistice, although fluctuations were less violent than usual, the rouble dropped steadily. At the end of the year the rate of exchange between roubles and Shanghai taels was 1,250. Local prices, however, have to a certain extent adjusted themselves on the basis of a rouble being equivalent to 10 cents (Mexican), but the opportunities for speculation were many and were largely taken advantage of by the floating population of Harbin. Chinese legislation was enacted early in the year to prevent the refusal of the new 1,000 and 250 rouble notes, and to a certain degree the disparity in the values of the old and new issues of Russian notes was eliminated. On the 23rd February no post train arrived from Russia, owing to disorders breaking out along the Transbaikial Railway, and immediately all export traffic came to a standstill. Ataman Simionov, who from the beginning had placed himself at the head of small bodies of anti-Bolshevik forces, commenced his forward movement, but through desertions and lack of support he was compelled to retreat after continuous fighting to Manchouli, with the Bolsheviks in hot pursuit. Strong reinforcements were despatched by the Tsitsihar Tschün to repel an armed invasion of Chinese territory. It was then that the Chinese community became panic-stricken and prepared to leave Manchouli with any valuables they could collect. Negotiations were started between the Chinese and Bolshevik leaders, and for a time it was agreed upon to resume passenger traffic between Manchouli and Irkutsk. These *pourparlers* were prolonged and resulted in little or nothing, as the Bolsheviks failed to keep their word. In April Simionov, reinforced by fresh troops, succeeded in penetrating as far as Station Dauria, in Transbaikial territory. However, the arrival of large bodies of Bolsheviks, led by German and Magyar prisoners of war, caused another withdrawal, and an important bridge over the Onon was destroyed by the enemy. Again forced to retreat, Simionov decided to wage a defensive warfare. Dauria was also evacuated and finally, after a nine days' battle under the pressure of superior forces, he fell back upon the Chinese frontier. During their pursuit of Simionov the Bolsheviks entered Lupin (贛濱府), driving out the Mongol garrison and occupying the place. Another

general exodus of the Chinese population from Manchouli was planned but prevented by a timely issue of proclamations, which helped to allay the prevailing excitement. After August, with the prospect of Allied intervention, the Bolsheviks commenced retreating from Manchouli and adjacent territories, Station Olovinnaya being once more occupied by anti-Bolshevik troops. In October with the arrival of Allied forces, calm was once more restored at Manchouli. At Blagovestchensk in February the peasant classes decided to support the Bolshevik movement. In spite of local opposition headed by the volunteer militia, who endeavoured to overthrow the unruly element, plans were formulated, and on the 11th March the town was surrounded by Bolshevik forces, who succeeded in gaining the upper hand after severe fighting, as a result of which Bolshevik rule was firmly established at Blagovestchensk. The frightful excesses which occurred in the town were largely due to the throwing open of the doors of the prisons, when 500 of the worst criminals were released. In April it was decided by the Bolshevik Provisional Government to abolish all Russian Customs on the Amur, control to be vested in the Soviet. Mobilisation of all available man-power between the ages of 18 and 45 was effected in May to cope with Simionov's troops, who were expected to prepare the way for a counter movement. In July, consequent upon the successes of the Czecho-Slovaks aided by the Allies, the Bolsheviks attempted to come to terms with the anti-Bolsheviks who however, refused to be coerced, especially as it was realised that help was speedily forthcoming. On the 18th September Blagovestchensk fell into the hands of the Allies the Bolsheviks having retreated precipitately on the first news of the arrival of anti-Bolshevik forces from the Lower Amur, when order was once more restored. In February an epidemic of spotted typhus broke out at Suifenho, owing to the existing insanitary conditions. Quarantine arrangements made along the railway succeeded, however, in arresting the disease in the following month. In June forces were assembled by the Czecho-Slovaks and their allies to aid in a forward movement against the Bolsheviks, who had by this time overrun the Nikolsk-Ussurisk district. For over six weeks all passenger and goods traffic was suspended, being only resumed when the Bolshevik forces were withdrawn on the arrival of Allied reinforcements and the establishment of a Provisional Government at Grodekovo, with General Horwath at its head. Lahasusu shared also to some extent in the disturbed condition of affairs in the Amur basin. The location of a Russian gun-boat at the mouth of the Sungari, with a Bolshevik commander and crew, deterred Russian vessels from leaving the Amur. For the protection of the frontier large bodies of Chinese troops were despatched to Lahasusu as a permanent garrison. No clash between these soldiers and the Bolsheviks actually occurred.

2°. REVENUE.—The total revenue collected in 1918—*Hk.Us* 945,094—although showing a considerable falling off when compared with the figures of the previous year (which constituted a record collection for the district), is not as low as might be expected in abnormal times. In fact, it speaks well for the vitality of the district that in spite of the most adverse conditions that prevailed, trade in general has suffered to so small an extent. Manchouli Suifenho and Harbin River all contributed to the shrinkage in revenue the one startling exception being Aigun, which has created a record and doubled the figures of 1917. The disturbed political situation the embargo on goods to Russia the acute shortage of rolling-stock and scarcity of tonnage, coupled with the general feeling of unrest prevalent throughout North Manchuria, all afford ample reasons for the serious decline in revenue experienced by the above-named stations. The figures shown under export duties are the lowest since 1913, and import duties have also ~~receded~~. The revenue collected by the Fukiatien office which is administered by the Harbin River Customs has increased enormously of late years. In 1914 the percentages of collection

were in the proportion of 4 to 1; in 1918 the share of Fukiatien was 45 per cent., no less than *Hk.Tls* 160,569 having been accounted for by that office, due to the great increase in junk traffic which passes through it. River dues collected in lieu of tonnage dues show some improvement, owing to the raising of existing rates, the returns of previous years being calculated at *Hk.Tls* 1 = *Roubles* 1.50, thus the gloomy forecasts relative to the financial position of the Aids Service envisaged in former reports happily did not materialise.

3°. FOREIGN GOODS. (a.) *Imports, Direct and Coastwise.*—The total gross value of foreign imports still further declined from *Hk.Tls* 11,800,000 in 1917 to *Hk.Tls* 9,150,000 in the year under review. This striking reduction in the volume of trade passing through the Harbin district is entirely due to the effects of the war and the dislocation of railway traffic at Manchouli and Suifenho, both of which are responsible for the continuous falling off experienced during the last few years. The market for cement, ironware, and Asiatic coal was kept alive by the requirements of the Chinese Eastern Railway, and important increases are to be noted under those headings. Towards the close of the year large stocks of household supplies arrived from America, which account for the increase in this item. The parcel post, which figured so largely in the returns of previous years in making up the deficiency of freight, does not seem to have been used to any considerable extent, it being almost impossible to secure space in the postal vans available, owing to military demands having first to be satisfied. So acute did the situation in Harbin become at one time, on account of the constant drain on railway cars for the purpose of transporting troops and military supplies, that certain trains for passengers and baggage were discontinued. In no recent year have the movements of cart traffic been so numerous, occasioned by the scarcity of tonnage and the shortage of rolling-stock. At Aigun, owing to the risk attending navigation on the Amur during the open season, the ordinary winter conditions of cart traffic via Tsitsihar and Mergen were resorted to. According to Customs returns piece goods have been imported in ever-decreasing quantities, due to Russian markets being entirely closed. On the other hand, although statistics are not available, it is well known that Japan has profited by the golden opportunity afforded by the closing of European markets, and has imported *via* Dairen and Kwanchengtze piece goods in appreciable quantities. There have also been large imports of other articles of Japanese manufacture, such as electrical materials, toilet articles, hosiery, etc. Aigun records increases in cotton crape, white shirtings, art muslins, and lastings, which are imported to meet the needs of the Russian population of these districts. The importation of metals has dwindled to zero, and the prospects of the metal market are gloomy in the extreme. Agricultural machinery, so much needed in North Manchuria and at one time forming a staple import, has, owing to the closing of the European and American markets, ceased to figure in the returns. There has been a great increase in arrivals of kerosene oil at Aigun to replenish depleted stocks; on the other hand, a corresponding decrease is recorded in the Samsing figures for that commodity. Cigarettes have been imported by Aigun in much larger quantities than usual, but arrivals at Manchouli have receded to *nil*. Imports coastwise show marked improvement when compared with the figures of 1917, totalling *Hk.Tls* 3,800,000, as against *Hk.Tls* 3,000,000, Aigun being responsible for this increase.

(b.) *Re-exports.*—Re-exports abroad receded to *Hk.Tls* 3,600,000, the very heavy carry-over of the year 1916, referred to in the Trade Report for 1917, having gradually been absorbed by the needs of the district, leaving only a small surplus. To the above figure Aigun, Manchouli, and Suifenho contributed in like proportions. The re-exports concerned consisted principally of Japanese piece goods, leather, and haberdashery.

4°. CHINESE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports).*—The value of exports reported to the Customs in the Harbin district during the last three years was as follows:—

	1916.	1917.	1918.
	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>
Aigun	1,280,849	1,576,469	2,011,952
Sansing	571,071	1,485,377	852,503
Manchouli	16,567,798	11,237,648	1,662,672
Harbin River	4,663,048	3,757,596	3,484,685
Suifenhö	14,578,811	17,982,550	7,447,497
TOTAL	<u>37,661,577</u>	<u>36,039,640</u>	<u>15,459,309</u>

From the above figures it is possible to gauge to some extent the serious decline in the value of the export trade of the district. Manchouli especially has fallen off considerably, having dropped to one-tenth of the amount recorded in 1916. The reasons for this reduction are not far to seek and have been summed up elsewhere in the body of the report. Suifenhö, owing to practically similar causes, has also shared greatly in this decline. Among the principal staple articles of export which show decreases are beans (except at Sansing), beancake fresh eggs, animal tallow, and bean oil. In Manchouli flour was exported in insignificant quantities, only 53,000 piculs having passed the Customs instead of 572,000 piculs in the previous year. Bean oil dropped from 40,000 to 1,275 piculs in 1918. Increases are however noted under squirrel and marmot skins which have been exported in considerable amounts to supply a demand in the United States. Other articles of export which show increases are wheat flour, cigarettes, hides softwood planks and earthenware at Harbin River. The bean harvest generally was excellent but owing to shortage of shipping and difficulty of securing freight accommodation on the Chinese Eastern Railway, the amount exported was only a small fraction of what might otherwise have been shipped abroad. The total quantity exported to Japan via Vladivostok was 5,309,538 poods. At the end of the year the motor steamer *Australian* loaded for Falmouth 8,600 tons of North Manchurian beans which represents the only shipment for Europe during 1918. Owing to the disorganisation of freight traffic on the Chinese Eastern Railway, bean merchants have found themselves compelled to send their produce by cart from Anda which is situated in one of the great bean districts to the west of Harbin, to Changchun direct from which place the beans were transported by the South Manchuria Railway to Dairen. Shipping via Nikolaievsk proved impossible, firstly owing to the embargo on goods exported to Habarovsk (withdrawn only at the end of the season), and secondly to the Bolshevik attitude which tended to paralyse all trade by interference with and confiscation of steamers. Aigun has again had a most prosperous year, live stock especially showing large increases when compared with the figures of 1917. Cattle rose from 5,630 head in 1917 to 8,460 head in 1918, and pigs from *nil* in 1916 to 3,004 in the year under review.

(b.) *Imports.*—No remarks.

5°. INLAND TRANSIT.—No remarks.

6°. SHIPPING.—In no other year since the opening of Customs establishments on the Sungari have the physical conditions been so uniformly favourable to shipping as in 1918. If only the horizon had not been obscured by the clouds of war, a year of exceptional commercial

activity would no doubt have been chronicled. Navigation opened earlier than usual, and the depth of water maintained on the shallows throughout the season at no time gave cause for alarm or anxiety to shippers. Plenty of cargo offered but owing to limited space, due to practically all Russian steamers being precluded from the navigation of the Sungari by high-handed action on the part of the Bolsheviks, added to an embargo placed on all goods destined for Russia and the Priamur district, the number of steamers that passed the Customs during 1918 has fallen off considerably. 2,745 steamers entered and cleared with a total tonnage of 926,712, as against 3,438 with a tonnage of 1,245,469 in the previous year, to which Chinese-owned steamers contributed 988 with a tonnage of 315,586. As an offset to this decline, however, may be noted the enormous increase in junk traffic. In fact, junk returns, owing to the unprecedented rise in freights on account of the scarcity of tonnage due to the enforced inactivity of Russian steamers, have shown substantial increases no fewer than 25,143 entries and clearances with a tonnage of 499,378, having been reported, figures far in excess of those of former years. After the Chinese embargo on the export of cargo to the Amur was removed towards the middle of June, several Chinese steamers availed themselves of the unique opportunity and cleared for the Amur. Vessels hitherto flying the Russian flag now changed owners to enable them to share in the enormous profits that were being made. A red-letter day was marked in the annals of shipping when for the first time the s.s. *Chinglan*, flying the Chinese flag, appeared on the waters of the Amur thereby asserting a right conferred by the Treaty of Aigun in 1858; later on in the season most of the larger types of Chinese steamers also participated in this privilege. Towards the end of the season Russian ships, which were released by the overthrow of the Bolshevik forces at the hands of the Allies commenced arriving from the Amur in great numbers and freights dropped considerably. In June river dues which are collected in roubles were increased to seven times the original scale, owing to the heavy fall in rouble exchange, which rendered it impossible to maintain the Aids Department with existing funds.

7°. PASSENGER TRAFFIC.—The total number of passengers carried by river steamers on the Sungari and Amur amounted to 273,330, representing an increase of 9 per cent., a fairly high figure considering the prevailing scarcity of tonnage during 1918. In fact, throughout the season all steamers plying on these rivers were loaded to their fullest capacity with passengers. These returns do not include junk passenger traffic which has also increased to an appreciable extent. There was a considerable reduction in the number of passengers conveyed by train along the Chinese Eastern Railway lines accounted for by the constant interruption of through traffic with Russia and Siberia in consequence of the political situation, movements of troops, and dearth of rolling-stock. In addition, from the 19th December 1917, passenger tariffs were raised seven times, owing to the continued fall of the rouble. The American Railway Mission, under Colonel Stevens, arrived early in March with the object of taking over the technical control of the Russian railways as far as Petrograd, the Chinese Eastern Railway section to be included in this scheme. So far, however no change has been effected and things are drifting from bad to worse. A partial dislocation of all traffic was caused by the advent of Japanese troops, who were sent in August to cope with the Bolsheviks in the Priamur and Baikal districts.

8°. TREASURE.—No remarks.

9°. OPIUM.—In spite of a whole-hearted campaign directed against opium under the enlightened policy of President Hsu extensive movements in the drug have taken place round Fukochin (富克錦) and Suifenhö. According to authoritative reports, considerable tracts of land that have hitherto been devoted to the cultivation of cereals have during 1918 been planted

with the poppy. After the reaping of the new opium crop enormous fortunes were made by local Chinese who at the beginning of the season had left remunerative jobs to become labourers on the various opium farms. In Suifenho opium was openly bartered on the streets and was even offered for sale to a Customs employé passing through Fukochin on transfer. The military stationed in these outlying regions are apparently the worst offenders, trade being carried on with impunity by officers and soldiers alike and in most cases the local officials are powerless to interfere.

10°. MISCELLANEOUS.—Work in connexion with passport verification and visding was started on the 17th January simultaneously at both terminal stations of the Chinese Eastern Railway, as well as at Harbin Station at the request of the Allied Ministers the primary object being to prevent the influx of German and Austrian prisoners into Manchuria. At the opening of the navigation season the same work was inaugurated at Sansing, Lahususu and Aigun (Taheiho). Several escaped officers and soldiers of enemy nationality were apprehended and arrests made of civilians whose passports were not in order.—Towards the close of the year a Japanese newspaper, the "Siberia Shimbun," commenced publication with a view to fostering friendly relations between Russians and Japanese living in the railway zone.—Several layers of bituminous coal similar to the Fushun variety, were laid bare in the course of agricultural operations at Hokanghsien (鶴崗縣), situated on the Heilungkiang side of the Sungari, opposite Kiamusze (佳木斯), but owing to transport difficulties necessitating the construction of a railway to the water's edge, none of this coal has so far found its way to the Harbin market.—On the 5th June the Sansing Custom House and part of the quarters were destroyed by fire caused apparently by a defective flue.—During the year a number of prominent personages visited the port, among them being the French and British High Commissioners to Russia as well as military attachés and various missions of several of the Allied nations.—Throughout the district reports are everywhere to hand that unusual building activity has been carried on resulting from the lack of accommodation in the various foreign settlements in Manchuria caused by the continuous stream of refugees from Blagovestchensk, Habarovsk and Transbaikial towns. Numerous ramshackle buildings have sprung up with mushroom-like growth in New Town Harbin and Taheiho. Extensive building operations have also taken place in the Chinese city of Fukiation and its extension Szekiatze (四家子); in this latter place especially millions of roubles have been spent on reclaiming and filling in land. A people's park has been laid out and excellent roads constructed, connecting this part of the town with the main thoroughfares of Harbin. Everything seems to point to an increased prosperity of the Chinese population, which has more than trebled itself in the last few years. A large Chinese theatre in foreign style under foreign supervision and capable of seating 4,000 spectators is in process of construction within this area, and practically every open plot of ground has been stacked with bricks and materials in expectation of intensive building in the spring.

I am indebted to Mr. H. Dawson-Gröne 1st Assistant, A, for the above report.

P. GREVEDON

Commissioner of Customs

HARBIN, 15th March 1919.