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The following table gives the number of vessels with their tonnage entered and cleared at Chinese ports for the years 1901-1911, showing the share taken by each country:—

CHINESE shipping is confined to Far Eastern waters, and in this respect shows no advance on the conditions prevailing in 1516, when the first European ship reached China. In those days Chinese vessels carried the produce of the country to Singapore, where it was transported to Arab sailing ships. With the exception of vessels plying to Rangoon the Chinese Mercantile Marine is still not seen west of Singapore. The discovery that China possessed one of the finest harbours in the world in Hongkong, was made by the British, for until the occupation of the island in 1840 its waters were little used except by Chinese fishermen. Hongkong shipping statistics date from 1844. In the following year the Peninsular and Oriental Steam Navigation Company established regular sailings between Hongkong and England (with transshipment at Suez until 1869).

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China's premier business enterprise—the only steamship company of any proportions—is the China Merchants Steamship Company, founded in Shanghai in 1872. It now possesses a fleet of 31 ships of an aggregate of 59,333 tons. A rough estimate places the value of its property at Tls. 25,000,000—Tls. 13,000,000 being represented by land, and Tls. 12,000,000 by steamers. The headquarters of the company have always been in Shanghai, but there are also wharves and various interests of the company at Chungking, Ichang, Hankow, Kiukiang, Chinkiang, Wuhu, Nanking, Ningpo, Wenchow, Amoy, Swatow, Foochow, Canton, Hongkong, Chefoo, Newchwang and Tientsin. Foreigners are not allowed to hold shares in the company. The vicissitudes of the company during the past year are told in Chapter XXIV.

Other purely Chinese shipping companies operate on a much smaller scale. The Ningshao Steamship Company has two steamers of 1300 and 999 tons respectively, which ply between Ningpo and Shanghai. Two companies, the Yuen On and the Shiu On, maintain the "Kwong" service between Hongkong and Canton. The Szechuan Steam Navigation Company solves the problem of steam navigation on the Upper

PERCENTAGE OF TONNAGE TO EACH FLAG

Flag	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
American	1.85	.91	.97	1.45	1.78	1.78	1.30	1.19	.93	.82	.83
Austro-Hungarian	.23	.09	.17	.24	.27	.22	.02	.24	.22	.22	.23
Brazilian	.01	—	—	—	—	—	—	.01	—	—	—
British	54.01	49.91	49.08	51.64	48.24	44.12	41.59	40.96	39.21	38.58	40.47
Danish	.21	.23	.27	.13	.10	.23	.14	.09	.16	.12	.17
Dutch	.19	.14	.19	.29	.31	.44	.37	.30	.36	.38	.48
French	1.51	1.54	2.05	1.98	2.34	4.12	5.88	6.04	5.67	5.55	3.68
German	15.38	13.37	12.76	11.2	11.25	9.86	8.29	7.84	8.35	7.95	7.99
Italian	—	—	—	.02	.03	—	—	—	.02	—	—
Japanese	11.40	13.61	13.90	6.73	8.58	15.01	19.47	21.50	21.84	21.29	22.35
Korean	.05	.05	.02	.02	.03	—	—	.06	.03	.04	—
Norwegian	.68	1.53	1.98	2.12	4.02	2.13	1.33	1.17	1.56	1.23	1.45
Portuguese	.10	.05	.04	.13	.20	.24	.14	.03	—	—	.01
Russian	.84	1.11	.99	.09	.11	.38	.33	.31	.97	1.62	1.44
Spanish	—	—	—	—	—	—	—	—	—	—	.05
Swedish	.04	.07	.18	.08	.21	.09	.01	—	.12	.10	—
Non-Treaty Powers	.01	—	—	—	.01	—	—	.09	—	—	—
Chinese	13.29	17.30	17.29	23.16	22.55	21.35	20.83	20.18	20.58	22.08	20.85

The Shipping for the years 1902-1911 was divided between Steamers and Sailing Vessels in the following proportions:—

YEAR.	STEAMERS Entered and Cleared.		SAILING VESSELS Entered and Cleared.		TOTAL Entered and Cleared.	
	No.	Tons.	No.	Tons.	No.	Tons.
1902	58,086	52,806,393	11,413	1,183,609	69,499	53,990,002
1903	62,733	55,930,221	14,279	1,360,168	77,012	57,290,389
1904	75,333	57,652,481	148,497	6,122,225	223,835	63,774,706
1905	88,362	66,372,624	135,597	6,382,923	223,959	72,755,547
1906	87,949	70,117,628	120,598	5,702,260	208,547	75,819,888
1907	91,380	74,130,376	126,552	5,979,048	217,932	80,109,424
1908	86,600	77,955,525	121,005	6,035,764	207,605	83,991,289
1909	87,802	80,613,890	120,714	6,157,919	208,516	86,771,809
1910	96,195	82,337,331	123,614	6,439,358	219,810	88,776,689
1911	89,533	80,084,083	103,865	5,687,885	193,398	85,771,973

STEAMSHIP COMPANIES

The following steamship companies ply to and from Chinese waters:—

I. Mail Steamers

1. Peninsular and Oriental Steam Navigation Co. (P. and O.). British. London to China and Japan. Fortnightly, with Intermediate Service, fortnightly.
2. Canadian Pacific Railway Co. (C.P.R.). British. Vancouver to Hongkong. Monthly, with one Intermediate steamer.
3. Nord-Deutscher Lloyd (N.D.L.). German. Bremen to China and Japan. Fortnightly.
4. Messageries Maritimes (M.M.). French. Marseilles to China and Japan. Fortnightly.
5. Pacific Mail Steamship Co. (P.M.S.). American. San Francisco to Japan and China.
6. Nippon Yusen Kabushiki Kaisha (N.Y.K.). Japanese. Japan to China and Europe, to America and to Australia.
7. Toyo Kisen Kabushiki Kaisha (T.K.K.). Japanese. San Francisco to Japan and China. Weekly.

Note.—The mails to and from China, "via Siberia," are carried between Dairen and Shanghai by steamers of the Nippon Yusen Kaisha, and between Vladivostok and Shanghai by steamers of the Russian Volunteer Fleet.

II. Register and "Conference" Lines

(The flags sailed under are given in brackets.)

1. Austrian-Lloyd Navigation Co. (Austro-Hungarian).
2. Barber and Co. (British).
3. Ben Line (British).
4. British India S.N. Co. (British)—Apcar Line.
5. Chargeurs Réunis (French).
6. China Mutual S.N. Co. (British).
7. Eastern and Australian Steamship Co. (British).
8. Robert Dollar and Co. (British).
9. Gellatly, Hankey and Co. (British)—Mogul Line.
10. Glen Line (British).
11. Great Northern S.S. Co. (American).
12. Hamburg-America Line (German).
13. A. Holt and Co. (British)—Blue Funnel Line.
14. Navigazione Generale Italiana (Italian).
15. Portland and Asiatic Steamship Co. (American).
16. Shire Line (British)—Royal Mail Steam Packet Co.
17. John Warrack and Co. (British).

III. Occasional Sailings

1. American Asiatic Steamship Co. (American).
2. American and Oriental Line (American).
3. Anglo-American Oil Co. (British).

SHIPPING

4. Anglo-Saxon Petroleum Co. (Dutch).
5. Asiatic Steam Navigation Co. (British).
6. Banan Steamship Co. (British).
7. Bank Line (British).
8. Charles Barrie and Son (British).
9. C. T. Bowring and Co. (British).
10. T. and J. Brocklebank (British).
11. Axel Broström (Swedish).
12. Bruusgaard, Kiosterud and Co. (Norwegian).
13. Bucknall Steamship Line (British).
14. Bullard, King and Co. (British).
15. Burrell and Son (British)—Bank Line.
16. James Chambers and Co. (British).
17. J. Christensen (Norwegian).
18. Clyde Shipping Co. (British).
19. John Cory and Sons (British).
20. Deutsch-Amerikanische Petroleum Gesellschaft (German).
21. East Asiatic Co. (Danish).
22. Eastern and Australian Steamship Co. (British).
23. Gow, Harrison and Co. (British).
24. Greenshields, Cowie and Co. (British).
25. Hansa-German Steamship Line (German).
26. Hugh Hogarth and Sons (British).
27. Indra Line (British).
28. M. Jebsen (German).
29. Hans Kiaer and Co. (Norwegian).
30. A. F. Klaveness and Co. (Norwegian).
31. James Little and Co. (British).
32. J. Mathias and Sons (British).
33. F. S. Miller (British).
34. Norwegian Steamship Owners' Co-operative Association (Norwegian).
35. Soc. An. Nazionale di Servizi Maritimi (Italian).
36. Northern Steamship Co. (Russian).
37. Occidental and Oriental S. Co. (British).
38. Ocean Steamship Co. (British).
39. Park Steamship Co. (British).
40. Prince Line (British).
41. Purdie, Glen and Miller (British).
42. Rankin, Gilmour and Co. (British).
43. Rickmers Reismühlen Rhederei u. Schiffbau A.G. (German).
44. T. B. Royden (British)—Indra Line.
45. Russian East Asiatic Steamship Co. (Russian).
46. Association of Scandinavian Shipowners (Norwegian).
47. Sivewright, Bacon and Co. (British).
48. Swedish East Asiatic Co. (Swedish).
49. Compañía Marítima "Unión" (Spanish).
50. Andrew Weir and Co. (British).
51. W. Wilhelmsen (Norwegian).

52. O. and W. Williams and Co. (British).
 53. J. F. Wilson and Co. (British).
 54. Wright, Graham and Co. (British).

The following steamship companies operate mainly or exclusively in Far Eastern waters:—

1. China Merchants Steam Navigation Co. (Chinese).
2. China Navigation Co. (British).
3. China and Manila Steamship Co. (British).
4. China-Siam Steam Navigation Co. (Chinese).
5. Chinese Engineering and Mining Co. (British).
6. Compagnie Asiatique de Navigation (French).
7. Douglas Steamship Co. (British).
8. (Hamburg-America Line.) Shanghai-Tientsin, Wuhu, Canton and Yangtze services.
9. Hongkong, Canton and Macao Steamboat Co. (British).
10. Hoong On Steamship Co. (British).
11. Indo-China Steam Navigation Co. (British).
12. Java-China-Japan Line (Dutch).
13. Kwong Line (Chinese).
14. Messageries Cantonaises (French).
15. Mitsui Bussan Kaisha (Japanese).
16. Ningshao Steam Navigation Co. (Chinese).
17. Nisshin Kisen Kaisha (Japanese).
18. Osaka Shosen Kaisha (Japanese).
19. Philippines Steamship Co. (American).
20. Taito Steam Navigation Co. (Japanese).
21. Russian Volunteer Fleet (Russian).

ADVERTISEMENTS OF SHIPPING COMPANIES

- Royal Mail Steam Packet Co., p. iii.
 Canadian Pacific Railway Co., p. vii.
 Hamburg-America Linie, p. xx.
 Messageries Maritimes, p. xi.
 Glen Line, p. xii.
 Mogul Line, p. xiv.

SHIPPING

INLAND WATERS

The following table of registered vessels plying under steam on the inland waters of China is taken from the returns of the Imperial Maritime Customs.

Port.	1907.		1908.		1909.		1910.		1911.	
	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese
Antung	1	—	6	—	7	—	7	1	9	—
Tairen	—	—	1	—	1	—	1	—	—	1
Newchwang	3	1	—	—	7	2	1	1	—	—
Tientsin	12	2	10	1	9	3	8	3	10	2
Chefoo	7	1	10	1	1	—	—	—	4	4
Kiaochou	—	6	—	—	—	—	—	—	—	—
Changsha	—	—	—	13	—	13	1	16	5	19
Hankow	12	34	11	52	11	61	15	67	14	58
Kiukiang	1	27	—	25	2	25	4	23	3	29
Wuhu	—	21	1	25	2	26	3	23	3	20
Nanking	—	—	—	1	—	1	—	3	—	4
Chinkiang	4	38	4	33	4	35	10	29	7	36
Shanghai	74	260	80	279	70	290	80	304	63	296
Soochow	7	2	9	2	9	2	9	2	9	3
Hangchow	—	—	—	—	—	—	—	1	—	—
Ningpo	7	12	5	13	1	18	—	27	—	27
Wenchow	—	2	—	4	—	4	—	5	—	4
Santua	—	1	—	—	—	—	—	—	—	—
Foochow	12	22	12	23	12	23	11	14	10	15
Amoy	13	18	14	14	14	13	14	14	15	16
Swatow	5	8	5	7	4	8	4	4	4	9
Canton	87	142	23	245	12	265	12	291	10	300
Kongmoon	4	3	5	4	4	5	—	—	—	—
Samshui	1	1	1	1	1	1	1	1	1	1
Wuchow	5	5	1	4	1	6	1	6	1	7
Nanning	—	1	—	1	1	1	1	1	1	1
Kiungchow	—	—	1	—	1	—	1	—	—	—
TOTALS	863	—	949	—	977	—	1024	—	1020	—

money paid; pass books (annually); and all other business books of account (annually), a stamp duty of 2 cents is payable.

Class (b) consists of: bills of lading; all kinds of contracts for sale or purchase; insurance policies; bonds of all kinds; receipts for deposit of moneys; share scrip; drafts; promissory notes; documents in connection with the division of the property of deceased persons; acknowledgments of indebtedness (IOU's), partnership contracts. For all the documents enumerated in Class (b) the following scale of stamp duty is to be enforced:—

Where the documents are of a face value of	\$10	to ...\$100	... 2 cents
"	\$100	" ...\$500	... 4 "
"	\$500	" ...\$1000	... 10 "
"	\$1000	" ...\$5000	... 20 "
"	\$5000	" ...\$10,000	... 50 "
"	\$10,000	" ...\$50,000	... \$1
"	\$50,000	upwards	...\$1.50

Stamps are to be attached to the above documents, and either signed or "chopped" (sealed). Where two copies of any document are required stamp duty must be paid upon each. In the case of pass and account books the stamp is to be affixed to the first page, and the date is to be written in such a manner that half appears on the stamp and half on the page. The signature or chop of the person using it is also to be written across the stamp. Every book so stamped may be used for the whole of that year. If the book be used for the ensuing year stamps must again be affixed in the same manner to the page at which that year's entries begin. Unless documents and books are stamped in accordance with the above regulations they will not be accepted as proofs by any Court of law. Documents and books which should bear stamps in accordance with the above rules, and which have not been stamped, or which have been stamped but not "chopped" or signed, will expose the party responsible for the omission to a fine of one hundred times the legal stamp duty. If insufficiently stamped the responsible person will be fined thirty times the deficiency. Stamps will be issued in the following values and colours: 1 cent (pink), 2 c. (green), 10 c. (red), 50 c. (purple), \$1 (black).

Stamps once used may not be used again, and anyone convicted of breaking this rule will be fined three hundred times the value of the stamp or stamps so treated. Forgers of duty stamps will be treated according to the criminal code in the same manner as forgers of bank-notes.

Stamps are to be sent to the various provinces by the Ministry of Finance, and the above regulations are to come into force thirty days after the receipt of the stamps. In Peking the date of the enforcement of the stamp duties will be determined by the Ministry of Finance. Documents executed before the enforcement of the stamp duty need not bear stamps, but in the event of their being required as evidence or proof in legal proceedings stamps in accordance with the above scale must be affixed.

1914

CHAPTER XVII

SHIPPING

CHINESE shipping is confined to Far Eastern waters, and in this respect shows no advance on the conditions prevailing in 1516, when the first European ship reached China. In those days Chinese vessels carried the produce of the country to Singapore, where it was transported to Arab sailing ships. With the exception of vessels plying to Rangoon the Chinese Mercantile Marine is still not seen west of Singapore. The discovery that China possessed one of the finest harbours in the world in Hongkong was made by the British, for until the occupation of the island in 1840 its waters were little used except by Chinese fishermen. Hongkong shipping statistics date from 1844. In the following year the Peninsular and Oriental Steam Navigation Company established regular sailings between Hongkong and England (with transhipment at Suez until 1869).

The first steamship company to be formed in China was the Hongkong, Canton and Macao Steamboat Company (1865), which still serves these ports and the West River. A second British company followed two years later in 1867—the China Navigation Company—with headquarters at Shanghai.

China's premier business enterprise—the only steamship company of any proportions—is the China Merchants Steamship Company, founded in Shanghai in 1872. It began operations with two steamers chartered for the transportation of rice from the Southern provinces. This venture did not prove profitable, and in 1877, with a view of extending its business, the company purchased the fleet of the Shanghai Steam Navigation Co. from Messrs. Russell and Co. It thus gained possession of seventeen vessels and a considerable amount of landed property, wharves, etc., at various ports. The fleet was resold to Messrs. Russell and Co. during the Franco-Chinese War to evade seizure, and repurchased at the conclusion of the war for the same sum. It was run at a loss until the appointment as Director-General of Mr. Sheng Kung-pao in 1885. From that time until 1904 the shareholders received a substantial return upon their investment. From 1904 onwards the company's operations again showed unsatisfactory results, owing, it is alleged, to the dominance of the official directors nominated by the Ministry of Communications. In 1911 Dr. Wu Ting-fang was appointed Managing Director with a view to reorganizing the company's business. On the outbreak of the Revolution a proposal made by the Republican party to raise money on a mortgage of the company's property gave rise to fears that foreigners

who are not allowed to hold shares, would obtain control of the company, and only a small sum was obtained on the security of the business. These fears were revived when fresh capital was called for, in order to carry through a reorganization scheme, and the Government was forced to intervene in the affairs of the company. Negotiations for the sale of the business to a new company were resumed, but were broken off in 1913, and in June of that year the shareholders agreed to a scheme for the reconstitution of the Board of Directors. The company now possesses a fleet of 31 ships of an aggregate of 59,332 tons. A rough estimate places the value of its property at Tls. 25,000,000—Tls. 13,000,000 being represented by land, and Tls. 12,000,000 by steamers. The headquarters of the company have always been in Shanghai, but there are also wharves and various interests of the company at Chungking, Ichang, Hankow, Kiukiang, Chinkiang, Wuhu, Nanking, Ningpo, Wenchow, Amoy, Swatow, Foochow, Canton, Hongkong, Chefoo, Newchwang and Tientsin.

Other purely Chinese shipping companies operate on a much smaller scale. The Ningshao Steamship Company has two steamers of 1300 and 999 tons respectively, which ply between Ningpo and Shanghai, and has now extended its service up the Yangtze to Hankow. Two companies, the Yuen On and the Shiu On, maintain the "Kwong" service between Hongkong and Canton. The Szechuan Steam Navigation Company solved the problem of steam navigation on the Upper Yangtze for commercial purposes by means of the *Shutung*, which plied alone for some years between Ichang and Chungking, with a cargo flat attached. There are now a number of steamers on this run (see p. 11). Numerous services of launches are maintained by Chinese companies in inland waters.

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The Pacific Trade.—In 1915 the withdrawal of the Pacific Mail Steamship Company from the Pacific—its fleet was sold to the Atlantic Transport Company—led to the formation of a new company to engage in the trans-Pacific passenger and cargo trade. The organizers were mainly Chinese, but the capital, \$10,000,000, was to be shared equally between Chinese and American shareholders, and the ships sail under the American flag. Look Tin Eli, President of the Canton Bank, San Francisco, is President of the new company. The service was inaugurated on October 30, 1915, by the *China*, a Pacific mail boat purchased from the Atlantic Transport Company. Negotiations for the purchase of other ships are in progress. Another joint American and Chinese enterprise is to be known as the Pacific and Eastern Steamship Company, which will also sail under the American flag. The capital, equally divided between

1916

CHAPTER XVII

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American and Chinese shareholders, is to be G. \$2,000,000. The directorate consists of four Americans and three Chinese.

The shortage of tonnage on the Pacific has also brought into existence the Java-Pacific Company, a new line managed by the Java-China-Japan Line, which will start with a monthly service from Batavia via Hongkong and other ports to San Francisco. The Bank Line re-entered the trans-Pacific freight trade in November, 1915, with one boat.

Motor Boats.—There has been a marked extension of motor-boat traffic in South China waterways, especially along the West River and its tributaries in Hongkong's trade field. A motor-boat service has been established as far as Pinglo, 80 miles up the Kueikiang or Cassia River, half-way between Wuchow and Kuelin, Kuangsi province, with an extension up the West River. At Pinglo, it may be noted, traffic reaches a country tapped by headwaters and streams following into the Yangtze River through Hunan. The service between Wuchow and Nanning is maintained with some interruptions all through the year, although at low water the difficulties of navigating the narrows and rapids in the West River are great. In the summer the motor boats do the round trip from Wuchow (340 miles) in about four days, but in winter the single trip up river may take almost as long. During parts of the year a service is run between Wuchow and Lungchow, 90 miles above Nanning. Boats have run to Posé, 150 miles up the Yukiang. Liquid fuel is burnt on the upper reaches of the West River instead of kerosene oil. The boats on the service range up to 60 tons burden. Another service under Inland Steam Navigation Rules plying between Wuchow and Liuchowfu on the Liukiang, a tributary of the Pakho, which runs into the West River at Sünchow, was maintained in 1914 by six large motor boats, four under the British and two under the Chinese flag. In 1916 an attempt is to be made to run motor boats between Liuchowfu and Changan, 175 miles up the Liukiang, and, if possible, to extend the service another 100 miles farther up to Kuyi, which is almost on the borders of Kueitchow.

The following table gives the number of vessels with their tonnage entered and cleared at Chinese ports for the years 1909-1914, showing the share taken by each country:—

SHIPPING

Flag.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
American	815	866,523	1,286	1,286	725,279	1,373	712,161	1,622	715,001	2,458	898,750	3,116	1,017,492
Austro-Hungarian	48	188,592	52	188,098	48	192,824	74	255,713	84	285,602	51	174,233	174,233
British	27,699	34,026,704	28,000	34,253,439	28,885	34,712,440	31,909	38,106,732	32,186	38,120,300	32,705	38,795,409	38,795,409
Danish	95	141,504	80	105,995	108	146,404	77	91,786	86	122,722	100	139,526	139,526
Dutch	200	316,003	233	337,944	322	408,252	275	387,471	293	401,077	276	398,271	398,271
French	5,141	4,919,889	3,766	4,923,422	2,602	3,154,157	1,836	1,634,458	1,020	1,232,763	516	882,440	882,440
German	5,854	7,243,742	5,361	7,060,521	4,848	6,849,069	4,778	6,171,684	5,382	6,320,666	3,593	3,328,597	3,328,597
Italian	—	—	4	14,044	—	—	—	—	—	—	—	—	—
Japanese	30,808	18,949,404	31,197	18,903,146	21,259	19,172,727	20,001	19,913,385	22,716	23,422,487	22,143	23,684,774	23,684,774
Korean	44	29,020	50	39,066	—	—	—	—	—	—	—	—	—
Norwegian	1,420	1,351,802	1,101	1,088,784	1,259	1,246,304	1,086	1,121,785	637	739,328	670	746,005	746,005
Portuguese	4	578	12	1,524	98	12,446	166	13,710	816	128,330	1,748	311,696	311,696
Russian	1,267	837,262	2,541	1,441,345	1,744	1,237,027	303	465,761	3,265	1,687,756	3,989	1,875,613	1,875,613
Swedish	68	99,376	52	86,190	26	46,620	20	51,594	27	71,065	15	40,985	40,985
Chinese	135,053	17,860,810	146,075	19,597,822	130,828	17,881,542	107,698	17,277,407	121,768	19,903,944	150,727	24,931,226	24,931,226
Total	208,516	288,771,809	219,810	288,776,689	193,398	288,771,973	169,935	288,771,973	169,935	288,771,973	193,398	288,771,973	288,771,973

Flag.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
American	.91	.97	1.45	1.78	1.78	1.30	1.19	.93	.82	.83	.83	.96	1.06
Austro-Hungarian	.09	.17	.24	.27	.22	.25	.24	.22	.22	.23	.30	.31	.18
Brazilian	—	—	—	—	—	.02	—	—	—	—	—	—	—
British	49.91	49.08	51.64	48.24	44.12	41.59	40.96	39.21	38.58	40.47	44.20	40.84	40.28
Danish	.23	.27	.13	.10	.23	.14	.09	.16	.12	.17	.11	.13	.14
Dutch	.14	.19	.29	.31	.44	.37	.36	.48	.48	.45	.43	.41	.41
French	1.54	2.05	1.98	2.34	4.12	5.88	6.04	5.67	5.55	3.68	1.90	1.32	.92
German	13.37	12.76	11.2	11.25	9.86	8.29	7.84	8.35	7.95	7.99	7.16	6.77	3.46
Italian	.02	—	—	.03	—	—	—	—	.02	—	—	—	—
Japanese	13.61	13.90	6.73	8.58	15.01	19.47	21.50	21.84	21.29	22.35	23.10	25.10	24.59
Korean	.05	.05	.02	—	.03	—	.06	.03	.04	—	—	—	—
Norwegian	1.53	1.98	2.12	4.02	2.13	1.33	1.17	1.56	1.23	1.45	1.30	.79	.77
Portuguese	.05	.04	.13	.20	.24	.14	.03	—	—	1.45	1.30	.01	.32
Russian	1.11	.99	.09	.11	.38	.33	.31	.97	1.62	1.44	.54	1.81	1.95
Swedish	.07	.18	.08	.21	.09	.01	—	.12	.10	.05	.06	.08	.04
Non-Treaty Powers	—	—	—	.01	—	.09	.09	.20	.58	.20	.04	.21	.25
Chinese	17.30	17.29	23.16	22.55	21.35	20.83	20.18	20.58	22.08	20.85	20.04	21.32	25.88

PERCENTAGE OF TONNAGE TO EACH FLAG

The Shipping for the years 1902-1914 was divided between Steamers and Sailing Vessels in the following proportions:—

YEAR.	STEAMERS Entered and Cleared.	SAILING VESSELS Entered and Cleared.	Total Entered and Cleared.
1902.	58,086	1,183,609	53,990,002
03.	62,733	1,360,168	57,290,389
1904.	75,338	6,122,225	63,774,706
1905.	88,362	6,382,923	72,755,547
1906.	87,949	5,702,260	75,819,888
1907.	91,380	5,979,048	80,109,424
1908.	86,600	6,035,764	83,991,289
1909.	87,802	6,157,919	86,771,809
1910.	96,196	6,439,358	88,776,689
1911.	90,177	5,691,455	85,929,511
1912.	92,703	5,173,781	87,562,748
1913.	100,860	5,720,861	93,334,830
1914.	107,178	6,856,385	96,326,267

STEAMSHIP COMPANIES

The following steamship companies ply to and from Chinese waters:—

I. Mail Steamers

1. Peninsular and Oriental Steam Navigation Co. (P. and O.). British. London to China and Japan. Fortnightly, with Intermediate Service, fortnightly.
2. Canadian Pacific Railway Co. (C.P.R.). British. Vancouver to Hongkong. Monthly, with one Intermediate steamer.
3. Nord-Deutscher Lloyd (N.D.L.). German. Bremen to China and Japan. Fortnightly. *Abandoned during the war.*
4. Messageries Maritimes (M.M.). French. Marseilles to China and Japan. Fortnightly.
5. Nippon Yusen Kabushiki Kaisha (N.Y.K.). Japanese. Japan to China and Europe, to America and to Australia.
6. Toyo Kisen Kabushiki Kaisha (T.K.K.). Japanese. San Francisco to Japan and China. Weekly.

Note.—The mails to and from China, "via Siberia," are carried between Dairen and Shanghai by steamers of the South Manchuria Railway Co., and between Vladivostok and Shanghai by steamers of the Russian Volunteer Fleet.

II. Register and "Conference" Lines

(The flags sailed under are given in brackets.)

1. Austrian-Lloyd Navigation Co. (Austro-Hungarian).
2. Barber and Co. (British).
3. Ben Line (British).
4. British India S.N. Co. (British)—Apcar Line.
5. Chargeurs Réunis (French).
6. China Mutual S.N. Co. (British).
7. Eastern and Australian Steamship Co. (British).
8. Robert Dollar and Co. (British).
9. Gellatly, Hankey and Co. (British)—Mogul Line.
10. Glen Line (British).
11. Great Northern S.S. Co. (American).
12. Hamburg-Amerika Line (German).
13. A. Holt and Co. (British)—Blue Funnel Line.
14. Navigazione Generale Italiana (Italian).
15. Portland and Asiatic Steamship Co. (American).
16. Shire Line (British)—Royal Mail Steam Packet Co.
17. John Warrack and Co. (British).
18. Java-Pacific Co. (Dutch).

III. Occasional Sailings

1. American Asiatic Steamship Co. (American).
2. American and Oriental Line (American).
3. Anglo-American Oil Co. (British).

SHIPPING

4. Anglo-Saxon Petroleum Co. (Dutch).
5. Asiatic Steam Navigation Co. (British).
6. Banan Steamship Co. (British).
7. Bank Line (British).
8. Charles Barrie and Son (British).
9. C. T. Bowring and Co. (British).
10. T. and J. Brocklebank (British).
11. Axel Broström (Swedish).
12. Bruusgaard, Kiosterud and Co. (Norwegian).
13. Bucknall Steamship Line (British).
14. Bullard, King and Co. (British).
15. Burrell and Son (British)—Bank Line.
16. James Chambers and Co. (British).
17. J. Christensen (Norwegian).
18. Clyde-Shipping Co. (British).
19. John Cory and Sons (British).
20. Deutsch-Amerikanische Petroleum Gesellschaft (German).
21. East Asiatic Co. (Danish).
22. Eastern and Australian Steamship Co. (British).
23. Gow, Harrison and Co. (British).
24. Greenshields, Cowie and Co. (British).
25. Hansa-German Steamship Line (German).
26. Hugh Hogarth and Sons (British).
27. Indra Line (British).
28. M. Jebsen (German).
29. Hans Kiaer and Co. (Norwegian).
30. A. F. Klaveness and Co. (Norwegian).
31. James Little and Co. (British).
32. J. Mathias and Sons (British).
33. F. S. Miller (British).
34. Norwegian Steamship Owners' Co-operative Association (Norwegian).
35. Soc. An. Nazionale di Servizi Maritimi (Italian).
36. Northern Steamship Co. (Russian).
37. Occidental and Oriental S. Co. (British).
38. Ocean Steamship Co. (British).
39. Park Steamship Co. (British).
40. Prince Line (British).
41. Purdie, Glen and Miller (British).
42. Rankin, Gilmour and Co. (British).
43. Rickmers Reismühlen Rhederei u. Schiffbau A.G. (German).
44. T. B. Royden (British)—Indra Line.
45. Russian East Asiatic Steamship Co. (Russian).
46. Association of Scandinavian Shipowners (Norwegian).
47. Sivewright, Bacon and Co. (British).
48. Swedish East Asiatic Co. (Swedish).
49. Compañía Marítima "Unión" (Spanish).
50. Andrew Weir and Co. (British).
51. W. Wilhelmsen (Norwegian).

52. O. and W. Williams and Co. (British).
53. J. F. Wilson and Co. (British).
54. Wright, Graham and Co. (British).

The following steamship companies operate mainly or exclusively in Far Eastern waters:—

1. China Merchants Steam Navigation Co. (Chinese).
2. China Navigation Co. (British).
3. China and Manila Steamship Co. (British).
4. China-Siam Steam Navigation Co. (Chinese).
5. Chinese Engineering and Mining Co. (British).
6. Compagnie Asiatique de Navigation (French).
7. Douglas Steamship Co. (British).
8. (Hamburg-America Line.) Shanghai-Tientsin, Wuhu, Canton and Yangtze services. *Abandoned during the war.*
9. Hongkong, Canton and Macao Steamboat Co. (British).
10. Hoong On Steamship Co. (British).
11. Indo-China Steam Navigation Co. (British).
12. Java-China-Japan Line (Dutch).
13. Kwong Line (Chinese).
14. Messageries Cantonaises (French).
15. Mitsui Bussan Kaisha (Japanese).
16. Ningshao Steam Navigation Co. (Chinese).
17. Nisshin Kisen Kaisha (Japanese).
18. Osaka Shosen Kaisha (Japanese).
19. Philippines Steamship Co. (American).
20. South Manchuria Railway Co. (Japanese).
21. Taito Steam Navigation Co. (Japanese).
22. Russian Volunteer Fleet (Russian).

ADVERTISEMENTS OF SHIPPING COMPANIES

Royal Mail Steam Packet Co., p. iii.
Canadian Pacific Railway Co., p. xiv.

SHIPPING
INLAND WATERS

The following table of registered vessels plying under steam on the inland waters of China is taken from the returns of the Maritime Customs:—

Port.	1910.		1911.		1912.		1913.		1914.	
	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese	Foreign	Chinese
Antung	7	1	9	—	20	1	7	1	9	1
Dairen	1	—	—	1	—	—	2	—	4	1
Newchwang	1	1	—	—	1	1	—	—	1	3
Tientsin	8	3	10	2	11	2	15	4	17	12
Chefoo	—	4	4	4	1	4	—	6	—	5
Kiaochou	—	—	—	—	2	1	1	—	—	—
Chungking	—	—	—	1	—	1	—	1	—	1
Shasi	—	—	—	—	—	3	—	6	—	6
Changsha	1	16	5	19	5	25	10	28	10	52
Hankow	15	67	14	58	18	18	35	37	35	82
Kiukiang	4	23	3	29	2	33	3	21	1	38
Wuhu	3	23	3	20	3	19	3	14	4	16
Nanking	—	3	—	4	1	4	—	5	1	9
Chinkiang	10	29	7	36	8	37	7	37	10	43
Shanghai	80	304	63	296	54	229	56	245	58	278
Soochow	9	2	9	3	12	4	10	5	10	5
Ningpo	—	27	—	27	—	24	—	26	—	31
Wenchow	—	5	—	4	—	6	—	7	—	8
Foochow	11	14	10	15	9	14	9	14	8	17
Amoy	14	14	15	16	15	15	15	19	16	21
Swatow	4	9	4	9	5	12	6	19	5	23
Canton	12	291	10	300	8	387	9	423	9	451
Kongmoon	—	—	—	—	—	—	1	—	3	—
Samshui	1	1	1	1	1	1	1	1	—	—
Wuchow	1	6	1	7	—	7	1	12	6	14
Nanning	1	—	1	—	—	—	3	3	4	7
Kiungchow	1	—	—	—	—	1	—	—	—	—
Pakhoi	—	—	—	—	—	—	—	1	—	1
TOTALS	1024	1020	1020	1021	1130	1336				