

CHAPTER XXI—SHIPPING

The general provisions with regard to extrajurisdictionality govern the relations between the law of China and oceanic shipping. In most countries, inland navigation is reserved to natives of the country. In China, however, the inland waterways are open to foreign navigation. The Inland Steam Navigation Regulations of 1898 provided that vessels engaged in land navigation must restrict their movements and that they must report at treaty ports and that they must report their movements to Customs officials. No unregistered vessel may ply inland. Special regulations were issued in August, 1898, by the Commissioner of Customs governing Yampetz navigation. "The merchant vessels of a treaty power were authorized to trade at certain specified treaty ports and to land and ship goods in accordance with special regulations at certain enumerated non-treaty ports. Shipment or discharge of cargo at other points on the river was prohibited. However, it was provided that passengers and their baggage might be landed or shipped at any of the regular passenger stations—the baggage, however, upon pain of confiscation, not to contain articles subject to duty."

A revision of the Inland Navigation Rules followed the signing of the Sino-British Treaty of 1902. By these regulations, "British (and therefore other foreign) steamship owners are to have the right to lease warehouses and jetties on the banks of waterways for terms not exceeding twenty-five years, with option of renewal on terms to be mutually agreed upon. Such jetties, however, are not to be erected in such position as to obstruct the inland waterway or interfere with navigation. The sanction of the nearest Commissioner of Customs is to be obtained, which sanction is not to be arbitrarily withheld."

"Foreign merchants are to pay taxes and contributions on these warehouses and jetties on the same footing as Chinese owners of similar properties."

"The main object of the British Government," it is declared, "in desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chinese flag of any British steamer which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer. In the event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China, the fact of a British subject holding shares in such company shall not entitle the steamers to fly the British flag."

Registered steamers are forbidden to carry contraband.

In all ports, vessels are required to pay various dues to the harbor master, who is under the control of the Chinese Maritime Customs. Certain dues are also levied in connexion with conservancy work. A schedule of all dues is obtained from the Chinese Maritime Customs. For cargo-handling procedure at Shanghai and Hongkong see the *China Year Book*, 1926, page 819.

\*Quotations from Willoughby, "Foreign Rights and Interests in China."

A German steamer, which had been on the look out for a similar cargo for early January loading, had to be satisfied with a general cargo from Java to Spain.

The demand for steamers of from 4,000 to 5,000 tons to load at Rangoon in March, April and early May for China continued unabated, but chartering was confined to Japanese steamers as British and Norwegian steamers of the required size, controlled locally, could not be had, and charterers were reluctant to increase the size of their cargoes to 8,000/9,000 tons to suit steamers offered from London.

The local market for Saigon rice declined after the Chinese New Year holidays. Although a few steamers in good position could still be fixed for round trips Hongkong/Saigon/Hongkong at rates slightly higher than those obtained in January and February, the falling off in Saigon/Hongkong tonnage requirements was distinctly noticeable.

On February 15, the French Government in Indo-China imposed an embargo on the export of rice from Haiphong. The absence of berth cargoes from that port compelled a few Haiphong/Hongkong liners to seek employment elsewhere.

FEVER TIME-CHARTERS

The opening of the Northern ports for navigation in March resulted in the fixture of the Norwegian s.s. Kronviken for a 6 months time-charter at £925 per month for trading in North China. This was the only time-chartered on sterling basis for account of Chinese merchants. All other owners quoting rates in sterling for steamers with Hongkong Government Passenger Licences failed to induce Saigon and Bangkok rice millers to go in for time-charters. The highest offers made for a 3,200 tonner with a Hongkong Government Passenger Licence for 12 months was \$10,000 per month for the Saigon/Hongkong trade, and this was declined by owners. Lack of encouragement in the rice market, and the continuous drop in the value of the Hongkong dollar militated against charterers meeting owners' ideas.

In view of the large number of Chinese emigrants to the Straits Settlements in April, speculative charterers came forward with offers for suitable steamers on consecutive trips Hongkong/Singapore/Hongkong on time-charter basis at \$450/\$550 per day. Some Norwegian owners readily entertained the business, while others declined in the hope of long period time-charters.

After the withdrawal of several Norwegian and German steamers from the coast, trip-charter rates for coal and salt cargoes hardened again, but only for a short while. In the early days of April, rates for fixture Saigon/Hongkong were recorded at 30 cents; Bangkok/Hongkong at 40 cents per picul, inside the Bar; Saigon/Hongkong, Amoy and Swatow at 67½/80 cents per bag, of 225 lbs.; Hongkong/Hongkong, at HKr. \$2.60 per ton; and proportionately higher rates for other coal and salt trips.

The situation at this time appeared a little more hopeful for owners.

COMPETITION FROM JAPAN

Tempted by the numerous salt and coal trips offering in the market in April, Japanese freight contractors fixed in Japan for their own account a few light draught Japanese steamers of 3,200 3,500 tons d.w. each, on 6, 12 and 24 month time-charters at about Yen 3 per ton d.w. on hull basis. With these cheap steamers in hand they cleaned up all available

coal freights from Borneo, Tonkin and Keelung to South China for loading from end of April to November.

Overburdened already as the market was with unemployed tonnage, these newly-undertaken Japanese steamers, soon brought about a further decline in rates for the very few enquiries for trip-charters still available.

The collapse of the local rice market in early May resulted in the laying up of a Chinese steamer in the regular Saigon/Hongkong trade and the delivery of another steamer with Hongkong Government Passenger Licence to owners before the expiration of her time-charter. Norwegian and British steamers released by time-charterers during this month encountered great difficulty in obtaining immediate employment. In order to tide over the few lean months, their owners took over from Japanese freight contractors several coal freights from Hongkong/Haiphong to Canton and Swatow at \$2.85/\$3.10 per ton, less unusually heavy rebates to charterers. It was not an uncommon thing for these vessels to have to wait in their respective discharging ports for weeks before their owners could secure further business to start them running again.

From the end of May to the middle of November, complete calmness dominated the freight market. The volume of chartering business in all directions, with the exception of Java/Hongkong, continued to dwindle, owners of expensively built modern coasters being the main sufferers. As soon as any demand cropped up, however, low charterers' idea of rate might then be, numerous steamers competed for same, the low rate of \$2.20 per ton for coal freight from Hongkong, or salt cargoes from the Annam coast, to Hongkong being gladly accepted by owners. By the end of June and in July, some 17 steamers with a total d.w. tonnage of 47,000 were laid up in Hongkong and Singapore.

EMIGRANT TRAFFIC AFFECTED

The acute depression was somewhat intensified by the strict enforcement of the Chinese Immigration Restriction Ordinance, 1928, in the Federated Malay States from the first of August, as a result of which fewer Chinese coolies were carried from China Coast ports to Singapore and Penang. It is estimated that the total number of Chinese emigrants (including through coolies from Amoy and Swatow) sailing from this port to Straits Settlements, Java, Sumatra and Borneo this year was approximately 185,000, or about 25,000 less than last year. A large number of unemployed Chinese labourers, however, had to be repatriated to China with the aid of the Government of the Federated Malay States. Steamers returning from Penang and Singapore to Hongkong in October generally carried a full complement of Chinese repatriated coolies at Straits \$9 per capita. Several Norwegian and Danish steamers were taken up for round trips Hongkong Straits Settlements/Haiphong/Hongkong on lump-sum basis. These fixtures, together with the acceptance of Saigon Africa rice freights by Norwegian owners for the s.s. Ekstrand and s.s. Kotnia, brought down the number of unemployed steamers to 12 with a total dead-weight tonnage of 43,200 in October.

A few "spot" steamers in Haiphong were benefited by the removal of the embargo on the export of rice from that port in September. Some 48,000 bags of the old crop rice which had been lying in the godowns at Haiphong since May had to be got rid of at all costs to avoid further deterioration. When the October crop in Tonkin and the November rice crop in Bangkok were available for export, very little cargo was shipped to Hongkong.

owing to the fact that exporters, who had to pay for their rice in piastres at Haiphong, and in tiens at Bangkok, could not afford to continue selling their cargo to Chinese buyers, who paid for their purchases in silver dollars. In short, business was completely at a standstill. Exporters were left with their rice stocks in Saigon, Bangkok and Haiphong, while ship-owners were left with their steamers lying idle in Hongkong, Singapore and Shanghai.

#### JAVA SUGAR TRADE MAINTAINED

The only trade which escaped sharing the general depression was perhaps the importation of sugar cargoes from Java to Hongkong, Swatow and Shanghai. Arrivals seldom failed to fairly large quantity of sugar, consequently a fairly large quantity of sugar was sold for forward delivery to Chinese buyers from time to time. In addition to regular liners, several outside steamers were placed from Java at 25 cooler cents to Hongkong, 24 cooler cents to Swatow, and 42 cooler cents to Shanghai per picul, loading in October and November.

Towards the end of November and in December, Bangkok and Saigon rice merchants began to show a certain amount of interest in trip and time-chartering for the coming season. A few steamers of 50,000 piculs cargo capacity each, were fixed locally for consecutive trips Hongkong/Bangkok/Hongkong on lump-sum basis.

Regarding time-charters, an offer of Hkg. \$15,000 per month was made by Bangkok millers for a Danish steamer of 3,450 tons with 14 knots speed, provided with a Hongkong Government Passenger Licence. In normal times this rate would have been considered a highly remunerative one for owners, but on account of the Hongkong dollar being dropped to 1/94, owners' counter-offer of Hkg. \$17,000 per month failed to lead to success. Saigon charterers, however, succeeded in securing the British s.s. Pong Tong for 6/6 months at Hkg. \$10,000 per month, and the British s.s. Borneo 3,200 tons d.w. for 5 months at Hkg. \$10,500 per month.

#### REDUCED DEMAND FOR BUNKER COAL

The heavy volume of idle tonnage naturally resulted in a reduced quantity of coal being consumed by steamers' bunkers. From January to September, Japanese coal of good quality suitable for steamers' bunkers could be had at \$17/\$17.50 per ton, f.o.b., t.i.b. But prices rose in proportion to the decline of the Hongkong dollar, and from October to December, Hkg. \$17.50/\$18.50 per ton, f.o.b., t.i.b. was paid by consumers.

The competition for the supply of bunker coals has been very keen during the year under review, but even though higher prices were paid by shipowners, coal importers report poor returns on outlays.

#### TIME-CHARTERS

Time-charters arranged for account of local Chinese were chiefly confined to local-owned steamers. The following fixtures were reported.

Chinese s.s. *Shan Chai*, 2,400 tons d.w., 11 knots on 25 tons best Japanese coal, for 12 months at \$8,500 Hkg. Cey. per month.

British s.s. *Larwood*, 3,100 tons d.w., 11 knots on 30 tons best Japanese coal, for 12 months at \$14,750 Hkg. Cey. per month.

British s.s. *Pona Tona*, 2,700 tons d.w., 10-11 knots on 28 tons best Japanese coal, for 6/6 months at Hkg. \$10,000 per month.

British s.s. *Borneo*, 3,200 tons d.w., 10 knots on 20 tons best Japanese coal, for 5 months at Hkg. \$10,500 per month.

All the above steamers were provided with Hongkong Government Passenger Licences and fitted with wireless.

Small sized single-deckers of 2,000 tons d.w. specially built for the Bangkok/Shanghai trade obtained \$5,750/\$6,000, less Straits currency per month for 12 months.

The fixture of the Norwegian s.s. *Maliu*, 1,850 tons d.w. was reported for 10/11 month at \$700 for the Dutch East Borneo/Philippine coal trade.

#### PURCHASE AND SALE OF STEAMERS

The following steamers were reported sold to British buyers in Hongkong:—

British s.s. *Kaitopi*, *Kaitanyata* and *Kano*.

The Indo-China steamer *Ming Sang*, built in 1906 of 2,600 tons d.w. was reported sold to Philippine buyers for \$6,500 with delivery in Shanghai.

Norwegian owners met with no success in trying to sell the s.s. *Fksant* and s.s. *Trikk* to Chinese buyers. After lying idle in the harbour here for some time, these steamers eventually returned to Europe with rice cargoes from Saigon to Africa.

The large volume of unemployed steamers still lying in Shanghai, Hongkong and Singapore fore-shadows that owners with steamers trading on the China Coast have not yet got over the period of depression. Although good crops are reported from Tonking, Cochin China, Siam and Burma, no immediate revival of trade is anticipated owing to exchange difficulties.

#### SHIPPING AND FREIGHT

The Customs Report on trade for 1930 states that a total of 180,981 vessels, aggregating 135,605,954 tons, passed through the ports of China, as against 186,514 vessels, registering 134,667,910 tons, in 1929. Although entrances and clearances display a more marked tendency to decrease, tonnage, on the other hand, shows signs of a healthy expansion and visibly reflects the initiative of shipping companies in entering for the growing passenger traffic with the Far East. Many large and palatial vessels have been specially built for both the European and Pacific runs, and this interest has not been confined to the flag of any one nation only. Great Britain, with a tonnage of 57,246,927, or 36.79 per cent., retains her commanding position in the carrying trade, and, though this percentage is slightly less, she still remains considerably ahead of her nearest rival, Japan, whose share in the trade rose from 27.38 to 29.33 per cent., representing an increase of over 3 million tons. The retention by the Government of many vessels as military transports is once again responsible for a further decline in Chinese shipping. America did not improve her statistical position, and, with the exception of the Netherlands, Denmark, and Belgium, who each increased their tonnage by approximately 100,000 tons, all other countries register decreases. The Panamanian flag once more appears as a visitor to China, but, for the same reasons as stated last year, no Russian vessels either entered or cleared from Chinese ports.

#### Freight

In reviewing the freight market for 1930 there is a proneness to forget that low prices for raw materials tend to react unfavourably on shipping, especially in the cheaper grades of cargo, inasmuch as the freight at once assumes an undue proportion of the laying-

down cost of export commodities at the port of discharge. At the same time most portage bills, upkeep costs, and running expenses represent a gold charge and cannot be reduced at will to meet fluctuations in commodity prices, while canal dues, which are an important item, yet remain to be lowered.

As regards freights to America, both to Pacific coast ports and to Atlantic coast ports via Panama and via Suez, there was more intense competition among the various shipping companies for what cargo was offering than in any previous year on record. A number of new, large, and speedy vessels made their appearance on several of the lines operated by members of the established freight conferences as well as on those operated by non-conference companies, and the latter proceeded to offer rates far lower than those specified in the conference tariffs. These reductions were met by the conference lines and a rate-cutting war ensued, with the result that many rates reached utterly unremunerative levels, and, as an example, quotations for sesamum seed to the Pacific coast fell to G. \$1.80 per short ton, as against G. \$3.50 per ton at the beginning of 1929, while raw silk was carried at G. \$1 per 100 pounds, against G. \$6.75, which was the established rate till the summer of 1929. On the European run also there was ample tonnage throughout the year, and, despite a number of reductions in rates in an endeavour to stimulate depressed markets and assist exporters, the demand for freight space remained at a low ebb. Among the more important reductions were beans and peas, from 48s. to 40s.; chinaware and porcelain, from 85s. to 66s.; rape seed, sesamum seed, and linseed, from 55s. to 46s.; the rate quoted in each case being per long ton. Quotations for raw silk to Marseilles and London and for tea remained unchanged throughout the year. During the first part of the year full cargoes, both inwards and outwards, were offering to and from Japan and in the case of exports this continued till June, but from then onwards, with the exception of the last two months, when speculative importations in anticipation of increased Customs duties engendered a brisk demand for space from Osaka and other Japanese ports, the freight market was apathetic, and the outlook at the end of 1930 for shipping companies generally was indeed a gloomy one. On the Yangtze River trade was conducted under exceptionally difficult conditions. Firing on merchant vessels frequently occurred and increased in intensity in the autumn. On the Ichang-Chungking run business was spasmodic throughout the season, and trade from February to April was seriously interfered with on account of a strike of Chinese pilots engaged by agitators. On the coast business was not marked by any special activity and, in the direction of Tientsin, was adversely affected by civil warfare, which restricted the movements of cargo. The most pressing need at the moment would appear to be the suppression of banditry, to which the Government is giving its serious attention, and, if successfully accomplished, this should result in restoring confidence and lead to a freer movement of goods to and from interior markets.

A Code of Maritime Law (or Law of Maritime Commerce) was promulgated on December 30, 1929, and is supposed to have been enforced from January 1, 1931.

A translation of this Code, by Mr. John McNeill, Barrister-at-Law, and Dr. Wei Wen-han, Attorney and Counsellor-at-Law, has been published by the *China Law Journal*, Shanghai. It is divided into eight chapters,

dealing, respectively, with: General Principles; the Ship Ownership, Priorities and Mortgage; Master and Crew; Contracts of Carriage (Goods, Passengers and Freight); Collisions; Salvage and Assistance; General Average; and Marine Insurance.

#### Regular Lines, Cargo and or Passenger

"Ben" Line of Steamers  
British India S. N. Co.  
Butterfield and Swire  
Canadian Government Merchant Marine  
Canadian Pacific Steamships, Ltd.  
China Import & Export Lumber Co. Ltd.  
China Merchants' Steam Navigation Co. (Line)  
China Mutual S. N. Co., Ltd. (Blue Funnel Line)  
China Navigation Co., Ltd.  
Columbia Pacific Shipping Co.  
Dairen Ki-sen Kaisha  
Dowdell Line (James Chambers & Co.)  
Dollar Steamship Line  
East Asiatic Co. of Gothenburg  
Furness and Prince Lines  
Glen & Shire Lines  
Hamburg-America Linie  
Holland Ost Azie Lijn  
Hongkong, Canton & Macao S. S. Co.  
Indo-China S. N. Co.  
Ishimian S. S. Lines  
Jardine, Matheson  
Java-China-Japan Lijn  
Kailan Mining Administration  
Lloyd Triestino  
Messageries Maritimes  
Mitsui Bussan Kaisha  
Moller & Co.  
Nippon Yusen Kaisha  
Nisshin Ki-sen Kaisha  
Norddeutscher Lloyd  
North Africa and Australia Line  
Ocean Steamship Co.  
Osaka Shosen Kaisha  
Oregon Oriental Line  
P. & O. S. N. Co.  
Pacific Steam Navigation Co.  
Rickmers Linie  
San Peh S. N. Co.  
Showa Shipping Co.  
Standard Oil Co.  
States S. S. Co.  
South Manchuria Ry. Co.  
Soviet Mercantile Fleet  
Strathern and Barry  
Tacoma Oriental S. S. Co.  
Wilh. Wilhelmsen (Norwegian Africa & Australia Line)

Yangtze Rapids S. S. Co.

Below is a list of vessels engaged in the coast trade. Steamers under the Chinese flag appear in a subsequent list:

Steamer	Built	Gross Register Tonnage
Asiatica	1909	318
Alh Kirang	1913	612
Chin Kirang	1926	520.21
Fu Kirang	1922	1,402
Hai Kirang	1926	898.62
Ilo Kirang	1930	684.91
Xing Kirang	1929	351.45
Shu Kirang	1924	730.93
Tien Kirang	1925	349.66
I'lo Kirang	1927	311
Yang Peh	1916	436

CANTON NAVIGATION COMPANY, LTD. (British)

I'wachon .. .. . 1909

Chu O S S. Co., Ltd. (British)

Hydrangea .. .. . 1916

Chiu On .. .. . 1904



CHINESE STEAMSHIPS

Ch. XXI

The following list of Chinese steam and motor vessels of 500 tons gross and over is abstracted from a list issued by the Maritime Customs in 1929.

Table with columns: Name, Built, Gross Tonnage, Owners. Lists various steamships such as Aipun, Anlec, Changshing, etc., with their respective build years and owners.

\*Registered Tonnage

Ch. XXI

CHINESE STEAMSHIPS

Table with columns: Name, Built, Gross Tonnage, Owners. Lists various steamships such as Hsinshuhung, Hsinyuanan, Huanan, etc., with their respective build years and owners.

\*Registered Tonnage

Name	Built	Gross Tonnage	Owners
Shun-shi	1902	2,102.13	China Pacific S.S. Co.
Shun-shih	1902	1,251.00*	Liang Kam Kong
Shun-lee	1902	1,529.00	Ching Kee S.S. Co.
Soo-chow	1896	530.00	North Eastern S.S. Enterprise
Sung-chiang	1908	2,845.00*	Wong Ping Ching
Szechow	1908	830.00	Yu Hsi Ting
Tachow	1903	1,531.28	Woo Fong S.S. Co.
Tachow	1923	1,456.00	Ta Ta Steamship Co.
Tachow	1920	1,405.26	Ta Ta Steamship Co.
Tachow	1896	1,777.00	Heng An S.S. Co.
Tachow	1928	1,071.19	Tah Hsing S.S. Co.
Tachow	1914	1,001.05	Ta Ta S.S. Co.
Tachow	1929	1,071.16	Wang Hu To
Tachow	1882	1,524.10	To Se Tuen
Tachow	1919	1,405.00	Tahow S.S. Co.
Tachow	1883	1,829.82	Ching Kee S.S. Co.
Tachow	1881	2,377.69	Lung Mao S.S. Co.
Tachow	1896	2,243.35	San Peh S.S. Co.
Tachow	1881	1,962.03	China Merchants' S.S. Co.
Tachow	1891	1,072.38	Ta Ta S.S. Co.
Tachow	1923	571.05	Yung Yuen S.S. Co.
Tachow	1889	1,298.87	Lam Po Sam
Tachow	1889	1,625.02	Hong On S.S. Co.
Tachow	1916	612.17	Ching Kee S.S. Co.
Tachow	1881	633.00	Wu Mao Teh
Tachow	1896	692.00	Wang Shau-san
Tachow	1895	753.44	Leung Tak
Tachow	1899	554.86	Shu Hsing S.S. Co.
Tachow	1899	832.11	Wong Yat Sun
Tachow	1902	1,408.00	Yu Ze Wing S.S. Co.
Tachow	1881	1,482.13	Ching Kee S.S. Co.
Tachow	1903	1,764.57	China Merchants' S.S. Co.
Tachow	1918	966.82	Woo Fung S.S. Co.
Tachow	1897	504.00	Ching Kee S.S. Co.
Tachow	1896	504.00	Han Sun-tung
Tachow	1885	718.00	Tung Chang Lung Co.
Tachow	1882	3,306.93	National S.S. Co.
Tachow	1903	1,406.70	Transportation Dept. of Chinese Navy
Tachow	1884	682.10	Ming Sing Ngo
Tachow	1906	1,176.12	China Merchants' S.S. Co.
Tachow	1910	1,283.27	Hwah Tung S.S. Co.
Tachow	1926	1,566.11	Ta Tung Jen Chi S.S. Co.
Tachow	1909	651.17	Teh Suing
Tachow	1895	1,034.00	Sueh Ming
Tachow	1925	1,633.74	Chung Hing S.S. Co.
Tachow	1928	1,852.55	Sun Peh S.S. Co.
Tachow	1924	756.00	Chang Chi-tan
Tachow	1924	669.00	Chang Chi-tan
Tachow	1903	503.00	Ng Loo Chee
Tachow	1911	1,690.68	Kung Chung
Tachow	1911	941.29	Hui Shui Wing S.S. Enterprise
Tachow	1896	550.00	North Eastern S.S. Co.
Tachow	1881	1,650.00	Yi Ching S.S. Co.
Tachow	1881	1,055.32	Yi Li S.S. Co.
Tachow	1881	1,787.95	Yuan On S.S. Co.
Tachow	1881	1,641.36	Yee Ta & Co.
Tachow	1881	582.68	Chuang Wen Tsin
Tachow	1911	569.13	Tung Fu Chang
Tachow	1901	1,280.00	Yuta Hong Co.
Tachow	1901	1,989.69	Xue Loong S.S. Co.
Tachow	1901	1,488.00	Xwok Tom
Tachow	1903	1,661.44	Yankow Ta Tung Hsing S.S. Co.
Tachow	1901	864.00	Peng Kou Yu
Tachow	1901	1,656.90	Shawhsing S.S. Co.
Tachow	1927	567.28	Lu Ching Han
Tachow	1907	625.55	Chen Tze Yung Kee S.S. Co.
Tachow	1929	779.00	Chang Shui-tang
Tachow	1905	628.00	Ching Kee S.S. Co.
Tachow	1870	763.55	Yiet Tung & Co.
Tachow	1885	649.00	Wang Tan-shih
Tachow	1885	1,585.21	Xingpo-Shaishing S.S. Co.
Tachow	1885	539.05	Chan On
Tachow	1885	1,696.00	China Merchants' S.S. Co.
Tachow	1906	1,505.04	Yu Ta & Co.

\*Registered Tonnage

Flag	1926	1927	1928	1929	1930
American	5,338	4,844	6,377	6,538	6,490,351
Belgian	31	31	—	—	164,988
British	36,474	33,791	48,523	49,402	57,246,927
Danish	283	213	240	389	937,319
Dutch	566	690	761	883	3,347,082
Finnish	—	—	90	32	36,864
French	2,262	1,504	1,371	1,360	4,243,442
German	813	953	1,439	1,350	4,243,442
Greek	—	—	2	—	—
Italian	1,045	1,327	231	674	7,792
Japanese	29,654	27,103	29,339	29,809	734,495
Mexican	—	—	—	—	—
Norwegian	2,407	1,959	2,166	2,487	16,090
Panamaian	—	—	—	—	—
Portuguese	1,444	1,915	3,358	4,618,901	45,630,705
Russian	—	—	—	—	—
Spanish	—	—	—	—	—
Swedish	138	193	61	—	16,228
Non-Treaty Powers	2	3	2	—	—
Chinese Junks	38,549	43,601	40,941	41,133	26,138,314
Chinese Shipping	39,614	33,937	51,259	26,395,051	3,060,856
Total	158,996	154,275	186,851	189,981	155,605,954

\* Vessels of foreign type, owned by Chinese, and sailing under the Chinese flag.  
 † Vessels of Chinese type, built and owned by Chinese, entered and cleared at the Maritime Customs.  
 The Shipping for the years 1921 to 1930 has been divided between Steamers and Sailing Vessels in the following proportions:

Year	Steamers Entered and Cleared	Sailing Vessels Entered and Cleared	Total Entered and Cleared
1921	125,432	89,134	214,566
1922	123,371	63,027	186,398
1923	127,790,000	60,349	188,139
1924	132,213	54,169	186,382
1925	130,992	4,603,229	157,746
1926	117,319	3,686,161	134,599,606
1927	106,888	2,410,715	128,202,655
1928	112,261,342	4,162,712	131,424,054
1929	118,203,488	4,161,422	123,605,954
1930	131,700,235	3,905,719	135,605,954

CHAPTER XXVII—SHIPPING

The general provisions with regard to extraterritoriality govern the relations between the law of China and oceanic shipping. In most countries, inland navigation is reserved to natives of the country. In China, however, the inland waterways are open to foreign navigation. The Inland Steam Navigation Regulations of 1898 provided that vessels engaged in land navigation must register at treaty ports and that they must report their movements to Customs officials. No unregistered vessel may ply inland. Special regulations were issued in August, 1898, by the Commissioner of Customs governing Yangtze navigation. "The merchant vessels of the Treaty Powers were authorised to trade at certain specified treaty ports and to land and ship goods in accordance with special regulations at certain enumerated non-treaty ports. Shipment or discharge of cargo at other points on the river was prohibited. However, it was provided that passengers and their baggage might be landed or shipped at any of the regular passenger stations—the baggage, however, upon pain of confiscation, not to contain articles subject to duty."

A revision of the Inland Navigation Rules followed the signing of the Sino-British Treaty of 1902. By these regulations, "British (and therefore other foreign) steamship owners are to have the right to lease warehouses and jetties on the banks of waterways for terms not exceeding twenty-five years, with option of renewal on terms to be mutually agreed upon. Such jetties, however, are not to be erected in such position as to obstruct the inland waterway or interfere with navigation. The sanction is to be obtained, which sanction is not to be arbitrarily withheld. "Foreign merchants are to pay taxes and contributions on these warehouses and jetties on the same footing as Chinese owners of similar properties."

"The main object of the British Government" it is declared "in desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chinese flag of any British steamer which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer. In the event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China, the fact of a British subject holding shares in such company shall not entitle the steamers to fly the British flag."

Registered steamers are forbidden to carry contraband. In all ports, vessels are required to pay various dues to the harbour master, who is under the control of the Chinese Maritime Customs. Certain dues are also levied in connexion with conservancy work. A schedule of all dues is obtained from the Chinese Maritime Customs.

\* Quotations from Willoughby, "Foreign Rights and Interests in China".

For cargo-landing procedure at Shanghai and Hongkong see *China Year Book*, 1926, page 819. For details of harbours, rivers, pilotage etc. see Chapter XI.

SHIPPING AND FREIGHT IN 1932-1 Shipping

For the first time in five years the shipping statistics record a decrease in the total tonnage entering and clearing at Chinese ports. The figures for the year were 135,409,496 tons (of which 44.5 million tons represented entrances and clearances from and to foreign ports and 90.9 million tons represented the domestic carrying trade) as against 160,005,101 tons in 1931. While cargo space was admittedly in excess of requirements in the latter year, and a further serious reduction in trade has been witnessed during 1932, the decline in the tonnage figures was not actually due to the smaller quantity of the aggregate freight offering, but to the intensified boycott of Japanese trade and shipping, and to the absence of the usual figures for the entrances and clearances at Manchurian ports and Dairen (principally under the Japanese flag) during the latter half of the year. This is indicated by the fact that a decline of 23.3 million tons was registered for shipping under the Japanese flag, against a total decline of 24.6 million tons for all shipping as shown by the figures quoted above. British-flag vessels, with an aggregate tonnage of 59.4 million, were easy leaders in the carrying trade list; the Chinese flag took second place with 33.9 million tons; Japan dropped back into third place, for the reasons given above, with a total of only 19.8 million tons; the Norwegian flag was re-presented to the extent of 6.2 million tons; and the United States of America by 5.4 million tons. The hostilities in the Shanghai area affected cargoes rather than the movements of vessels; nevertheless, a certain amount of traffic, if not lost to the country, was diverted to other ports; at least two round-the-world cruises left Shanghai out of their itinerary; and the Yangtze River traffic was considerably interrupted. From a less topical point of view the year has been a disastrous one for shipping. The attempt of the nations to exist as self-contained units with a minimum interchange of merchandise . . . is having the most dire results in many directions, not the least of which is the crippling effect of this policy on the various transport services. During the year under review the amount of shipping laid up has increased by 50 per cent as compared with the figures for the previous year. According to the "Lloyd's Register of Shipping" report for 1931-32, the gross tonnage of vessels laid up throughout the world owing to lack of employment was 5 million tons in 1930, 10 1/2 million tons in 1931 and 15 million tons at the end of June, 1932. This last figure represents no less than one-fifth of the world's available tonnage. Moreover, of the employed vessels, large numbers are being operated at a loss. Statistics given in the British *Board of Trade Journal* regarding the Suez and

† Customs Trade Report.

Panama Canals show that the net tonnage using the former waterway has declined by 2 million tons as compared with 1931 and by 5 million tons as compared with 1929, while, as regards the Panama Canal, there was a 3 million ton decrease as compared with 1931 and nearly an 8 million decrease as compared with 1929; figures that are significant of the decline in traffic, besides having some association with the shipping trade in this country which stands somewhere about midway between these two Canals and has an interest in both the European and the Pacific routes.

Freight

Conditions in the freight market may be judged from the above remarks on shipping, and any repetitions regarding the shrinkage of trade or the loss of Manchurian cargoes are therefore unnecessary. The increase in laid up shipping, also referred to above, by the wholesale withdrawal of vessels from active commission, was, of course, just a measure to help stabilise the freight market by an artificial curtailment of the supply of tonnage. The decline in the physical volume of freight was not accompanied, therefore, by any great increase in freight rates, and, in China, showed very little change as compared with the previous year. The rates, accordingly, were very much the same as those quoted in the report for 1931, 73s. being charged for general cargo, 63s. for tea, 64s. for hides, 58. for wool oil (plus the same surcharge of 20 per cent imposed on account of the depreciation of sterling), and so on. In the effort to stimulate trade, however, numerous concessions were made in the freight charges for various products, where special reductions appeared to be called for by the trade circumstances of the year under review. The total shipments of all "Conference Lines" during the year amounted to 156,421 tons, as against 206,727 tons in the previous year, and 241,229 tons in 1930. During the first half of the year, owing to the interruption of trade caused by the Japanese invasion of the Shanghai area, only 61,018 tons of cargo were shipped by these lines as compared with 115,611 tons in the corresponding period of 1931, but the comparative figures for the second half of 1931 and of 1932 bring out very interestingly how little the difference was between the shipments for these latter two periods, the figures being 91,116 tons and 92,403 tons respectively.

Emigration

It may be as well to preface this paragraph as was done in the previous report, by stating that it is only at certain coastal ports where a well-defined emigrational traffic is carried on direct to foreign countries that the Customs can obtain reliable information on this subject. If the following table incompletely covers the movements of emigrants between China and the countries mentioned, it at least gives accurate passenger statistics for three of the principal ports historically associated with the emigrational or migrational traffic between the south coast of China and the East Indies and the figures accordingly offer sufficiently good evidence of the trend, if not of the extent of that traffic during the year under review.

Table with 2 columns: Outwards, Inwards. Rows: Hongkong, Manila, Formosa, Straits, Netherlands India.

Table with 2 columns: Outwards, Inwards. Rows: Hongkong, Straits, Bangkok, Saigon, Total.

In the previous year, outward passengers totalled 200,025, a decrease of 80 per cent as compared with the figures for 1930, due to the trade depression abroad and the restrictions being placed on immigration by the various authorities in consequence. By summing up the figures given in the above table it can be seen that the outflow of passengers during the year under review was only 132,302, or a further decrease of 34 per cent, while the inflow was more than double the outflow and amounted to 278,944, leaving a net immigration figure for the year of 146,642 persons. The diminishing traffic was due of course to the depression and deepening of the trade; labour in mines and plantations in demand for various international agreements entered into during the year regarding restriction of output; to the reduction on June 1 in the quota of persons allowed to enter Singapore from Amoy, Swatow, Hongkong and Pakhoi; and to the heavier poll-taxes now in force at many ports. As has been pointed out frequently enough, the remittances from such settlers used to amount to quite a considerable sum in favour of China's invisible balance of trade, but, from all accounts, receipts from this source are now down to about a tenth part of what they were a few years ago. The same may be said for remittances from America. The customary figures for the yearly migration, chiefly of agricultural labourers, between North China and Manchuria could not be obtained from the usual Customs sources during the year under review.

HONG KONG SHIPPING AND FREIGHT IN 1933\*

From a shipowners' point of view, the depression during the year 1933 has been more difficult and exacting than that of any of the previous years. This was not altogether unexpected, for, from the very outset, merchants were pessimistic and were unable to load their trip-and-time-chartered steamers. However, in spite of the unfavourable picture, exchange and other adverse circumstances, Chinese charterers have faced the crisis stoically and courageously, for all the steamers which had been taken up on 12 months time-charter at high rates in March and April this year, are still trading for their account up to the time of writing.

Rice Freight Rates Increased

Business in January was slow in maturing, and only salt and coal trips could be had. \$3.90 per ton for coal, from Hongkong to Amoy, \$2.45 for Hongkong, Hong Kong, and \$2.50 per ton for salt from Ilian Island to Whampoa was accepted by owners.

Table with 2 columns: Outwards, Inwards. Rows: Amoy, Hongkong, Manila, Formosa, Straits, Netherlands India.

\* From Annual Report of the Hong Kong General Chamber of Commerce, furnished by

by drastic cuts in freight rates Saigon/Hong Kong. Saigon rice merchants formed a Mutual Cooperative Association restricting the number of time-chartered steamers to 2 for each rice exporting firm and fixing the berth rate at Saigon once a week. This had the desired effect of bringing the rate up to 20 cents per picul for steamers loading in the end of February-early March. Bangkok rice millers, however, were in a less fortunate position, as there was a great scarcity of rice cargoes on the berth for Hong Kong, and they had to divert their time-chartered steamers to India instead of maintaining them in the regular Bangkok/Hong Kong service.

What may have been considered as a period of peaceful trading was from March to May when 3 steamers of 3,000-3,500 tons dead weight with Hong Kong Government Berth Licences succeeded in obtaining HK\$11,750/12,000 per month, all for 12 months for regular Saigon/Hong Kong trade and a number of small size single deckers for short periods at \$7-250 per month. In addition to the unusually quick despatch received by steamers of 42,000 piculs cargo capacity, each of which from March to May was made to perform a round trip Hong Kong/Saigon/Hong Kong in 12 days, or 24 trips in a month, the market in Hong Kong, Canton, Swatow and Amoy could also accommodate rice in large quantities from Bangkok and Norwegians. Numerous large sized British and Norwegian steamers, each with a cargo capacity of 7,000-8,000 tons, found employment from Rangzon to Hong Kong, Amoy and Swatow on lump sum basis, which worked out at about Rupees 6 1/2 per ton, according to their sizes.

Rates reported for fixtures in March were 30 cents per picul for Saigon/Hong Kong, 50 cents per picul, inside the bar, for Bangkok/Hong Kong, \$7, \$7.50, \$8 per ton from Rangzon to Hong Kong, Amoy and Swatow, \$4 per ton for coal Port Coubet Swatow, \$3 for Hongay/Hong Kong and Whampoa and correspondingly favourable rates for salt trips from Hainan Island to Whampoa. These may be taken as highest rates paid for rice and coal tonnage this year.

**A Steady Market**

From March to the end of May, the market appeared steady, but with an undertone, which, if not supported by further enquiries for forward loading, would lead the market to return to its former depressed condition, as by the end of May, quite a number of single deck steamers of 3,000 tons deadweight completed their consecutive trips Hong Kong/Bangkok/Hong Kong and Hainan coal charters.

Berth rates from Saigon and Bangkok/Hong Kong for middle of June receded from 30-45 cents to 18-10 cents per picul, respectively, as also rates for coal freights from Tonkin. On account of a difference of opinion amongst certain members, the Mutual Cooperative Association in Saigon was dissolved in June. While there was still a heavy volume of tonnage booked for loading at Rangzon from Hong Kong, Amoy and Swatow in June, a new danger seriously threatened the fulfilment of all the rice shipments from Rangzon to Amoy and Swatow, the resources of native banks at Swatow were strained almost to breaking point in meeting rice purchases. On account of the Chinese Government taking steps to prevent the rice from being transported to Kiangsi Province to feed the Red Army, Swatow native bankers were unable to assist importers to honour their drafts from Rangzon. Towards the end of June charterers were unable to find

cargoes, and by middle of July the demand for Bangkok tonnage subsided entirely.

An increase in the import duty imposed by the Chinese Government on foreign coals, cement, sugar, rice, etc., celebrated the collapse of the freight market in June and effectually reduced the consumption of Tonkin and Hainan coals from 120,000 to 55,000 tons a year in Canton, and by about 60 per cent at Trip-Charterers of tonnage from Tonkin to China and receded in another tonnage to coal in Hainan, Port Coubet, Hong Kong and Port Hedon, of cement in Hong Kong and Hainan. Charters of sugar cargoes in Java were, however, steamers were consequently laid up in Hong Kong, Swatow, Shanghai and Keelung. Six steamers of a total of 37,760 tons deadweight were lying idle in Hong Kong, Swatow and Keelung besides those laid up in Shanghai in June, and the same number of steamers with a total of 27,400 tons deadweight in Hong Kong in July.

**A Difficult Period**

From August onwards shipowners as well as time-charterers had to make the best of a most difficult and grave situation. We do not recollect a market so bare of orders as the one between August and December, which was remarkably unusual. In view of the increased duty on foreign commodities it was no longer possible to sell Tonkin, Indian and Borneo coals in China at a profit. Chinese merchants resorted to the importation of native coals from Pukow, Hankow, Tsingtao and Tonku to Shanghai, Amoy, Swatow and Canton on an extensive scale. There was no chance, however, of employing any of the laid up steamers in this trade, as unclassed Chinese ships owned in North China were quite sufficient for the purpose. It is reported that fixtures were done for Pukow, Shanghai at 80 cents, Mex. per ton, and Pukow/Canton at Mex. \$2.60 per ton.

Apparently the Chinese Government intended to promote its own industries and was not prepared to allow free importation of foreign rice to China any longer. On September 16, the Provincial Treasurer levied a surtax of Mex. \$1 per picul on foreign rice and 50 cents, Mex. per picul on foreign paddy imported into Canton on and after that date in spite of strong protests lodged by rice merchants and consumers. As the new surtax was imposed at a time when Chinese farmers in Kwangtung Province were harvesting their autumn crops, it was a heavy handicap to the importers of foreign rice. The very few enquiries for small sized steamers Hong Kong/Bangkok/Hong Kong were therefore withdrawn from the market by the end of September.

**A Slight Improvement in October**

A depleted rice stock in Hong Kong brought about a slight improvement in the local rice market by the middle of October. This led to the fixtures of a few small sized steamers for Hong Kong/Bangkok/Hong Kong. Some of these fixtures, however, were repudiated by charterers, who, on account of a sudden outbreak of civil war in Siam and the interruption of the internal traffic there, were unable to load vessels with full cargoes. The competition for Tonkin coal freights by the large number of unemployed steamers was therefore intensified. A French steamer owned in Haiphong keenly competed for Tonkin coal cargoes to Hong Kong. With reduced cargoes and port charges at Tonkin coal ports in her favour, she was in a position to accept HK\$1.80 per ton for port cargoes from Hongay to Hong Kong, the lowest rate on record.

Prices realised for Saigon, Bangkok and Rangoon rice in the local market, as well as rates obtained for steamers from Tonkin coal ports or Swatow to Hong Kong, Canton or Swatow, declined to their lowest level in October and November. The outlook was extremely gloomy. Rice and coal merchants were not inclined to embark upon any time-chartering of tonnage, nor were owners willing to fix their steamers for more than 3 months at unremunerative rates. Instead of booking tonnage in November and December to cover their requirements to the new rice season, steamers taken up by Bangkok merchants in the early days of November at cheap rates proved to be a burden to them, as owing to the failure of numerous native banks in Swatow, Canton and Hong Kong, purchases of rice were small.

The last days of December still found shipowners struggling hard to eke out a bare existence. A few salt trips, Hainan Island/Whampoa for loading middle of December at \$2.50/\$3 tempted owners to remove several of their vessels from their lying up berths. Without any prospect of obtaining any charters for immediate loading, owners were compelled to entertain proposals submitted to them by Chinese shippers for loading their steamers on the berth either Hong Kong/Bangkok/Hong Kong or Hong Kong/Singapore on usual "inners terms".

The disastrous consequences which followed the general collapse of prices for all commodities—native and foreign—and the recent financial crisis in Swatow, Canton and Hong Kong must have upset charterers' calculations, and they are still unable to form any definite plans for their requirements in the near future.

**MARITIME LAW CODE**

A Code of Maritime Law (or Law of Maritime Commerce) was promulgated on December 30, 1929, and is supposed to have been enforced from January 1, 1931.

A translation of this Code, by Mr. John McNeill, Barrister-at-Law, and Dr. Wei Wen-han, Attorney and Counsellor-at-Law, has been published by the *China Law Journal*, Shanghai. It is divided into eight chapters, dealing respectively with: General Principles; The Ship; Ownership, Priorities and Mortgages; Master and Crew; Contracts of Carriage (Goods, Passengers and Tonnage); Collisions; Salvage and Assistance; General Average; and Marine Insurance.

**FOREIGN SHIPPING IN CHINA**

**Regular Lines, Cargo and/or Passenger**

- American Pioneer Line
- Australian Orient Line, Ltd.
- Ben's Line of Steamers
- British India S. N. Co.
- Butterfield and Swire
- Canadian Government Merchant Marine
- Canadian Pacific Steamships, Ltd.
- China Import & Export Lumber Co. Ltd.
- China Merchants' Steam Navigation Co.
- China Mutual S. N. Co., Ltd. (Blue Funnel Line)
- China Navigation Co., Ltd.
- Columbia Pacific Shipping Co.
- Dairen Kisen Kaisha
- Dokuryu Line (James Chambers & Co.)
- Dowry Line
- East Asiatic Co. of Gothenburg
- Eastern and Australasian S. S. Co.
- Glen & Shire Lines
- Hamburg-America Linie
- Holland Ost. Azle Lijn
- Hongkong, Canton & Macao S. S. Co.

- Indo-China S. N. Co.
- Jedimian S. S. Lines
- Jardine, Matheson
- Java-China-Japan Lijn
- Kailan Mining Administration
- Lloyd Trieste
- Maersk Line
- Messageries Maritimes
- Mitsui Bussan Kaisha
- Moller & Co.
- Nippon Yusen Kaisha
- Nishim Kisen Kaisha
- Norddeutscher Lloyd
- North Africa and Australia Line
- Ocean Steamship Co.
- Oceanic and Oriental S. S. Co.
- Oregon Oriental Line
- Packa Shosen Kaisha
- P. & O. S. N. Co.
- Pacific Steam Navigation Co.
- Rickmers Linie
- Roosevelt S. S. Co.
- Shonan Shipping Co.
- South Manchuria Ry. Co.
- Soviet Mercantile Fleet
- Standard Oil Co.
- States S. S. Co.
- Swathers and Barry
- Tokyo, Oriental S. S. Co.
- With. Wilhelmisen (Norwegian)
- Africa & Australasia Line
- Yangtze Rapids S. S. Co.

**Coast and River Steamers**

Below is a list of vessels engaged in the coast and river trade. Steamers under the Chinese flag appear in a subsequent list: ASIATIC PETROLEUM Co. (NORTH-CHINA) LTD. (British)

Steamer	Built	Gross Register Tonnage
Asiatica	1909	318
Ah Kwang	1913	612
Chin Kwang	1926	520.21
Fu Kwang	1922	1,402
Hai Kwang	1926	898.62
Ho Kwang	1931	684.91
Ning Kwang	1930	351.45
Shu Kwang	1924	731.54
Tien Kwang	1925	730.93
Wo Kwang	1927	349.66
Yang Peh	1916	311

**CANTON NAVIGATION COMPANY, LTD. (British)**

Steamer	Built	Tonnage
Fuchow	1909	436

**CHINA IMPORT & EXPORT LUMBER Co., LTD. (British)**

Steamer	Built	Tonnage
Tsing Tah	1915	769
Hsin Tseanlah	1918	986

**THE CHINA NAVIGATION COMPANY, LTD. (British)**

Steamer	Built	Gross Register Tonnage
Anhua	1925	3,494
Anking	1925	2,472
Anshun	1931	3,000
Changlo	1917	248
Changning	1921	251
Changsha	1922	2,493
Changshieh	1914	244
Chekiang	1914	2,172
Chekiang	1914	30
Chengchow	1929	141
Chengling	1915	28
Chengpu	1924	2,219
Chengtu	1914	144
Chengyu	1922	2,207
Chinhua	1903	250
Chinkong	1917	30
Chuchow	1914	2,171
Chungking	1914	2,171

(cont'd.)

Gross Register Tonnage

Tonnage

Steamer

Build

Kojun Maru

Kokuryu Maru

Konsan Maru

Manshu Maru

Mantatsu Maru

Moko Maru

Rashin Maru

Roko Maru

Ronsan Maru

Riyoga Maru

Rinhei Maru

Rinsho Maru

Saiko Maru

Saitsu Maru

Sansai Maru

Santo Maru

Sekiko Maru

Sensan Maru

Shinkyo Maru

Shinton Maru

Tairai Maru

Tencho Maru

Tensan Maru

Tensin Maru

Toho Maru

Toko Maru

Tonan Maru

Tsingtao Maru

Yean Maru

Yeiun Maru

Yekishin Maru

Yendai Maru

Yuki Maru

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd. (British)

Taishan

Lingshan

Kunshan

Sui An

Sui Tai

INDO-CHINA STEAM NAVIGATION Co., Ltd. (British)

Chakong

Chipsing

Ewo Ii

Ewo Vi

Fausang

Fubuo

Hangang

Hanro

Hinsang

Hosang

Hein Chang Ho

Kinco

Katungo

Kunungo

Kusung

Kuwo

Kuatsang

Loongco

Lucho

Mauro

Ngungo

Shungo

Stungo

Sungo

Suwo

Tungang

Tuokro

Tungo

Yatsung

Yusung

CHU ON S. S. Co., Ltd. (British)

Hydrangoa

Chiu On

DAIREN KISEN KARBUSHIKI KAISHA (Japanese)

Anzan Maru

Buyun Maru

Chokai Maru

Chokan Maru

Choyo Maru

Hakushin Maru

Hojo Maru

Holen Maru

Isshin Maru

Karoku Maru

Karpu Maru

Konan Maru

Kanseishi Maru

TAIKOO CHINESE NAVIGATION Co., Ltd. (British)

Mei An

Mei Chuen

Mei Foo

Mei Hsia

Mei Nan

Mei Ping

M'Y Mei Lu

Mei Shan

Mei Yun

YANGTSE MAIL LINE FEDERAL INC. U.S.A. (American)

China

H'uang

I'Kiang

YANGTSE RAPIIDS S.S. Co., FEDERAL INC. U.S.A. (American)

S.S. I'chun

M.V. I'chun

S.T. Yehlan

CHINA MERCHANTS' S.S. Co. (British)

Hsinkingten

Kiang Wah

Kiang Hsin

Kiang Yu

Kiang An

Kiang Shen

Kiang Ta

Kiang Tu

Kien Kuo

Ngo Mei

Kwei Lee

Hai Yin

Kwang Chi

Kwang Lee

Hsin Fung

Hsin Ming

Kung Ping

Yu Shun

Tai Shun

Kia Ho

Tung Hwa

Hai Sui

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Hsin Ming

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Hai Sui

CHINA MERCHANTS' S.S. Co. (British)

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Kiang Wah

Kiang Hsin

Kiang Yu

Kiang An

Kiang Shen

Kiang Ta

Kiang Tu

Kien Kuo

Ngo Mei

Kwei Lee</



Steamer	Gross Tonnage	Route	Steamer	Gross Tonnage	Route
SAN PEI S.N. Co.			YU TA & Co.		
Ching Pu	1,910.59	—	Yu Ta	1,753.00	Shanghai-Yinkow
Hua Shan	1,910.59	—	Yu Chi	1,280.00	Shanghai-Yinkow
Fu Lung	2,018.02	Shanghai-Hankow	Yu Tung	1,505.04	Shanghai-Yinkow
Foong Fu	2,175.27	Shanghai-Foochow	HAI CHANG S.S. Co.		
Shin Sz	1,975.28	Shanghai-Foochow	Hai Shan	1,743.69	Shanghai-Yinkow
Hsin Ning	1,882.55	Shanghai-Foochow	Hai Ping	2,035.73	Shanghai-Yinkow
Shin	1,763.39	Shanghai-Foochow	Hai Chang	954.60	Shanghai-Yinkow
Sung Pu	2,263.35	Irregular	DAH TUNG SHING S.S. Co.		
Wan Hsiang	1,921.99	Irregular	Yuan Shan	1,661.44	Shanghai-Yinkow
Shun On	2,271.75	Irregular	Ho Shan	875.25	Lungkow-Yinkow
Hung Shan	1,921.99	Irregular	Lung Shan	893.53	Lungkow-Yinkow
Lung Shan	2,271.75	Irregular	Tung Shan	2,345.96	Shanghai, Dairen, Yinkow
HOONG ON S.N. Co.			YUNG YUAN S.S. Co.		
Chang Hsing	3,412.28	Shanghai-Hankow	Lee Shan	3,177.42	Shanghai-Dairen
Chang On	1,659.75	Shanghai-Hankow	Yuan Yuan	1,731.68	Shanghai-Dairen
Teh Hsing	1,625.02	Ichang-Chungking	Shan Yuan	1,628.64	Northern Ports
Wu Hsing	680.19	Ichang-Chungking	Lee Chen	1,484.81	Northern Ports
Fu Yang	987.40	Hankow, Chang-sha, Ichang	TA DAH S.S. Co.		
Hoong Yuan	497.45	Hankow, Chang-sha, Ichang	Kuang Hsiang	652.78	Shanghai-Shachuan
Hoong Heng	504.11	Hankow, Chang-sha, Ichang	Ta Ching	1,405.26	Shanghai-Shachuan
Hoong Li	554.69	Hankow, Chang-sha, Ichang	Ta Wo	1,001.05	Shanghai-Shachuan
Hoong Chen	554.69	Hankow, Chang-sha, Ichang	Ta Yu	1,445.33	Shanghai-Yangchow
Wu Kang	147.87	—	Chu Yuan	189.94	Shanghai-Yangchow
Yang I	147.87	—	Chu Heng	130.02	Shanghai-Yangchow
NING SHIN S.N. Co.			Yuan Dah	128.39	Shanghai-Yangchow
Ning Shin	3,439.00	Shanghai-Ningpo	Heng Dah	131.25	Shanghai-Yangchow
NINGPO-SHAOSHING S.N. Co.			TA TUNG JEN KEE S.S. Co.		
Hsin Ning	3,407.10	Shanghai-Ningpo	Hung Ta	1,371.51	Shanghai-Yangchow
Ning Shao	3,073.76	Shanghai-Ningpo	Lou Ta	1,371.51	Shanghai-Yangchow
Yun Shin	1,585.21	—	Chi Ta	1,366.14	Shanghai-Yangchow
Ning Chin	1,693.09	Irregular	Chen Ta	1,520.80	Shanghai-Yangchow
CHING KEE S.N. Co.			PING AN S.S. Co.		
Chien Lee	2,969.00	Shanghai-Antung	Pao Hua	713.60	Shanghai-Shachuan
Tai Lee	1,829.82	Antung, Tientsin, Tsingtao, Chefoo	Ta Hua	1,071.19	Shanghai-Shachuan
Mao Lee	1,962.00	Dairen, Tientsin, Tsingtao, Hongkong, Canton	Ping Yang	511.63	Shanghai-Shachuan
An Lee	1,643.00	Shanghai-Antung	Hsin Pao Hua	1,054.20	Ningpo-Wenchow
Shun Lee	1,529.00	Shanghai-Antung	Hsin Ping An	1,523.58	Irregular
Yung Lee	1,383.00	Shanghai-Antung	DAH Hsin S.S. Co.		
Fu Lee	1,376.00	Shanghai-Antung	Dah Hsin	870.12	Shanghai-Taichow
Foong Lee	2,038.55	Shanghai-Antung	San Kiang	460.40	Shanghai-Taichow
Tung Lee	1,408.00	Shanghai-Antung	Kwang Hsin	310.71	Shanghai-Taichow
Hsin Lee	1,203.02	Shanghai-Antung	Hung Hsin	830.42	Ningpo
Hsin Lee	1,198.00	Shanghai-Antung	Fu Hsin	619.10	Shachuan
Chung Hwa	966.82	Shanghai-Antung	CHINA UNITED S.S. Co.		
Kwang Lee	6,026.00	Shanghai-Antung	Haichow	1,471.25	Shanghai-Haichow
Chun Lee	1,033.00	Tientsin-Chefoo	Chengchow	1,333.31	Shanghai-Haichow
Yun Lee	1,200.02	Tientsin-Chefoo	Hsichow	1,658.15	Shanghai-Haichow
Yu Lee	493.72	Shanghai-Tientsin	TA CHEN S.N. Co.		
Kung Lee	548.66	Shanghai-Tientsin	Yung An	1,421.84	Shanghai-Haichow
Yung Lee	628.00	Lungkow-Yinkow	Yung Ping	1,421.84	Shanghai-Haichow
Teh Lee	612.17	Lungkow-Yinkow	FoH Ning S.S. Co.		
Hung Lee	771.00	Lungkow-Yinkow	Foh Ning	559.26	Wenchow-Chuanchow
Chun An	1,377.00	Shanghai-Chefoo	Foh Nan	1,539.75	Shanghai-Chuanchow
SHAW SHING S.S. Co.			HO FUNG S.S. Co.		
Ho Shing	2,030.00	Shanghai-Yinkow	Chun Ho	1,764.57	Shanghai-Tientsin
Yui Shing	1,656.90	Shanghai-Yinkow	Chung Ho	2,032.49	Shanghai-Tientsin
Luen Shing	1,399.36	Shanghai-Hankow	CHIEKIANG S.S. Co.		
Yung Shing	1,050.00	Shanghai-Hankow	Teh Lee	497.17	Shanghai-Foochow
Tung Yuan	573.00	Lungkow-Yinkow			
NORTH CHINA S.S. Co.					
Pei Tai	2,044.22	Shanghai, Tientsin, Dairen			
Pei Fu	1,946.33	Shanghai, Tientsin, Dairen			
Pei Hwa	1,360.09	Tientsin, Yinkow			
Pei Kong	1,013.07	Shanghai-Tientsin			
CHIH TUNG S.S. Co.					
Pei Chin	1,613.00	Shanghai-Tientsin			
Peking	440.55	Shanghai-Tientsin			

Steamer	Gross Tonnage	Route	Steamer	Gross Tonnage	Route
YUAN AN S.S. Co.			TAICHOW S.N. Co.		
Yuan An	1,786.95	Shanghai-Taichow	Taichow	1,524.10	Shanghai-Taichow
Wu Yang	3,044.66	Shanghai-Taichow	CHUSAN S.S. Co.		
AN TAI S.S. Co.			Chusan	1,252.70	Shanghai-Taichow
Chang Tai	1,794.08	Irregular	Chucusan	1,039.68	Shanghai-Taichow
Hua Tung	4,355.00	Irregular	YIH LEE S.S. Co.		
CHUNG WEI S.S. Co.			Yih Lee	1,055.52	Shanghai-Wenchow
Tai Ping	2,309.93	Shanghai-Wenchow	YUI SHIN S.S. Co.		
Hsin Tai Ping	3,429.32	Shanghai-Wenchow	Hsin Jen Ho	1,134.79	Shanghai-Shachuan
AN TUNG S.S. Co.			CHUI FUNG PAO KEE S.N. Co.		
Ta Hsin	3,208.31	Shanghai-Shachuan	Pao Fung	939.77	Shanghai-Shachuan
An Hsin	2,930.91	Shanghai-Shachuan	HSIN LUNG S.S. Co.		
NAN HUA S.S. Co.			Hsin Sun Dah	850.88	Shanghai-Shachuan
Hua Wu	4,249.00	Shanghai-Shachuan	CHUI FUNG S.S. Co.		
YI TA S.S. Co.			Hai Men (No.2)	342.02	Shanghai-Shachuan
Yuan Ta	4,644.36	Shanghai-Shachuan	CHUNG MING S.S. Co.		
TUNG TEH S.S. Co.			Tien Sz	783.41	Shanghai-Chungmin
Tung Teh	2,662.10	Shanghai-Chungmin	Chow Yang	371.48	Shanghai-Chungmin
TA Hsin S.S. Co.			YUNG YUI S.S. Co.		
Tangshan	2,803.00	Shanghai-Chungmin	Dah Yun	371.05	Shanghai-Chungmin
LU CHEN KEE S.S. Co.			Dairen	212.17	Shanghai-Chungmin
Chien Hsin	1,073.16	Shanghai-Chungmin	HU SHING S.S. Co.		
CHUNG TAI S.S. Co.			Shui Ping	591.16	Shanghai-Pinghu
Shun Kang	2,216.64	Shanghai-Pinghu	Hsin Shui Ping	634.99	Shanghai-Pinghu
YUI LUNG S.S. Co.			CHEN AN S.S. Co.		
Yui Lung	1,989.69	Shanghai-Pinghu	Fu An	843.31	Shanghai-Pinghu
YUNG AN S.S. Co.			NINGPO-CHUSAN S.S. Co.		
Yung Shun	1,689.25	Shanghai-Pinghu	Yun Chu	165.44	Shanghai-Pinghu
HENG AN ZEN KEES S.S. Co.					
Yun Lung	1,777.00	Shanghai-Pinghu			
CHANG AN S.S. Co.					
Hua An	1,777.00	Shanghai-Pinghu			
HUA NING S.S. Co.					
Chen Ning	2,780.00	Shanghai-Pinghu			
HAI TUNG S.S. Co.					
Ching Lung	1,159.00	Shanghai-Pinghu			
TUNG HWA S.S. Co.					
Chang An	1,491.59	Shanghai-Pinghu			
KUNG CHI S.S. Co.					
Shi Ho	1,531.28	Shanghai-Haichow, Yichen			
SHUN AN S.S. Co.					
Shun An	1,455.14	Shanghai-Tientsin			
HO TAI S.S. Co.					
Ho Tai	1,421.58	Shanghai-Haichow			
MING SIN S.S. Co.					
Hua Ping	1,374.88	Shanghai, Shinghua, Chuanchow			
FOH SING S.S. Co.					
Foh Chin	1,257.07	Shanghai-Chuanchow			
CHIEKIANG S.S. Co.					
Teh Lee	497.17	Shanghai-Foochow			

Casualties and Piracies

On July 1, 1933, the str. *Sheng An*, owned by a Chinese company at Tientsin, put into Dairen, where it was discovered that the captain, the mate and his wife, and seven members of the Chinese crew had been murdered by five European members of her complement. They were all arrested and brought to trial before the Japanese Court, two being sentenced to death, two to life imprisonment and one to imprisonment for ten years.

On July 10 the C.M.S.N. Co.'s str. *Tooman* (1,482 tons) was sunk in a collision off the Shantung Promontory with the D.K.K. str. *Cheshan Maru*.

A French vessel named the *Commandant Henri Riviere*, bound from Hongkong to Haiphong, was seized by pirates who had shipped as passengers, on November 26, taken to Bias Bay, and looted. Four Chinese who were abducted were subsequently released.

The Yu Ta Co.'s str. *Fu Chi* was wrecked near Waichow on December 1st.

In January, 1934, the str. *Hsiangning* and *Chuan* were pirated in the vicinity of Nanghai and Taichow respectively.

The C.M.S.N. Co.'s str. *Poo An* was captured by pirates on January 13 off Shawelsan, taken to Chaosan Bay and looted.

On March 4 the str. *Shachwang* was sunk in a collision in the Whampoo.

The str. *Norriken* was captured by pirates between Foochow and Swatow on March 14 and looted, several Chinese hostages being carried off.

On the same day the U.S.S. *Fulton* patrolling in Bias Bay, caught fire. She was abandoned after her complement had been rescued by H.M.S. *Wishart* and the C.N. Co.'s str. *Tsinan*.

## CHAPTER XIV—SHIPPING

The general provisions with regard to extraterritoriality govern the relations between the law of China and oceanic shipping. In most countries, inland navigation is reserved to natives of the country. In China, however, the inland waterways are open to foreign navigation. The Inland Steam Navigation Regulations of 1898 provided that vessels engaged in land navigation must register at treaty ports and that they must report their movements to Customs officials. No unregistered vessel may ply inland. Special regulations were issued in August, 1898, by the Commissioner of Customs governing Yangtze navigation. "The merchant vessels of the Treaty Powers were authorized to trade at certain specified treaty ports and to land and ship goods in accordance with special regulations at certain enumerated non-treaty ports. Shipment or discharge of cargo at other points on the river was prohibited. However, it was provided that passengers and their baggage might be landed or shipped at any of the regular passenger stations—the baggage, however, upon pain of confiscation, not to contain articles subject to duty."

A revision of the Inland Navigation Rules followed the signing of the Sino-British Treaty of 1902. By these regulations, "British (and therefore other foreign) steamship owners are to have the right to lease warehouses and jetties on the banks of waterways for terms not exceeding twenty-five years, with option of renewal on terms to be mutually agreed upon. Such jetties, however, are not to be erected in such position as to obstruct the inland waterway or interfere with navigation. The sanction of the nearest Commissioner of Customs is to be obtained, which sanction is not to be arbitrarily withheld. Foreign merchants are to pay taxes and contributions on these warehouses and jetties on the same footing as Chinese owners of similar properties." The main object of the British Government, it is declared, "is desiring to see the inland waterways of China opened to steam navigation, being to afford facilities for the transport of both foreign and native merchandise, the transfer to a Chinese company and the Chinese flag of any British steamers which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer. In the event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China, the fact of a British subject holding shares in such company shall not entitle the steamers to fly the British flag."

Registered steamers are forbidden to carry on board, in all ports, vessels are required to pay various dues to the harbour master, who is under the control of the Chinese Maritime Customs. Certain dues are also levied in connection with conservancy work. A schedule of all dues is obtained from the Chinese Maritime Customs.

\* Quotations from Willoughby. "Foreign Rights and Interests in China."

shipments by reducing the rates for such products as might have had difficulty in getting marketed without some freight-rate concessions. The reduction in freight rates affected European commodities thus affected European freight rates for them on the piece goods and sheetings from 81s. 6d. to 65s. per ton; bean oil in bulk from 54s. to 36s. per ton; cotton seed from 54s. to 37s. 6d. per ton; groundnut cake and meal from 48s. to 37s. 6d.; zinc ore, from 21s. to 19s. 6d. (a temporary measure); the rate for groundnut beans was successively reduced from 39s. to 27s. 6d. per ton in time to meet the circumstances described in the paragraph on "Groundnuts and Groundnut Products", but was raised to 33s. in October; similarly, the rate on groundnuts in shell was reduced from 92s. to 85s. per ton, but was raised again to 92s. in November, while the rate for groundnut oil in bulk was reduced from 69s. to 53s. 6d. per ton. On the other hand, rates on other cargo via the Suez route were maintained at a generally higher rate per ton, as follows: general cargo, 90s.; tea, 78s.; hides, 77s.; bristles, 132s.; raw cotton, 66s.; cotton waste, 42s.; tobacco in bales, 66s.; tobacco in hogsheds, 90s.; China grass (rame), 66s.; cotton lace, 114s. per ton or 2½ per cent. *ad valorem*; wood oil in bulk, 90s.; cotton-seed oil in bulk, 72s.; rape-seed oil, 78s.; hemp seed, 72s.; rape seed, linseed and sesamum seed, 48s.; peas and pulse in general, 44s. 6d.; and manganese ore, 23s. 6d. There was no change in the rates for raw silk. The total shipments from Shanghai by all "Conference" lines amounted to 188,080 tons as against 156,421 tons in 1932.

The year 1934 was one of the very worst ever experienced by shippers. With the closing down of numerous old Chinese firms of good repute and of sound financial standing, the difficult position of shippers was not altogether unforeseen. The heavy import duty levied by the Indo-China Government on Chinese goods, and the recent increased tariff and surtaxes imposed by the Chinese Government on foreign rice, sugar, coal and Manchurian beans, the impoverished state of the Chinese in their own native land, with its attendant limitations, and the waning commercial influence of the Chinese in Tonkin and Cochin-China, the Philippines and Java were root causes which contributed largely to the severe depression in shipping in the year 1934.

With the poor demand for rice and paddy, and the continual sagging in their prices, merchants were reluctant to commit themselves to long term time-charters, as the small commitment commission of 2 per cent allowed under their rice rates was inadequate to cover the loss in freight rates, lighters, launch hire and other overplus charges. Foreign coal importers were also in the same untenable position. On account of the heavy import duty on foreign coals, some 1,800 tons of native mined coals from the North River were daily transported in railway trucks, and about 40,000 tons Kailan coal from Chintangao were shipped monthly in large sized steamers, all into Canton, duty free. The demand for Tonkin anthracite and Borneo bituminous coals was therefore correspondingly less, which naturally resulted in fewer ships being wanted for coals from Tonkin to Canton.

From Annual Report of the Hongkong General Chamber of Commerce, furnished by Messrs. George Grimble & Co.

Svatow and Amoy. The volume of chartering business transacted during the year under review was therefore greatly restricted.

Steamers provided with Hong Kong Government Passenger Certificates competed for coal trips in common with single deckers at even rates. There was but little advantage gained in providing steamers with passenger certificates although in former years such steamers seldom failed in securing employment, even when the freight market was weak and little interest was displayed in purely cargo carriers.

The increased passenger quotas granted by the Government of the Federated Malay States placed owners of regular liners at a distinct advantage, as the monthly allowance to an outside steamer not allotted with a passenger quota was 25 male emigrants only. Business arranged for "outside" steamers with Government Passenger Certificates this year, with few exceptions, was more of a speculative nature. The heavy expenses incurred through overhauling and refitting them to enable them to comply with the Board of Trade requirements for Passenger Certificates were quite disproportionate to earnings.

Early in the year, two British steamers, the *ss. Haldis* and *Borneo*, both provided with Hong Kong Government Passenger Licences and both formerly employed in the Saigon and Haiphong rice trade for over ten years, were sold to Chinese buyers. No steps were taken by their owners to replace these Hong Kong registered British steamers after their sales.

With the demand for tonnage throughout the whole year remaining at a minimum, and with regular liners and time-chartered steamers performing their round trips with a very high percentage of empty space on board at all times, only two courses were open to "tramp" owners if they did not feel inclined to resort to laying up their vessels. They must either choose between accepting current market rates, which were far poorer than what was considered to be the poorest during slack months in former years, or making arrangement with shippers to employ their steamers best possible, on usual berth terms, without any guarantee from shippers for full cargoes.

Shippers generally focussed their attention on rice freights from Saigon or Bangkok to Hong Kong in the month of January. Owing to the sluggish state of the local rice market, however, tonnage was not wanted at Saigon, and only a limited number of steamers could be accommodated for Bangkok/Hong Kong if owners cared to accept reduced rates for round trips.

Some interest was shown for tonnage on trip and/or time-charters in February and March. After a long spell of inactivity, rice merchants decided to import a few cargoes from Saigon to arrive at Hong Kong immediately after the Chinese New Year holidays (February 14/16). Several fixtures were recorded at 22 26 27 23 cents per picul. The highest rate paid was 27 cents for a China Navigation Co.'s steamer 36/38,000 piculs rice capacity.

Towards the end of March, Chinese emigrants from Swatow and Hong Kong for Straits Settlements were freely offering on the berth, and a few cargo and passenger steamers, which were released by Saigon millers from their time-charters, were taken up by other charterers who were interested in the coolie trade.

April opened with a fair demand for spot steamers which could arrive at Hong Kong not later than the 11th in order to enable local rice merchants to tranship their cargoes to Canton before the increased surtax came into force on the 15th. All vessels fixed in early April for Saigon/Hong Kong received extraordinarily quick despatch.

The freight market quietened down in May. A steamer owned by Chinese millers had to be laid up. Apparently her owners preferred to discontinue operating her after having suffered heavy losses on their rice sales.

Events towards the end of June unexpectedly took a favourable turn. A severe drought in several provinces in North China resulted in heavy purchases of rice at Hong Kong for Ningpo, Shanghai, Chefoo and Tientsin. This not only practically cleaned up the accumulated stock in local godowns, but also supplied regular liners owned by the China Navigation Co. and the Indo-China Steam Navigation Co. with much needed freights in their trips northwards.

The general attitude of merchants in July showed no inclination towards chartering tonnage. In no direction could owners obtain further employment for the numerous steamers completing their trip charters. Seven British, one Portuguese, one Chinese and two Norwegian steamers of a total deadweight of 33,000 tons were lying idle in Hong Kong and Siam in the early days of July.

There were enquiries for local tonnage to load rice from Bangkok and Saigon to North China and India. August and September, but this had no stimulating effect on the freight market whatsoever. Steamers controlled by local owners were all under 4,500 tons deadweight all told, while charterers based their offers at rates accepted by 6,000/8,000 tonners owned in Shanghai or London. With the exception of the fixtures of the ss. Koronika and ss. Apoa for Saigon, India, and the ss. Katana for Saigon/Ningpo, no other local steamer participated in the business from July to December.

After the removal of several steamers from their laying-up berths in October, tonnage once more seemed to be well distributed. Persistent efforts made by coal charterers in filling their tonnage requirements at \$1.80 per ton for Hongkong/Hong Kong, Mex. \$2.30 for Port Wallah/Shanghai, Straits \$2 for Hongkong/Pulo Brand, and Mex. \$1.80 per ton for Hongkong/Shanghai met with no response from owners. Rates for Tonkin coal trips accepted for July and August loadings were so low that even operating their tonnage under strict economy, heavy losses to owners could not be averted, and consequently tonnage was not let until the last moment.

November witnessed a fair demand for tonnage from Bangkok and Kohsi-chang to Shanghai for prompt as well as for December loadings. In addition to all the available space in regular Bangkok/Hong Kong liners having been booked for rice cargoes for Shanghai with transshipment at Hong Kong at rates between 50.55 cents Mex. per picul, several China Navigation Co.'s steamers were also taken up for Bangkok/Shanghai direct at 55 cents, on usual berth terms.

It was reported that substantial bookings from Bangkok to Shanghai were also made in December at about \$7.60 per ton, including R.S.D. charges and 21 days free storage for steamer's account. Shipments of rice from Saigon and Bangkok to Hong Kong, however, were neglected. Shippers, having profitable contracts for deliveries to Europe and North China to fulfil, were not keen in selling their stock in a market which was already cluttered with native rice. Time and trip-chartered steamers experienced serious delays in Saigon and Bangkok in December for cargoes to Hong Kong, and invariably performed their trips with more than 50 per cent empty space on board. There was not the slightest sign of an immediate improvement in December, although the volume of idle tonnage was extremely light. Earnings of steamers Hong Kong Singapore

Bangkok/Hong Kong on berth terms were less than expected. To all shippers, trip and time-charterers as well as merchants, the year 1934 was a most disappointing one. Because of the increased surtax on foreign rice imposed by the Canton Government, less rice cargoes were chartered. Because of the vast territory devastated by Red in Kiangsi province, fewer salt cargoes were imported into Canton. Because of the economic policy of the Chinese Government in growing its own sugar cane and refining its own sugar, dry and/or centrifugal sugar in reduced quantities was imported into China. Because of the increased import duty on foreign coals, more native coal was mined in the North River and consumed in Canton and because of cheaply operated foreign steamers seriously competing for the restricted volume of business available, three British steamers of a higher standard owned locally were sold and no efforts were made to replace them. The stagnation throughout the whole year under review has so crippled Chinese merchants and weakened their confidence, that in spite of owners' willingness to entertain long-term time-charters for their modern and expensively-kept-up steamers at reasonable rates, charterers prefer to adopt a "wait and see" policy. Owners' anxieties are therefore by no means at an end.

MARITIME LAW CODE

A Code of Maritime Law (or Law of Maritime Commerce) was promulgated on December 30, 1929, and is supposed to have been enforced from January 1, 1931. A translation of this Code, by Mr. John McNeill, Barrister-at-Law, and Dr. Wei Wen-han, Attorney and Counselor-at-Law, has been published by the China Law Journal, Shanghai. It is divided into eight chapters, dealing respectively with: General Principles; The Ship; Ownership, Priorities and Mortgage; Master and Crew; Contracts of Carriage (Goods, Passengers and Tonnage); Collisions; Salvage and Assistance; General Average; and Marine Insurance.

FOREIGN SHIPPING IN CHINA

Regular Lines, Cargo and or Passenger

Table listing shipping lines and companies such as American Pioneer Line, Australian Oriental Line, Ltd., Barber-Wilhelmsen Line, Ben Line, Blue Funnel Line, British India S. S. Co., Canadian Government Merchant Marine, etc.

(Continued) Steamer

Table listing steamers, companies, gross register tonnage, and built dates. Includes entries like Moller & Co., Nippon Yusen Kaisha, Nissun Kisen Kaisha, Norddeutscher Lloyd, etc.

Coast and River Steamers

Below is a list of vessels engaged in the coast and river trade. Steamers under the Chinese flag appear in a subsequent list:

ASIATIC PETROLEUM CO. (NORTH-CHINA) LTD. (British)

Table listing steamers for Asiatic Petroleum Co. (North-China) Ltd., including Ah Kwang, Asiatica, Fu Kwang, etc.

CANTON NAVIGATION COMPANY, LTD. (British)

Table listing steamers for Canton Navigation Company, Ltd., including H uichow, Hsin T'ung Tab, etc.

CHINA IMPORT & EXPORT LUMBER CO., LTD. (British)

Table listing steamers for China Import & Export Lumber Co., Ltd., including Hsin T'ung Tab, T'ung Tab, etc.

THE CHINA NAVIGATION COMPANY, LTD. (British)

Table listing steamers for The China Navigation Company, Ltd., including Anhui, Anking, Anshan, Changlo, etc.

CHU ON S. S. CO., LTD. (British)

Table listing steamers for Chu On S. S. Co., Ltd., including Chin On, Hydranga, etc.

DAIREN KISEN KAISHIRI KAISHA (Japanese)

Table listing steamers for Dairen Kisen Kaishiri Kaisha, including Amanu Maru, Bijan Maru, Chobei Maru, etc.

DAIBEN KISEN KABUSHIKI KAISHA (Japanese)

Table with columns: Steamer, Tonnage, Built, Flag, Gross Tonnage. Includes ships like Roshin Maru, Koko Maru, Ronsan Maru, etc.

JAVA-CHINA-JAPAN LIJN (Netherlands)

Table with columns: Steamer, Tonnage, Built, Flag, Gross Tonnage. Includes ships like Tjibodak, Djipasa, etc.

STANDARD VACUUM OIL CO. (American)

Table with columns: Steamer, Tonnage, Built, Flag, Gross Tonnage. Includes ships like Mei An, Mei Chun, etc.

(Continued) Steamer, Tonnage, Route

Table with columns: Steamer, Tonnage, Route. Includes ships like Tai Shun, Yu Shun, etc.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. (British)

Table with columns: Steamer, Tonnage, Built, Flag, Gross Tonnage. Includes ships like Kinslan, Lungshan, etc.

MOLLER & CO. (British)

Table with columns: Steamer, Tonnage, Built, Flag, Gross Tonnage. Includes ships like Alice Moller, Elizabeth Moller, etc.

CHINESE SHIPPING COMPANIES

The Ministry of Communications issued a statistical report in June, 1931, which included some figures relative to shipping. According to this report there were 2,986 registered vessels with a total tonnage of 431,892. Of these ships 1,708 were steam vessels with a tonnage of 369,556, and motor ships and boats occupied second place with 1,136 and a tonnage of 49,393. As to sailing ships, 41 were registered with a tonnage of 10,298. Other vessels, "description unknown", were 10 in number and 2,644 in tonnage.

NING SHIN S. N. CO.

Table with columns: Steamer, Tonnage, Route. Includes ships like Ning Shin, Ning Shao, etc.

\* Reconstructed 1917 after fire.

hours out, and taken south to Honzhai Bay. One of the Russian armed guards was killed, and the second engineer was seriously wounded. The vessel was located in Honzhai Bay on the afternoon of February 1, by seaplanes from H.M.S. *Hermes*. The pirates thereupon fled ashore, taking two of the officers as hostages. The latter were released as soon as the pirates had landed. The loot on this occasion included five cases of unsigned bank of China notes. Several of the pirates were reported to have been captured by the Canton authorities during the course of the next few weeks.

VESSELS ENTERED FROM ABROAD, 1934

By Ports	No.	Tons
Aikun	—	—
Harbin	—	—
Hurchun	—	—
Amung	—	—
Dairen	—	—
Newchwang	—	—
Chinwangtao	—	—
Tientsin	368	1,009,525
Charkow	1,316	2,093,935
Wohaiwei	1,297	2,433,998
Kiaochow	1,494	950,783
Yochow	1,936	518,101
Kinkiang	1,083	2,314,704
Hankow	2	8,678
Wuhai	245	707,988
Nanking	16	25,662
Chinkiang	179	322,195
Shanghai	61	217,722
Ningpo	16	41,436
Yenchow	3,726	16,834,486
Santow	59	37,718
Foochow	21	90,141
Swatow	217	252,281
Canton	2,528	2,030,278
Kowloon	16,732	6,278,281
Lappa	21,731	2,173,401
Konmoo	8,549	638,333
Samshui	5,447	1,756,232
Wuchow	2,282	774,330
Klungchow	771	866,098
Pakhoi	567	252,856
Lungchow	219	263
Total	72,913	44,918,927

By Flags	No.	Tons
American	1,331	3,714,288
Belgian	—	—
British	12,997	17,439,602
Chilean	—	—
Chinese	47,657	6,811,350
Danish	295	815,658
Finnish	—	—
French	406	1,266,836
German	322	1,543,425
Greek	—	—
Italian	74	438,170
Japanese	4,697	8,568,451
Netherlands	357	1,210,367
Norwegian	324	1,739,377
Panamaian	—	—
Portuguese	3,816	912,172
Swedish	84	347,573
U.S.S.R. (Russian)	22	5,444
Others	—	—
Total	72,913	44,918,927

Steamer	Gross Tonnage	Route
Ho Tai S.S. Co.	1,421.58	Haichow
Ming Sin S.S. Co.	1,374.88	Shanghai, Shing-hua, Chuanchow
Foh Sing S.S. Co.	1,257.07	Shanghai-Chuan-chow
Foh Chin	—	—
CHERLIANG S.S. Co.	497.17	Shanghai-Foochow
Tai Chow S.N. Co.	1,524.10	—
Chusan S.S. Co.	1,252.70	Shanghai-Taichow
CHUANSAN S.S. Co.	1,039.68	—
Yih Lee S.S. Co.	1,055.52	Shanghai-Wenchow
YU SHIN S.S. Co.	1,134.79	—
Hsin Jen Ho	—	—
CHUI FONG PAO KEES, N. Co.	939.77	Shanghai-Shachuan
Pao Fung	—	—
Hsin Lung S.S. Co.	850.88	—
Hsin Sun Dah	—	—
CHUI FONG S.S. Co.	342.02	—
Hai Jen (No.2)	—	—
CHUNG MING S.S. Co.	371.48	—
Chow Yang	783.41	Shanghai-Chung-min
Tien Sz	—	—
YUNG YU S.S. Co.	571.05	—
Dah Yun	212.17	—
Dairen	—	—
HU SHING S.S. Co.	654.99	—
Hsin Shui Ping	591.16	Shanghai-Pingbin
CHUN AN S.S. Co.	843.31	—
Fu An	—	—
NINGPO-CHUSAN S.S. Co.	165.44	Shanghai-Shinghua
Yun Chu	—	—

There were two serious piracies of foreign steamers in 1934-5. The first occurred on June 17, 1934, when the C.N. Co.'s str. *Shantien*, bound from Tientsin to Chefoo, was captured by pirates who had boarded her as passengers, and compelled to steer towards the Yellow River Delta. Here six foreigners (including two British naval officers) and a score of Chinese were taken off as hostages. The aircraft carrier, H.M.S. *Eagle*, which was at Weihaiwei was immediately despatched to the vicinity and her seaplanes soon located the foreign captives on a junk. They were released. The Chinese hostages, however, were detained ashore to until the Shantung authorities agreed to incorporate the pirates in their provincial army. Later they were reported to have been massacred, following upon acts of insubordination. The following upon cases were North China pirates in this str. *Tungchow*, bound from Shanghai to northern ports, with some seventy foreign schoolchildren returning to Chefoo from their Christmas holidays on board, was seized a few

Steamer	Gross Tonnage	Route
Foh Ning S.S. Co.	1,539.75	Shanghai-Chuan-chow
Foh Ning	559.26	Wenchow-Chuan-chow
Ho Fung S.S. Co.	1,764.57	Irregular
Chun Ho	2,032.49	—
Tung Ho	1,233.27	—
YUAN AN S.S. Co.	3,044.66	—
Hua Yang	1,786.95	—
Yuan An	—	—
AN TAI S.S. Co.	1,794.08	Irregular
Chang Tai	4,535.00	—
Hua Tung	—	—
CHUNG WEI S.S. Co.	3,429.32	—
Hsin Tai Ping	2,309.93	—
Yai Ping	—	—
AN TUNG S.S. Co.	2,930.91	—
An Hsin	3,208.31	—
Ta Hsin	—	—
NAN HUA S.S. Co.	4,210.00	—
Hua Wu	—	—
YI TA S.S. Co.	4,644.36	—
Yuan Tu	—	—
TUNG TEH S.S. Co.	2,662.10	—
Tung Teh	—	—
TA Hsin S.S. Co.	2,803.00	—
Tangshan	—	—
LU CHEN KEE S.S. Co.	1,073.16	—
Chien Hsin	—	—
CHUNG TAI S.S. Co.	2,216.64	—
Shan Kang	—	—
YU LUNG S.S. Co.	1,989.69	—
Yui Lung	—	—
YUNG AN S.S. Co.	1,689.25	—
Yung Shun	—	—
HENG AN ZEN KEE S.S. Co.	1,777.00	—
Yun Lung	—	—
CHANG AN S.S. Co.	1,777.00	—
Hua An	—	—
HUA NING S.S. Co.	2,780.00	—
Chen Ning	—	—
HAI TUNG S.S. Co.	1,159.00	—
Chung Lung	—	—
TUNG HWA S.S. Co.	1,491.59	—
Chang An	—	—
KUNG CHI S.S. Co.	1,531.28	Shanghai, Haichow, Yichen
Shi Ho	—	—
SHUN AN S.S. Co.	1,455.14	Shanghai-Tientsin
Shun An	—	—

between Ningpo and Lungchow

CHINA UNITED S.S. Co. Chengchow 1,333.31, Haichow 1,411.25, Hsuehchao 1,658.15  
 TA CHEN S.S. Co. Yung An 1,421.84, Yung Ping 1,421.84