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NEW TARIFF TO BE ENFORCED.

CHIANG HOPES JAPAN WILL
NOT OBJECT
HARDSHIPS OF THE PRESS.

Nanking, Dec. 30.

In the course of an interview with local Chinese Pressmen at the National Government building this morning, General Chiang Kai-shih said that since the Government had decided against Mr. Obata, it could not be forced to accept him. Despite reports to the contrary, the Government had received no official information from the Japanese Government that it had decided to bring up the name of Mr. Obata again.

Concerning the tariff question, the President of the National Government said that a new schedule had been prepared by the authorities concerned and would be enforced next year. He hoped that Japan would not raise objection to this.

Confing, General Chiang said that a statement outlining the Government's political programme for 1930 was still in the course of preparation. He indicated that a plenary session of the Central Executive Committee of the Kuomintang would be held next month or in February, when all the outstanding political issues of the day would be brought up for discussion.

Asked why General Yen Hsi-shan did not send troops into Honan against the Kuominchun while he was doing so now against General Tang Sheng-chih, General Chiang replied that times had changed. He was confident that General Yen would be in Honan shortly, directing operations against the rebel commander. Concerning General

Shih Yu-san, he said that his troops no longer presented a problem to the Government.

General Chiang also reviewed the outstanding events of the past year, saying that while the Government always stood for the peaceful unification of China, it had been obliged on several occasions to employ force against those who sought to undermine the unity of China. He further said that the Government welcomed constructive criticism from the Press and that if the Press had suffered any inconvenience in the past, it was because the exigency of the military situation compelled the Government to establish censorship.—Kuo Wen.

CUSTOMS REVENUE

FOR 1929,

JAN - 3 1990

P.T.T.

LOANS AND INDEMNITIES
MET IN FULL.

Shanghai, Jan. 2.

The Maritime Customs Revenue for 1929 amounted to Tls. 152,760,000 as compared with Tls. 82,332,000 during 1928 (the sterling equivalent at average exchange of 2s 7 13-16d being £20,248,600, compared with £12,028,000).

The Native Customs revenue amounted to Tls. 4,580,000, as compared with Tls. 3,636,000.—

All foreign loan and Indemnity obligations secured on the Customs Revenue were met in full, the silver cost thereof being Tls. 65,336,000, as compared with Tls. 57,388,000, which means an extra charge on the Chinese Customs Revenue of Tls. 7,947,000, due to the unfavourable rate of exchange.

The service, both of interest and redemption, on secured and cancelled Indemnities and additional duty, was met or provided for fully. Interest on domestic loans secured on the old 5% Custom revenue surplus was paid and the

Statutory Tariff**Draft Drawn Up By****Gov't Authorities****JAN 15 1930 — N.C.S.**

NANKING, Jan. 13:—The Nanking authorities have drawn up two drafts for the statutory tariff. One is the perfect autonomous and the other is the seven graded tariff more or less revised. As these drafts have been submitted by the Finance Department, they will be deliberated upon at the administrative council's meeting tomorrow. Which of the two will be selected is not known, but the choice, it is believed, will fall on the latter—Rengo.

月 要

**LIKIN TO GO ON
OCTOBER STATES
NANKING REPORT
JAN 17 1930 — N.C.S.**

Abolition of likin will materialise throughout the country, on October first this year and at the same date autonomous tariff will be announced. This decision was reached at a joint meeting of the Nanking ministries of finance and commerce and labour on Wednesday last.

宋文研究所

THE NEW IMPORT DUTY SCALE

JAN 17 1930

N.C.D.N

Opinions of Merchants: Equal
未 Burden on All: Future
調 Developments

SCHEME INVENTED BY SIR ROBERT HART

While it is too soon to see exactly what effect the new scale of collecting Customs duties will have, merchants seemed to take the change more calmly yesterday than might have been expected seeing that it necessarily adds to the amount of silver that will have to be paid in Customs dues. How much the increase will be has not yet been fully worked out, but as everybody will have to pay the same, the burden is at least equally distributed.

The average rate of exchange for the last three months of 1929, which is to be used as the rate for the new gold unit that takes the place of the old Haikuan tael for the first month and a half of its introduction, was round about 2/2d, not a very enormous increase on present values. But after March 15, the rate of exchange is to be the average for January 1929, which was in the neighbourhood of 2/7d, a much more pronounced jump. However, two months are allowed before that rate comes into effect.

The change instituted by the Minister of Finance is generally understood to have been advocated by the Kemmerer Commission. But, in fact, the latter merely revived a scheme which had been invented by the late Sir Robert Hart, Inspector-General of Customs, and urged by him after the Boxer year. In those days, however, China had not Customs autonomy and the Powers were not inclined to agree. Now that she has Customs autonomy, and with annual gold payments to make of £9,000,000, she not unnaturally wishes to protect herself against fluctuations of exchange by stabilizing the recurring claims on her silver revenue. According to the "China Year Book" there are six loans secured on the Customs, on which payments have to be met this

month aggregating £2,285,102 and GS1,093,050.

The Rest of the Scheme

From China's own point of view, it is pointed out, it would seem essential to make remittances frequently and regularly against her loan payments. Any holding up of silver for possibly higher rates would be a risky proceeding. It is expected that ultimately there will be a Customs bank with a gold reserve, which will actually issue gold bonds of the value of the new unit; the importer would pay in these and the Customs would be able to pay direct to its foreign creditors, without the expense of buying exchange locally.

It remains to be seen what effect on trade there will be from the increased payments of duty in silver, which of course dealers will pass on to consumers. Until last autumn the Customs collection on the old 5 per cent. basis showed an increase compared with 1928; then through civil war and lack of confidence trade fell off and the annual collection was between two and three lakhs below that of 1928. If normal conditions and confidence and peace can be restored and preserved, the Chinese consumer will probably meet the additional charges easily enough, especially as in that case exchange would probably go up and duties in silver come down again.

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RAW SILK EXPORT

JAN. 1, 1930
TRADERegulations Governing Tests
to be Enforced on
February 1

Charged with the duties of extending China's raw silk export trade and of stimulating efforts for the improvement of raw silk industry, the Shanghai Bureau of Inspection and Testing of Commercial Commodities has prepared and submitted to the Ministry of Industry, Commerce and Labour regulations governing the inspection and testing of all export raw silk *en route* for foreign destinations through Shanghai. These regulations have been approved by the Ministry and will be enforced on and after February, 1930.

The regulations provide for (1) quantity tests, which include net weight, conditioned weight and boil-off; and (2) quality tests, including evenness, cleanness, neatness, sizing, winding, strength, etc. All raw silk for export must be subject to conditioning by the Raw Silk Testing Department of the Shanghai Bureau before permission can be obtained to pass through the Customs, and all transactions or dealings in raw silk must be based on the conditioned weights determined by the Shanghai Bureau. These regulations are obtainable at the Bureau at 15 Museum Road, Shanghai.

The Raw Silk Testing Department is now fully equipped to undertake testing of raw silk. According to the officials of the department, the working capacity of the department is 1,000 bales of raw silk a day.

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NEW CUSTOMS DUES

EXPLAINED
JAN 1-3 1930

Actual Increase in Payment
Calculated at from One
to Three Per Cent.

HOW THE SYSTEM WILL
BE APPLIED

From an authoritative source, it was learned yesterday that the purpose of the conversion of the basis for collection of Customs duties on imports from abroad from Haikuan taels to a new gold unit was to protect the position of Customs-secured debts and to avoid serious loss of revenues by reason of the higher cost of gold remittances.

The Government remits abroad each year approximately £9,000,000 to meet its obligations. In February 1929, when tariff autonomy became effective, one Shanghai tael could buy 2/7; now, one Shanghai tael can only buy 2/0½ which nets the Government a loss of 26 per cent.

To correct this situation, a plan has been devised which was made effective in accordance with the instructions of the Minister of Finance to the Chinese Maritime Customs and which was published in the "North China Daily News," last Thursday.

In accordance with this plan, the conversion of the standard for collecting Customs duties will be accomplished in two phases. The first, beginning on February 1 and ending March 15 takes as the exchange rate 2/2½ which was the average rate for the last quarter of 1929. The second, beginning on March 16 takes 2/7, which was the average rate for January 1929, as the rate of conversion.

This new system will be applied only to specific duties on imports from abroad. It will not affect inter-port duties nor exports. It does not affect *ad valorem* duties, which are expressed in percentages based on gold invoice values.

The following explanation in detail of the working of the new system may be accepted as authoritative:

The Haikuan tael is a hypothetical unit, for Customs purposes only. The ratio, at present is

Haikuan Tls. 100 equals Shanghai Tls. 111.40.

The new unit has a gold value of Gold \$0.40 or about 20d.

On February 1, the Haikuan tael will be taken to be equal to 1.50 of the new unit. At current exchange, the Haikuan tael is worth about Gold \$0.56 or about 28d. Thus, on February 1, when the first phase of the new system becomes effective, the Haikuan tael will be valued at Gold \$0.60, or about 30d.

An Illustration

This may be further illustrated as follows:

Take a commodity worth Shanghai Tls. 100, paying a duty of Haikuan Tls. 10 or Shanghai Tls. 11.14. The amount of duty to be paid on this commodity, between February 1 and March 15, would be about Shanghai Tls. 12. Thus, the total cost of the article, value and duty, would be increased from Shanghai Tls. 111.14 to about Shanghai Tls. 112, or less than one per cent.

From March 16, the Haikuan tael will be given a value equivalent to 1.75 of the new unit, that is, to G.\$0.70 or about 35d. The same commodity would be taxed about Shanghai Tls. 18 and the increase would be, for value and duty, from Shanghai Tls. 111.14 to about 114 or a little under three per cent.

These illustrations are based upon the assumption that silver will remain as it is. If the value of silver rises to approach 2/7, the amount of the increase will be proportionately less. So that if 2/7 should be reached, there will be no increase at all.

At present, the average of Customs duty is about 12 per cent. The above illustrations amply indicate that the average increase in cost of goods laid down in Shanghai, at the present rates of exchange, will be approximately one per cent. after February 1 and three per cent. after March 15.

目 要

THE ABOLITION OF LIKIN

JAN 24 1930 N.C.D.N.
Rumours of Protective Import
Duties to Foster Native
Manufactures

Nanking, Jan. 23.

In connection with the recent mandate of the State Council ordering complete abolition of likin and other similar internal levies by October 10 of the current year, it is stated that likin has been largely abolished in the provinces of Kiangsu and Chékiang, and steps have already been taken towards this end in Anhui, Kiangsi, Hupeh, Hunan, Kuangtung, Honan and Shantung. In the provinces of Szechuan, Shensi, Yunnan and Kweichow the number of likin stations is being reduced as quickly as circumstances permit.

Seeing that a revised national import tariff will shortly be determined by the National Government, the local Reorganization Committee for the Chinese Chamber of Commerce in a circular notice to various commercial organs urges that they should take advantage of opportunity to present their views to the responsible authorities regarding the new tariff. It is pointed out that the steady influx of foreign goods into China has adversely affected the market for domestic products, and, therefore, it is necessary that protective measures should be recommended to the Government for consideration.—Kuo Min.

NEW STATUTORY TARIFF.

JAN 25 1930 — P.T.T.
EARLY PROMULGATION
ANTICIPATED.

Shanghai, Jan. 2.

The Committee adjusting various commercial organizations in Shanghai issued the following advice to their constituents on the 21st.

The statutory tariff will be promulgated in the near future. The various commercial organizations are advised to send their representatives to Europe, America, Japan and other countries and endeavour to protect their interests. At present, business in satin, matches, petroleum and cement in China is declining under the pressure of foreign goods. Unless the situation is saved by the enactment of new statutory tariff, they will never be restored to their former conditions. The seven graded rates which were drawn up at the Tariff Conference are very unsatisfactory. The organizations should petition the government asking it to revise them so that their interests can be protected.—Rengo.

THE ABOLITION OF P.T.T. LIKIN.

DISCORDANT VOICES IN
NANKING.

APR - 7 1930

Nanking, April 3.

The Commission for the abolition of Likin called a series of conferences last week for the discussion of the measures to be adopted for making good the deficit brought about by the abolition of likin. Opinions varied greatly and no definite decision was reached. The majority was of the opinion that the abolition of the likin would not affect the receipt of the local Governments, should the new commercial tax and the luxury tax be enforced, while the other section insisted that even if the two proposed taxes were enforced the receipts therefrom would be far from sufficient in balancing the deficit incurred in the abolition of the likin tax, the total being estimated to amount only about 30% of the total loss. The question of procedures and programme to be adopted to effect the abolition of Likin also occupied much deliberation. The Ministry of Finance is now engaging the services of a number of experts in order to give the matter a thorough examination technically.—A.N.A.

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ABOLITION OF LIKIN.

SPECIAL COMMISSION
ORGANISED.

MAY 31 1929 — P.T.T.

Shanghai May 28.

The Ministry of Finance has established a commission in Shanghai for the purpose of dealing with matters connected with the abolition of the likin.

The term of the commission is six months with Mr. Li Hung-chi in charge. Many members of the Ministry have arrived here from Nanking during the past few days to help in the organization work.

Mr. Chia Shih-yi, director of the land tax department of the Ministry, is busy preparing a memorandum in connection with the abolition of the likin and other "quasi-likin" taxes. The present programme of the Government is to abolish likin on or before October 10 next.—
Kuo Wen.

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LIKIN ABOLITION CONFERENCE

JUL 11 1930 — N.C.C.N.
**Proposal to Levy a Consumption
 Tax to Meet Financial
 Deficit**

Yesterday's Chinese papers contained some interesting reports concerning the impending Likin Abolition Conference and mentioned a proposed "consumption" tax which is to be collected by the National Government to meet the financial deficit caused by the abolition of likin.

According to the "Sinwanpao", members of the Likin Abolition Committee of the Ministry of Finance have, since the National Government issued its order for the abolition of likin on October 10, 1930, been busily engaged in making necessary preparations for the abolition of the tax and, provided there are no obstacles, the conference for this purpose will be held early next month.

Mr. Li Chi-hung, chairman of the Likin Abolition Committee, who was recently instructed to come to Shanghai to make arrangements for the opening of the conference, is holding daily meetings with delegates from the various provincial bureaux, who recently arrived here, regarding methods of meeting the financial deficiency when likin is abolished. This most important question must be settled before likin is abolished because it is well known that China is in a most deplorable position so far as her finances are concerned and, if no other sources of revenues are found after likin is abolished, China will face a financial crisis.

Now, the "Sinwanpao" says, the date fixed for the abolition of likin is fast approaching and Mr. T. V. Soong, Minister of Finance, has formulated certain measures for a settlement of this very important question. These will be brought up for discussion at the impending Likin Abolition Conference and, if approved, will be submitted to the National Government for enforcement.

Although the exact nature of the measures are at present unknown, the "Sinwanpao" says, it is learned on good authority that Mr. Soong advocates the introduction of a "consumption tax" after likin is abolished so that the proceeds from the new tax may be enough to meet the deficit caused by the abolition of likin. Merchandise on which the consumption tax will be imposed will be divided into two categories, "luxuries" and "necessities".

As the introduction of the new tax will affect domestic commerce and industry, the Finance Minister will invite the commercial and industrial leaders to the Likin Abolition Conference to discuss this question with government representatives, the "Sinwanpao" concludes.

NATIONAL LIKIN ABOLITION CONFERENCE.

JUL 12 1930 — P.T.C.

Shanghai, July 10.

The Nanking finance ministry has been making preparations for the national likin abolition conference. The various provincial Governments have been requested to send delegates to the forthcoming Conference which will take place at Nanking on August 15.—Kuo Wo

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PROTEST AT PARCEL POST TAX.

JUL 22 1930
SHANGHAI CHAMBER
REQUESTS ABOLITION.

P.T.T. ALLEGED INJUSTICE.

Shanghai, July 12.

In a petition to the Ministry of Finance, the Chamber of Commerce of Shanghai requests the immediate abolition of taxes on parcels going through the post. The message reads in part.

The system of parcel postal taxation was unknown a short time ago and it came into existence only very recently when the country was governed by militarists. Even at this time the system was practised in a few provinces only. The excuse for this taxation is that the cargo passed through the Post Office has failed to pay likin duty and this is to make good the omission. When the Nationalists established their capital at Nanking the taxation was practised throughout the country and special administrations were formed in all provinces to look after the collection. Although the system has been adopted by the Government for less than three years the corruption is indeed beyond description.

When an application is being filed for the mailing of a parcel in a commercial port, for instance, the applicant has to pay a full duty, coastal duty, wharfage and conservancy dues, etc.; in addition he has to pay 2.5 per cent. parcel post tax and when the parcel has reached its destination another 2.5 per cent. parcel post tax has to be paid. The Journal issued by the British Chamber of Commerce has in its May issue pointed out the unwise system. It says: "The parcel post duty is not a new duty, it is a kind of likin, according to Mr. T. V. Soong, Minister of Finance. But

likin duty is not applicable to all parcel post with foreign countries nor among the treaty ports; whereas under this new system it is applicable to all alike. Again the tax is not assessed as the customs authorities do with the ordinary import and export and it is usually much higher. Likin is collected once for all; whereas, the parcel post tax is collected several times on the same parcel. A piece of silk, for instance, is to be posted from Shanghai to Nanking. If the silk weighs 100 catties, the applicant has to pay postage \$6.60, customs duty \$41.40, and parcel post tax \$9; altogether \$57 in the case the silk goes through the post office. If same is to be carried by a passenger through the train he has to pay \$3.94 for freight \$17 likin, total \$20.94. When it is entrusted to the freight service office the charge for freight is only \$0.32 plus \$17 likin, the total is \$17.32.

"This is enough to show the difference and how unfair the postal service is. It is only natural that the public will do its best to avoid using the post service as a transportation agency. In Shanghai, for instance the postal income derived from parcel posts had a wonderful growth prior to the introduction of this new system. In 1927, the Post Office received 1,013,340 parcels; whereas for the last three months, from March to May, the figure shows only 192,079."

Judging from the above, the taxation is detrimental to both the Government and the people. It is therefore suggested that its immediate abolition should be effected.—Kuo Wen.

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ABOLITION OF LIKIN.**ANOTHER BREACH OF FAITH.****AUG - 3 1930 — PTT**

Shanghai, July 30.

It is learned that owing to the failure of the frontier provinces to render necessary reports in connection with the abolition of Likin Tax, Minister of Finance T. V. Soong has decided to postpone the calling of the Likin Abolition conference, and the former schedule to declare the abolition of Likin on 10th October (the National Anniversary Day) is subsequently abandoned, and the enforcement of Customs autonomy will be delayed as a result. This causes much comment in local press and industrial circles, as the customs surtax and the Consumption tax in the five Central Provinces have been enforced the proceeds of which are earmarked for making good the deficit in the abolition of Likin.—A.N.A.

THE ABOLITION OF LIKIN

SEP - 6 1938 N.C.D.N.
Reported Postponement
Denied Officially

Shanghai, Sept. 5.

With reference to the report issued yesterday by the Kuo Wen News Agency of an alleged interview granted by a responsible official of the Shanghai office of the Ministry of Finance on the question of the postponement of Likin abolition, it is authoritatively stated to-day that the report is a complete fabrication. No official of the Ministry has been interviewed by the Kuo Wen correspondent on the subject or made any of the statements attributed in the report.—Kuo Min.

目 要

上海稅務司署昨日接外交部函開
查該部前經呈請財政部准予
暫緩廢除釐金以資籌餉等情
茲據財政部覆稱准予照辦
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宋大研究所

The Inspector General of Customs, Mr. F. W. Maza, has left Shanghai on the Customs cruiser Hai Hsing for an undesignated destination.

SEP - 2 1938

N.C.D.N.

CUSTOMS ANNUAL R. VIEW.

FOR PORT OF KOWLOON.

SMUGGLING BY BOATS
FLYING FOREIGN FLAGS.

GREAT LOSS TO CHINESE
REVENUE.

P.T.L.

Shanghai, Oct. 23.

The total duty and dues collected on junk-borne cargo during the year—Hk. Tls. 602,557—shows an increase of Hk. Tls. 199,973 over the figures for 1928. Prior to February 1, 1929, junk-borne imports and exports both paid duty according to a special local tariff, which was considerably lower than that applied to steamer-borne cargo. With the introduction on the date mentioned of the increased Import Tariff and its application to imports by all types of vessels, the considerable advantage formerly enjoyed by junks disappeared. It is not surprising, therefore, that importations by the motor types of vessel considerably declined.

Duties on rail-borne cargo advanced from Hk. Tls. 98,763 in 1928 to Hk. Tls. 121,853 in 1929, the highest recorded since 1922 and up 23 per cent over the figures for 1927—to Hk. Tls. 111,853 in 1929. The blowing-up of bridges on the railway line suspended the shipment of cargo on two occasions—in May and December.

The total number of vessels entered and cleared under this heading shows an increase, but the tonnage declined slightly; for, although the tonnage of launches increased, this was more than offset by a greater decline in the tonnage of junks. Launches entered and cleared under this heading show a considerable decrease in number but a corresponding increase in tonnage.

Foreign Imports

The value of junk-borne foreign imports amounted to Hk. Tls. 34,819,312, as compared with Hk. Tls. 45,228,703 in 1928. One possible reason for this decline—the diversion of cargoes from junks to steam vessels—has already been mentioned. But a contributory, and far more serious, cause lies in the amount of smuggling—to a large extent by motor-boats under foreign flag—which is known to take place. It is, in fact, common knowledge in commercial and other circles that a considerable number of these vessels are engaged solely in the frequent and illicit running of valuable cargoes to isolated points on the coast of China, and it is no exaggeration to say that China's Customs revenues are suffering severely as the result of the recognition and protection accorded these vessels. Of foreign imports, piece goods in general, and grey and white suitings in particular, fell away considerably, while of the items which had shown noteworthy increase in 1928—iron bars and nails, kerosene oil, and railway sleepers—only the last item (now partly duty free) continued to improve. Importations of gasoline and benzine advanced by over 100 per cent, largely as the result of the opening to motor transportation of new roads in cities and in the interior, but kerosene oil declined by 18 per cent, in spite of the fact that, as already stated, consumption up country is reported to have increased by 100 per cent. It is significant that the three commodities which, there is reason to believe, are smuggled in the greatest quantities—piece goods, kerosene oil, and sugar—all showed material decreases. Sugar—both white and brown—fell away by nearly 40 per cent., but molasses improved by approximately 28 per cent. Groundnuts declined by 66 per cent., and bran (which for eight

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months of the year was accorded duty-free treatment) improved slightly. Machinery (unclassified) was imported to a value of Hk. Tls. 342,079 for cement-manufacturing in the neighbourhood of Canton.

The value of rail-borne imports was Hk. Tls. 2,902,295, as compared with Hk. Tls. 2,957,444 in 1928. Cotton piece goods in general showed only a slight improvement, but singlets and drawers of that material advanced from 1,600 to 12,700 dozens as the result of increased output by Hongkong factories. Sulphate of ammonia shows a further improvement of over 30 per cent, as the result of practical demonstrations of this commodity's superiority as a fertiliser. Motor-cars (Value, Hk. Tls. 101,500), motor-trucks, (Hk. Tls. 65,700), and motor-buses (Hk. Tls. 30,300) show a large increase over the total value for all three categories of Hk. Tls. 80,000 in 1928. Shipments were mostly to Canton, but a few motor-cars went to Sheldung which has been connected with Taiping by a new road. Groundnuts dropped to less than one-quarter of the 1928 figures, partly due to direct shipments, which obviated the necessity of transshipment at Hongkong. The import of matches also declined in consequence of the steady supplanting of Japanese manufactures by Chinese-made articles.

Chinese Exports

The total value of exports coming under this heading was Hk. Tls. 15,347,000, as compared with Hk. Tls. 14,362,000 in 1928. The most striking increase was in sugar cane, the figures of which—182,572 piculs—were nearly 100 per cent. greater than in the previous year. Whole bamboo (over 12½ million pieces) advanced to the extent of 1.78 millions. The decrease of 40 per cent. in paper umbrellas must have been due to

under-production, since the commodity was duty free and Hongkong traders report keen demand from abroad.

The value of rail-borne exports, Hk. Tls. 530,000, was an increase of 6 per cent. on the figures for 1928. Miscellaneous dried fruits improved nearly threefold and fresh fruit by 27 per cent. The soaring to record heights of ginger prices, as the result of fears that the abnormal drought would ruin the entire crop, enabled the combined exports of the fresh and preserved varieties of this commodity to reach a figure more than double that of 1927.

The number of passengers entering and leaving Hongkong by junks which reported at Customs station in this district shows a slight increase over the 1928 figures, while that of passengers to and from China by rail advanced from 963,500 to 1,155,350 in spite of two interruptions of through traffic to Canton.

Shipping Disasters

A shipping disaster of the first magnitude occurred in the early morning of January 11 when the China Merchants Steam Navigation Company's steamer *Hsinwah*, in clear weather, struck a rock off Waglan Light and sank within an hour. Of her 400 passengers—all Chinese—and crew, only 26 are said to have survived. Another shipping disaster occurred on the night of the December, 21 when the small Chinese coasting steamer *Leecheong*, plying on the east coast between Shanmi and Hongkong, sank in the vicinity of the Ninepin Group. She had got into difficulties in the heavy weather, and when the crew opened the ports in an attempt to jettison some live stock on board the vessel filled and sank immediately. Only two persons were saved of a total of approximately 100 passengers and crew.

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