

have consisted almost entirely of dredging and bunding.

Cost.—No particulars available. **Work Proposed.**—The Consulting Engineer (Sir Maurice Fitzmaurice) who visited the harbour in 1921, has made a report which is being considered. His recommendations are principally the construction of deep water piers and slips on the Kowloon side at a cost of over £1,000,000.

A Report was presented to the Legislative Council on December 29, 1924, by Mr. John Duncan, M. Inst., C.E., Port Engineer, dealing in considerable detail with schemes for the commercial development of the Port of Hongkong.

Port Facilities

All the buoys in the harbour are owned by the Government. There are 56 in all, "A," "B," and "C" Class. The charges are \$8, \$6 and \$4 per day, respectively.

Two wharf and godown companies have berthing accommodation for 11 vessels up to 650 feet in length. Maximum depth of water alongside the wharves is 35 feet L.W.O.S.T. Berthing charge is \$60 per vessel. Fresh water pipes are laid alongside and one berth is piped for oil fuel.

Three public warehouse companies have a storage capacity of 500,000 tons, of which 300,000 tons is on the mainland at Kowloon Point, adjacent to wharves, and 200,000 tons in Victoria on the island of Hongkong, on the harbour front. There are numerous native-owned warehouses of small capacity in both Kowloon and Hongkong.

The average charge for general cargo storage is from 60 cents to \$1 in Kowloon and \$1.20 to 1.60 in Hongkong, per month.

Both groups of wharves at Kowloon Point have rail connection with the Kowloon-Canton Railway, giving direct rail communication with Canton.

Ample bunkering facilities are provided by private stocks of coal averaging 60,000 tons, of which about one third is North China coal, and the remainder Japanese and Formosan.

The average stock of fuel oil for commercial bunkering is 55,000 tons. One oil company has berthing facilities for 2 vessels, and another company for 1 vessel alongside the oil installation, with a water depth of 28 feet and 23 feet L.W.O.S.T., respectively. Delivery can be given up to 600 tons an hour from wharf and 350 tons an hour from lighters.

There are two large dock companies with dry docks capable of taking vessels up to 750 feet on the blocks. The docks have a depth on the slips up to 34 feet 6 inches H.W.O.S.T. In addition, there are five patent slipways capable of handling ships up to 325 feet in length and 3,000 tons displacement. There are several smaller yards mostly owned by Chinese, dealing with repairs to small craft and light work.

Both the Hongkong and Whampoa Dock Co., Limited and the Takoo Dock and Engineering Co., Limited, have adequate modern facilities for the construction of ships of large tonnage.

Stevedoring is in the hands of private firms, and the charges average about 15 cents per ton for general cargo. The average rate of discharge of general cargo is 90-120 tons per hour working 6 cranes. The wharves have cranes installed capable of lifts up to 25 tons.

Messrs. Alfred Holt & Co., and the Hongkong and Kowloon Wharf and Godown Co., Limited, have a total fleet of 14 towboats and 124 lighters, and The Hongkong Tug and Lightering Co., Limited, has a fleet of 2 towboats and 23 lighters. Lighter capacity ranges from 100 to 500 tons. There are also a large number of native-owned towboats and lighters of smaller capacity. The average lighterage rate for general cargo is 40 cents per ton.

A waterboat company, drawing its water from the government reservoirs, has a fleet of 8 vessels carrying from 230 to 270 tons each. The average charge for water is 50 cents per ton.

The harbour has a depth ranging from 24 to 78 feet L.W.O.S.T. The rise of tide is about 8 feet O.S.T.

The Government imposes light dues of 2 cents per registered ton on vessels entering the port. A charge of \$7.5 to \$200 for ships of 400 to 2,000 tons, and over is made for permission to work cargo on Sundays.

A large number of motor-boats, steam-launches and sampans are available for communication between wharves and the shore. A frequent service of ferry launches is maintained between Hongkong Island and all parts of the mainland.

The Government maintains a Commercial Wireless Telegraph Station at Cape D'Aguilar which has an average day range of 350 miles, and a night range of 700 miles. Continuous watch is kept.

CHAPTER V—SHIPPING

Certain phases of this subject are discussed in the chapters on Commerce and Labour.

The general provisions with regard to extrajurisdiction 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 registered in inland navigation must register to treaty ports and that they must report their movements to Customs officials. No registered 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. Shipping 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 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.

For cargo-landing procedure at Shanghai and Hongkong see the China Year Book, 1926, page 819.

SHIPPING IN 1928†

The general recovery of trade which was so evident in 1928 was naturally accompanied by increased activities in shipping, and in this respect the Customs statistics make cheerful reading. A total of 186,851 vessels with a tonnage of 1,52,630,000 tons, entered and cleared during the year, as compared with 154,273 vessels, aggregating 116,211,000 tons, in 1927. As regards the number of vessels, these are the highest figures recorded since 1921, while the tonnage is probably the largest on record. As the movements of sailing vessels showed a decline in keeping with modern developments, the increase in motor steamers is all the more remarkable. The actual figures for sailing vessels were 15,715 vessels and 4,368,659 tons, against 47,687 vessels and 4,162,712 tons in the preceding year.

Amid the renewed activity thus displayed, the most remarkable recoveries were witnessed under the British and Chinese flags, the former advancing from 33,791 to 48,523 vessels, with a capacity increased from 40,258,000 to 56,036,000 tons, while in the latter case entrances, clearances, and tonnage recovered from 35,937 vessels and 18,218,000 tons to 51,259 vessels and 33,014,000 tons. The improvement in British shipping is to be attributed in part to the absence of any such disturbing element as the shipping strike in 1927 and in part to the greatly improved relations existing between Great Britain and China. Chinese shipping, on the other hand, benefited by improved conditions, under which commandeering for military purposes became far less frequent, and so was able to resume normal activity. As regards the position of the various nationalities in the year's shipping tables, Great Britain, as usual, comes first, with an increased margin dividing her from her next competitor, Japan, whose figures advanced but slightly—from 27,105 vessels and 35,700,000 tons to 29,839 vessels and 39,000,000 tons. Then followed, at a much shorter distance, China, with the figures afore-mentioned. America, the next in order, increased her figures from 4,844 vessels and 5,577,000 tons to 6,377 vessels and 6,364,000 tons. There was, in fact, a general increase in tonnage, except in the case of the Italian and Russian flags, the decline in the former case being attributable in large measure to the transfer of certain vessels on the Upper Yangtze to the Chinese flag. The German flag continued to advance, though this increase is more marked in the number of vessels operating than in their tonnage. The Finnish flag appears for the first time in the Shipping Tables.

†Customs Report on the Foreign Trade of China.

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

Freight

Business, on the whole, was not quite as good as might have been expected in a year of reviving trade. Import cargo existed in plenty, and the impending promulgation of the new tariff created an additional demand for space to China during the last months of the year. Exports, however, were somewhat disappointing. Although much better than in 1927, communications with the interior were still far from normal, fighting still prevailed for a season in the north of China, railway communications were still interrupted, and native produce had to pay heavy taxes on its way to the port of shipment. When these facts are taken into consideration, it must be admitted that little more could have been expected than what eventually took place in the way of business. All this is not to say that business was bad; in some respects, as in the export of beans, there was a good demand for space.

Freights to Europe continued at conference rates, namely: tea, 75s.; bristles, 120s.; raw cotton, 60s.; general cargo and hides, 75s. per 40 cubic feet; silk, as in 1927. Bean oil, starting at 60s., closed at 50s. after various small fluctuations; groundnut and rape seed oil followed a similar course, opening at 70s. and closing at 65s. There was ample tonnage available to European ports during the year.

The American freight market was comparatively dull during the year. The incidence of the Presidential Election, no doubt, contributed to this situation; but, apart from this fact, America appeared disinclined to do business at the prices ruling in China. As regards certain articles, as, for instance, groundnuts, local production is reported to be increasing, while in respect of many other important Chinese exports America does not appear to have been understocked. Chinese merchants, on the other hand, seemed unwilling to part with their goods except on such terms as would ensure them against loss in the event of further increase in taxation. A mutual understanding was therefore difficult, and freights tended to decrease. Rates, on the whole, showed little difference from their previous standard. Commerce trade had a fairly good year, reaching, as was natural, to improved domestic conditions, larger quantities of cargo moved from northern to southern ports. The movement of vessels on the Yangtze was hampered at times by low water, and it cannot be said that conditions were altogether favorable to business; but, in comparison with the preceding and following years, was vastly improved, and shipping in this year had comparatively peace, was able to take full advantage of opportunities that offered. The estimate for the Upper Yangtze showed a distinct improvement and an abundance of cargo was offering both ways.

NORTH CHINA

Dairen

Dairen has in recent years become the second largest seaport centre in China—after Shanghai. The quantity of import cargo handled is about 1 million tons and that of export cargo about 1 million tons. The number of cargo-carrying lines between Dairen and other terminal ports is now over 20, and a tonnage of 300,000 tons a month. If the vessels of inter-continental lines, which make Dairen a port of call are included, the above number would be swollen to over 30, with a tonnage of 500,000 tons a month.

The total number of steamers entered and cleared in 1928 was 7,582, with a tonnage of 12,448,000 tons, an increase over 1927 of 644 steamers and 893,000 tons. Japanese, Chinese, British, German, American, Dutch, Norwegian, and Danish vessels increased in number, the only decreases being in French and Italian ships.

Tientsin

The number of vessels entered and cleared during 1928 was 4,133, representing a total of over 54 million tons. This is the highest total in the history of Tientsin, surpassing the figures for 1925, the next best year, by 269 vessels and 750,000 tons. Japanese tonnage heads the list with 36 per cent; British being 28 per cent; Chinese, 16 per cent; American, 8 per cent; and German, 7 per cent, the remainder being chiefly Norwegian and French. Owing to the condition of the river only the smallest vessels have during the year been able to come up above Tangku, as will be seen from the following tabular statement showing the present conditions compared with those of 1926, the last year of uninterrupted traffic on the Haiho.

Table with 3 columns: Arrivals at Tientsin Bund, No. of Vessels, and Tonnage. Data for 1926 and 1928 for various countries and the Bund.

It will be seen from the above table that the British flag, though still taking the lead, had a decreasing percentage in local shipping from 36.4 to 32.4. The Japanese flag, however, made an advance from 23.5 to 29.1 per cent during a space of four years. Had Japan been able to maintain her commercial relations with China as usual during 1928, her tonnage might have shown an even further advance.

River shipping enjoyed unprecedented prosperity and began a new lease of life during the year, the tonnage being over 6,210,000 tons, as against 3,350,000 tons for 1927, representing a gain of some 85 per cent, of which the Chinese flag was responsible for about 50 per cent, and the British flag for about 35 per cent. With the ending of the prolonged dislocation of trade which had prevented the natural outflow of products from the hinterland of the Lower Yangtze regions, such a revival of trade was, but the year saw the water in the Yangtze lower than it had been for many years, so that steamers were unable to load to a depth draught than 9 feet 6 inches, river conditions improved rapidly in March, and draught restrictions are no longer necessary. The business also reacted a slight increase in river shipping for scheduled sailings were generally observed in spite of the fact that much less cargo than usual was handled as a result of the anti-Japanese boycott. The situation above Hankow was, however, not satisfactory. Piracy was rampant, and steamers were often fired at from the banks of the river by bandits. For the first five months of the year vessels had the further difficulty to contend with having to operate without "Aids to Navigation," which were not reinstated until June, when the situation became quieter. Conditions prevailing in Upper Yangtze ports began to show improvement after April, and more demand for tonnage was clearly noticeable, although throughout the year.

YANGTZE PORTS

Shanghai

The total tonnage of vessels entered and cleared during the year amounted to over 344 million tons, showing an increase of about 44 million tons as compared with similar figures for 1927 and of about 14 million tons over those of 1926, the last record year. With the tonnage of the port ever on the increase, Shanghai should easily maintain her position as the sixth biggest port of the world, and it would occasion no surprise if she should be ranked as the fifth in the near future. The conditions of ocean-going freight rates to have been more favourable than those of the preceding year. Increases were registered under the British, German, Danish, and Norwegian flags. Japanese

shipping, on the other hand, sustained a deficit of about half a million tons, due to the results of the anti-Japanese boycott prevailing during the second half of the year. Ocean shipping, taken as a whole, was only slightly better than that of the previous year, the increases shown under various European flags being actually offset by the very substantial decrease appearing under the Japanese flag. Speaking generally, the amount of import cargo handled was large, but export business was not remunerative. The export freight market for America, due to the high prices asked for Chinese products in the world's markets and to a falling off in the demand for such commodities in America. The unfavourable exchange prevailing during the year further handicapped the advance of export business during that period.

The following table shows the percentage of the total tonnage of this port reached by each flag during the last five years:

Table with 3 columns: Country, 1924, 1925, 1926, 1927, 1928. Data for American, British, Chinese, Dutch, French, German, Japanese, Norwegian, and Other flags.

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and restrictions. It gained about 1,400,000 tons in comparison with the figures for 1927. Two-thirds of this gain were accounted for by the British flag, and Britain's commercial relations with the southern ports have since much improved. The embargo on grain from Anhwei and Kiangsu to Tientsin was lifted, and shipments of salt from Tientsin to Yangtze ports were resumed as soon as the control of the North had passed into the hands of the National Government. But the unexpected sitting up of the Haiho increased the difficulties of transportation from Shanghai to Tientsin, all cargo having to be transhipped from Tangku to Tientsin Bund by lighters. The export trade from Shanghai to Newchwang, Antung, and Dairen remained stagnant during the whole year as a result of currency depreciation and unsettled political conditions. Piracy along the coast showed no signs of abatement. During the year eight vessels, five of them flying the Chinese flag and three the British flag, were seized and looted, with loss of life amongst the crew in more than one case.

Four round-the-world liners visited this port during the year, bringing with them a large number of tourists, who spent considerable sums of money in the purchase of Chinese products, to the benefit of local traders. An American schooner arrived here in June with a cargo of lumber and attracted considerable attention.

During the early part of the year the control of the China Merchants' Steam Navigation Company was officially taken over by the Government with a view to reorganizing this long-established shipping concern on a sound economical basis. Various changes were introduced into the management of the company during the year, and shareholders took a keen interest and watched closely the reorganization of this leading Chinese shipping house.

Hankow

Owing to the improvement in local conditions, the figures representing the tonnage of vessels entering the port and the tonnage shown large increases over those for 1927. The ocean steamer tonnage was nearly three times that of the previous year, and the tonnage of the port was over 400. River steamer and launch traffic also show large increases. The year opened with only foreign tonnage running on the river, as, on account of the political disturbances, the Chinese shipping lines remained inactive during the first quarter of the year. They, however, resumed operations in April, and their reappearance caused a drop in freight rates, which remained low until near the close of the year. A series of anti-Japan protests was brought into force early in November, but on the whole the year has been free from incidents so prevalent during 1927. Vessels were able to proceed to and from up-river ports without the constant risk of being fired upon by soldiers from the banks. The appreciation in the value of the Chinese currency has put down to the general increase in trade with the feeling of security existing on account of the improved conditions prevailing.

UPPER YANGTZE

The following is taken from the Ichang Customs Report for 1928: The total number of vessels entered and cleared during the year was 2,778, with an aggregate tonnage of 1,158,881 tons (including 8 chartered junks, with 842 tons), as against 1,951 vessels, of 665,276 tons (including 215

chartered junks, with 13,539 tons, in 1927. It is only natural that the most marked advances should be under the British and American flags, which were forced by circumstances to withdraw all their vessels from this section of the river during a large part of 1927. Japanese vessels returned to the Upper and Middle Yangtze some time before the British and American, hence the much smaller disparity in their returns for the two years. The actual figures for the two first-mentioned flags were 1,141 vessels, with an aggregate tonnage of 491,870 tons, as against 295, with 128,664 tons, 622 vessels, with an aggregate tonnage of 164,492 tons, as against 268, with 71,456 tons, respectively. There was a decrease of over 30 per cent under the French flag, while, after the first month or two of the year, the Italian flag entirely disappeared from this section of the river. These vessels were owned by Chinese companies, but preferred to fly a foreign flag as a safeguard. Early in 1928 orders were, however, received from the Italian Consulate in Hankow that this was no longer to be countenanced. One result of this was considerable advance in the number of Chinese vessels—from 342 ships, with 106,923 tons in 1927, to 482 ships, with 177,069 tons in 1928. The Finnish flag also made its appearance on one steamer, the *s. Yangtung*. For the short distance of 350 miles between Ichang and Chungking passenger and freight rates ruled very high; thus, a single first-class passage cost \$135, while a deck passage was \$45. With regard to freight, taking one bale of cotton yarn as a standard, the following fluctuations took place during the year: January 15 to March 19, Tls. 12; March 20 to April 16, Tls. 20; April 17 to 25, Tls. 19; April 26 to May 8, Tls. 16; May 9 to August 8, Tls. 12; August 9 to end of year, Tls. 6. The difficulties of navigation in the Upper Yangtze make high freights a necessity under all circumstances, since shipping companies are faced with similarly high insurance rates. On the other hand, the signal station and mark-boat service controlled by the Customs is acknowledged by all shipmasters to be efficient, and it is a tribute to that efficiency that during 1928 only two total losses were reported, that of the *s. Looklai*, of the Union Franco-Chinese de Navigation, which struck a rock in the Kunglungtan on April 20 and the *s. Pingphoo*, of the Yu Wia Steam Navigation Company, which was wrecked on May 7 just above Miaochitzze, mileage 135 above Ichang.

The Chungking Customs Report for 1928 states: The total number of vessels entered and cleared during the year under review was 1,023, with a tonnage of 338,368 tons, as compared with 660 vessels and 220,669 tons in the previous year for shipping. To this abnormality had for shipping. To this improvement the British flag contributed 237 vessels, aggregating 78,053 tons; the American flag, 152 vessels and 47,958 tons; the Chinese flag, 114 vessels and 31,460 tons; and the Japanese flag, 76 vessels and 36,114 tons. The French, Italian, and Swedish flags each registered a decrease, while the German and Finnish flags made their first appearance in the shipping table with 22 and 14 vessels, respectively. The prospect of shipping on the Upper Yangtze is very largely dependent upon political conditions, both in the province of Szechwan and in the other provinces between Ichang and the coast. During the year 1928 the Yangtze from Ichang to Shanghai was free from those general disturbances which handicapped shipping in the previous three years, and communications in this area were not entirely

interrupted. It is, therefore, almost entirely due to the political upheavals in this province that the shipping of this port did not enjoy a more noticeable expansion; for the figures for 1928 still fall short of those of 1925 and 1926. A further handicap is the activities of bandits. During the early part of the year several steamers were held up in the gorge and mulcted of large sums as ransom. The ever-increasing taxation has also, no doubt, its share in restriction of shipping. A new source of revenue has been found in the fees paid to tracking coolies at the various rapids over which ships have to haul during the low-water season, and tax stations have been, accordingly, established in some of these places. Consequently, the fees demanded for assisting ships were so enhanced that some of the vessels had to stop plying for them to make the passage to Chungking under their own power. The new vessels added to the Upper Yangtze fleet are the British steamers, *Kintang* and *Kangtina*, of the China Navigation Company, the Japanese steamers, *Changfoong Maru* and *Eikan Maru*, the American *s. Mei ping*, and the German motor vessel, *Hsiangchi*. Of about 20 accidents recorded, two resulted almost in the total loss of the vessels, viz., the French *s. Looklai*, which struck the Sanchi Rock on 20 April while descending the Kunglungtan Rapid, and the Chinese motor vessel, *Pingphoo*, which was beached after striking a rock above the Miaochitzze Rapid and which had her back broken when the water fell, as the beaching place was not a good one. No loss of life, however, is reported in either of these accidents.

The inland waters shipping trade had another bad year in 1928. Only 79 vessels, representing a total tonnage of 7,129 tons, entered and cleared, as compared with 110 vessels and 9,602 tons in 1927 and 834 vessels and 101,555 tons in 1926. However, the customs figure is not a true indication of the shipping trade, as only five of the vessels employed on the upper section were under the control of the Maritime Customs, all the others being under military flag. The shipping companies had to work under even more trying conditions than in the lower section. Their vessels were always liable to heavy taxes to some 14 tax stations en route between Chungking and Suifu. As a protection against bandits, each of these vessels has now been provided with arms. No foreign firms took part in this trade during the year under review, and it is not contemplated by them to resume operations in 1929. The licensed pilots for the upper section had their association registered with the Ministry of Communications in the autumn, so as to strengthen their position against the unlicensed pilots' association, with which the latter's former had endless disputes since the latter's formation early in 1927. Junkmen, after passing an examination by this latter association, are certified as pilots, and employed on military controlled vessels, which do not come under the Customs jurisdiction. No serious accidents have occurred to vessels plying above Chungking.

SOUTH CHINA

Canton

The Canton Customs Report for 1928 states: The total number of vessels entered and cleared during the year was 8,003, representing a tonnage of 7,573,831 tons, as against 8,213 vessels, aggregating 7,779,250 tons,

in 1927. The total amount of tonnage was made up as follows: British, 75 per cent; Portuguese, 3 per cent; Japanese, 7 per cent; Chinese, 10 per cent; and other flags, 5 per cent. Under the British flag the number of ocean steamers entered and cleared during 1928 was 945, with a tonnage of 1,310,838 tons, as against 672 vessels, aggregating 916,214 tons, in 1927. This increase shows completely recovered the commanding position held by them before the boycott of 1926. Japanese vessels fell, in consequence of the recent boycott, from 488 ships, with a tonnage of 705,573 tons, to 356 ships, aggregating 531,796 tons. Chinese steamers declined from 372 vessels, with a tonnage of 498,825 tons, to 262 vessels, aggregating 334,700 tons, and in particular to the resumption of regular steamer traffic between Canton and Hongkong. In August the proposal was made to form a Chinese shipping company with a capital of \$10,000,000 to run ships between Canton and Newchwang via Shanghai and Honkong, principally for the transport of Manchurian beans to this province. Norwegian steamers, which are chiefly occupied in conveying salt from Kingchow to Canton, fell from 246 vessels, with tonnage 327,234 tons, to 146 vessels, aggregating 205,586 tons. The withdrawal of the vessels during the year led to slight decrease in river steamers from 5,172,364 to 4,954,476 tons. The Danish and Russian flags disappeared altogether from the shipping tables. Slight increases in the total number of ships entered and cleared and in the total tonnage were recorded, respectively, in the third and fourth quarters of the year. The revival in ocean trade gives good promise for the future of the port, and should become even more marked on the completion of the conservancy scheme now projected. As it is, the quantity of ocean tonnage calling at Canton during the year proved more than sufficient to cope with the amount of cargo offered. It is also worthy of note that during 1928 vessels which, on account of their draught, were unable to pass Cauleida, coal, a product which had never before been brought direct to this port. These vessels, being able to convey more than twice as much cargo as the average China coasting steamer, are becoming responsible for what should prove a huge increase in the volume of foreign coal imports.

The number of steam-launches entered and cleared through the Maritime Customs for inland waters trade was 58,722, with a tonnage of 937,669 tons, which compares favourably with the 1927 figure of 51,204 vessels, aggregating 825,690 tons. Under the Chinese flag there appears an increase from 29,434 tons. This figure, the largest that has been recorded under this heading for the past 10 years, may be ascribed entirely to the disappearance of the brigands who had long infested the North, East, and West rivers directed to the armed guards who have since with the Japanese were able to disperse them, and many more were added to the inland waters fleet, and all the old ones resumed plying. The restoration of normal conditions in this sphere is one of the most significant among the changes effected by the Government during the year.

SHIPPING IN 1929

Although entries and clearances of both steamers and sailing vessels were slightly

fewer, the steady growth of the tonnage of vessels engaged in the carrying trade from and to foreign countries and between the open ports of China was not only well maintained, but again evinced signs of healthy expansion. A total of 186,514 vessels passed through the ports of China, aggregating 154,667,910 tons, as against 186,851 vessels, registering 152,630,001 tons, in 1928. Great Britain, with a tonnage of 57,966,507, still holds her commanding position in the carrying trade, and these figures constitute a record over previous years in point of tonnage, exceeding those for 1924 by 16 than 2 million tons. The Japanese flag, with 27.38 per cent comes next in importance, whilst the Chinese flag retains third position, although showing a downward tendency owing to many vessels being considered for military purposes, easily ranks ahead of her next competitor, America, whose share in the trade did not exceed 4.30 per cent. The Greek flag makes its initial appearance, while that of Belgium figures in the returns for the first time since 1926. The German flag shows a considerable decrease in point of number of vessels, counteracted, however, by a marked increase in tonnage. Due to the strained political relations between the Chinese and Soviet governments, especially during that period when shipments of tea to Black Sea ports would normally take place, no entries or clearances under the Russian flag were recorded.

Freight

There was ample tonnage to European and American ports throughout the year, but the hope that 1929 would show some improvement for all lines engaged in import and export cargo was doomed to disappointment. Owing to the continued unsettled state of the country, difficulties of transporting exports to points of embarkation, and unsettled and falling exchange, the year was almost without parallel, and there were no immediate signs of improvement. On account of the rupture of relations between China and Russia, shipments of tea to Odessa via Port Said ceased altogether in June and no new crop tea went forward. Conference rates of freight to Europe were maintained as follows: general cargo and hides, 75; bristles, 120; raw cotton, 60; per ton of 40 cubic feet. Silk rates remained the same as in 1928. Rates on oil in bulk fluctuated to some extent. Bean-oil, which commenced the year at 50s., finished at 45s., and groundnut oil, Cotton seed oil advanced from 50s. to 60s., but rape seed remained unchanged at 65s. The rate of freight on tea was reduced from 75s. to 65s. per ton of 40 cubic feet at the end of September last. Owing to keen competition, freight charges to America from the Yangtze weakened considerably. On wood-long ton the rate declined from Gold \$15.50 per ton to Gold \$9.50, and the rates on other commodities were reduced by about 15 per cent. River freight rates were also cut as tonnage was in excess of demand. During the latter part of the year freights from Dairen to Europe were quoted from 8s. to 8s. per ton lower than during 1928. This was especially noticeable after November on account of the excessive number of bottoms available and the arrival of larger steamers than usual with full-load contracts.

Hongkong Shipping and Freight in 1929*

The Hongkong Chamber of Commerce is indebted to Messrs. George Grimble & Co. for the following report on shipping and freight in 1929:

There is no special feature of importance to report concerning China coast freights in the year 1929. Gloom and monotony prevailed in all directions, and the whole year may be described as an unprecedentedly depressing one for shippers, time-charterers, rice, sugar, salt, coal, and bean merchants. British shippers in particular have been the main sufferers, for they have not only had to keep their ships up to modern standards as far as possible, regardless of the heavy expenses involved, but also to meet the keen competition of foreign subsidized liners and interior tramp tonnage.

On one route, British owners, in order to meet the heavy overhead charges, proposed a small increase in the tariff rates. This was unanimously rejected by Chinese shippers, who eventually entered into a yearly freight contract with Chinese shipowners at a rate even lower than the original tariff. In spite of this, British owners still maintained part of their fleet in the trade, which had been built up by them years ago. In another direction British owners seemed to be content with maintaining the existing ships on the run whilst their foreign competitors, heavily subsidized by their own governments, were able to place newly built steamers on the same run.

Poor returns for owners: In short, conditions were such that they did not permit British owners to increase freight rates in any direction to enable them to earn a fair return for their outlays, to say nothing of providing for depreciation and the cost of modernizing their fleets to comply with Board of Trade requirements.

The first week of January, 1929, found a fairly large number of Saigon and Haiphong liners and Norwegian steamers lying idle in the harbour, several of which were only too ready to accept the very few small parcels of Tonkin coal and Hainan island salt cargoes then obtainable in the market at starvation prices. The opening of the Saigon season towards the end of January and February also brought several medium-sized steamers trading in North China for rice trips, Saigon to Hongkong, at 25/30 cents per picul. A couple of steamers were taken up on short-period time-charters, this being due to the congestion of tonnage here until the northern ports became ice-free again in March. In February, Bangkok and Rangoon millers also appeared in the market for rice tonnage to Hongkong, and Swatow and although only a small vessel, as business was transacted for their account, it had the effect of assisting those owners who had failed to fix their steamers for the Saigon-Hongkong trips on account of their having been too large. During this month, slightly higher rates had to be paid by time-charterers for coal cargoes from Tonkin coal ports to Hongkong and Canton.

Improved demand in March: As a result of recollections for certain ships by Singapore charterers, consequently an increase in March in the number of Chinese emigrants from Annam, Swatow, Hongkong and Hainan; owners' panics were steeplly ended in fixing rates for the Saigon trade, and 12-month time-charters were entered into

for \$12,000 in respect of the s.s. *Prosper* and s.s. *Prosper*. During this period a sudden demand for tonnage set in which assisted Norwegian owners in fixing their steamers for time-charters. Fourteen steamers, including 3 British liners in the Saigon/Hongkong trade, accepted time-charters for various periods, ranging from 1½ to 12 months. After these fixtures were concluded, the volume of idle tonnage was completely worked off, but the temporary scarcity of tonnage was not felt by time-charterers in any way, for there was but little demand in any direction apart from a few salt trips from South Hainan Island to Canton.

From April onwards the market decidedly changed for the worse. Owing to the scarcity of paddy in Siam, one half of the total number of rice mills were closed down in May. Although a couple of fixtures were arranged for Saigon/Hongkong at 30 cents per picul, it was apparent that the activity in this direction would be checked by the scarcity of rice in Saigon also.

As a result of the unsatisfactory nature of the Siam and Cochin China rice crops, owners again had to divert steamers from the rice trades to carrying coal and salt cargoes. Steamers coming free from May to December could only be employed in the Tonkin coal trade. On various occasions, after completion of their trips, they had to be laid up for weeks until their owners were able to obtain suitable freights, which they were forced to accept at extremely low rates. Several Norwegian steamers were withdrawn from the Bangkok-Singapore run and accepted Saigon rice cargoes at 13/15 cents per picul for Hongkong. In July, time-chartered steamers in the Saigon-Hongkong trade had to carry rice cargoes to Hongkong free of freight.

Steamers lying idle: From the end of August to the middle of September, one British and seven Norwegian steamers, representing 19,400 tons d.w., were lying idle in Hongkong. The situation became so acute that several Norwegian steamers were withdrawn and fixed homewards. The October new rice crop in Tonkin accommodated two small-sized Norwegian steamers on short-period time-charters and one British steamer for consecutive trips Hongkong-Haiphong-Hongkong. In November a few steamers accepted time-charters with forward delivery at Hongkong. Offers made by Haiphong rice millers for steamers on time-charter with forward delivery were turned down by owners who, in view of the depreciation of the Hongkong dollar, would not entertain forward business at charterers' rates.

The month of December closed with an abundant supply of small-sized Norwegian steamers which had completed their time-charters or Bangkok trips, but as charterers had fixed sufficient Japanese tonnage in November for December and January loadings at Bangkok and Hong Kong these steamers could not be placed. The new rice crop in Saigon was reported somewhat late, so the end of the long spell of stagnation in the coast freights was not in sight at the close of the year.

Sugar freights: The berth rate for sugar cargoes from Java to Hongkong was reduced from 55 to 45 guilders cents per picul in June. Subsequently, it is reported that a further reduction of 2½ guilders cents per picul was conceded by regular liners. Sugar cargoes this year were carried by regular liners as well as by shippers' own time-chartered vessels. Owing to the continued depreciation of the Hongkong dollar from October onwards Java sugar importers in Hongkong, who paid for their sugars in Netherlands Indies guilders and sold them in Hongkong dollars,

are reported to have lost heavily over their transactions.

Beans: The importation of beans, bean-cakes, groundnuts, etc. has been handled for the last 30 years by three or four big Chinese houses, and a number of smaller general-cargo-importing Chinese firms ("Sam Kong Pong"), and in recent years by a big Japanese firm. Having no *tikia* duty to pay, and being always in a position to stow part cargoes of beans and bean-cakes on the top of their coal cargoes in their Daily-Hongkong and Canton steamers, Japanese importers were always in a position to effect forward sales at cheaper prices, and thus gained a distinct advantage over their Chinese competitors. The old Chinese custom of celebrating festivals has not been strictly observed by the Chinese of late, so the consumption of melon seeds, groundnuts and/or sesame seeds is correspondingly reduced. The trip-chartering of bean tonnage from Newchwang and Dally to Hongkong and Canton is gradually dying out. Fixtures reported this year were chiefly confined to Chinese steamers which accepted small parcels of beans of 10,000/15,000/20,000 piculs at 28/30 cents per picul.

Salt: Although Chinese salt importers in Canton lost heavily this year, throughout the territories allotted to them by the Central Chinese Government at Nanking being restricted nevertheless salt freights from South Hainan Island and/or Luchow Peninsula continued to supply Chinese steamers which have no ladline certificates and small-sized Norwegian steamers with employment throughout the whole year, though at low rates. Canton importers are now restricted to Kwangtung and Kwangsei whereas previously they were permitted to import salt into Hainan Province.

Passenger traffic: It is estimated that the total number of Chinese emigrants (including through-coolies from Amoy and Swatow) that sailed from this port to the Straits Settlements, Java, Sumatra, Borneo, Ocean Islands, and Mauritius this year was not less than 215,000.

Coal freights: Coal freights from Japan were, as usual, carried in Japanese bottoms for Hongkong at Y.3.00/Y.1.65 per ton, and from Keelung to Hongkong/Champoa, and Canton at \$2.00/\$2.25/\$2.75 per ton.

Owing to the poor offerings of rice, bean, and sugar cargoes, numerous small-sized Norwegian steamers and large-sized Japanese steamers competed for Tonkin coal freights, with the result that charterers obtained tonnage at very cheap rates and on most favourable conditions. The following rates were paid during the year:—Hongkong and/or Port Campha/Hongkong, \$3.00/2.85/\$2.75/\$2.60/\$2.35/\$2.30; Hongkong and/or Port Campha/Canton, \$3.25/\$2.75; Hongkong/Swallow \$3.00/\$2.75 and Hongkong/Amoy or Foochow or Shanghai, \$3.50/\$3.25 per ton. Haiphong, Port Courbet or Kebao/Canton, \$3.50/\$3.25/\$3.00; to Swatow, \$3.50/\$3.25/\$2.90/\$2.65 and Haiphong/Shanghai, \$3.50 per ton.

Large quantities of Indian coals from Calcutta were shipped to Hongkong during 1929. Tonnage bookings were made in London at rupees 64/rupees 5.8 per ton, and one steamer of 6,500 tons cargo was fixed locally for 10 trips at rupees 7½ to Hongkong and rupees 8 per ton to Whampoa. Borneo coals from Samarinda and Pulo Laut were shipped to Hongkong and Canton in Dutch steamers at contracted rates. Contracts for the supply of good Japanese coals for steamers' bunkers were entered into between Japanese coal merchants and ship-owners at about H.K.\$14.50 per ton, i.e., i.t.b. Good Japanese coal for bunkering

"outside" steamers was supplied at about \$16.00 per ton, i.e., i.t.b., up to early October, when, on account of the depreciation of the Hongkong dollar, there was a proportionate increase. Indian coal for bunker purposes was sold at \$14.00/\$14.75/\$15.50 per ton, i.e., i.t.b.

Time-charters: With the exception of the restricted number of British, Danish and Norwegian steamers with Hongkong Government passenger licenses, which were fortunate enough to obtain 6-or 12-month time-charters, very few non-time-charterers taken up by local charterers on time-charter during 1929.

Suifu millers again met with disastrous results over the workings of their time-chartered steamers this year, owing to the poor rice crops in Cochin China, and several of the vessels were redelivered to owners before the termination of their time-charters. In view of the present trading conditions in China, steamers with a deadweight cargo capacity of over 45,000 piculs each, are not favourably looked upon by rice charterers as suitable vessels for long-period time-charters even though owners have provided them with Hongkong Government passenger licenses. It is apparently difficult for these charterers to load them with full cargoes of rice on every voyage and eventually to dispose of them at a profit owing to Chinese buyers persistently offering lower prices when they hear of the arrivals of large-sized steamers with full cargoes on board.

For small-sized non-time-charterers on 3-, 6- or 12-month time-charters, \$7,000/\$6,500 was paid for 2,000/2,100 tonners; \$7,250/\$7,000 for 2,200/2,300 tonners; and H.K. \$3,250/\$3,750 for 2,500 tonners.

PIRACY

Anti-Piracy Military Guards†

Following the piracy of the s.s. *Anking* in September, 1928, in which the chief officer and chief engineer were murdered and upwards of \$80,000 worth of property was taken by the passengers, the Hongkong Chamber of Commerce joined the China Association in Hongkong and Shanghai and the China Coast Officers' Guild in representations through the China Association, London, urging that representations be made to the Foreign Office concerning the urgent necessity for stronger measures for the prevention of piracy and the protection of British lives and trade. It was gratifying to learn, a few hours later, that the War Office, London, had authorized the use of a number of men from the local garrison in each port—Hongkong, Singapore and Shanghai—to act as anti-piracy guards on steamers. In April, 1929, recommendations were made and approved by His Majesty's Government that the Shipping Companies were informed that the supply of naval and military guards on British merchant vessels on the China Coast would cease on April 1, 1930, and that after that date shipowners would have to re-assume full responsibility for the internal protection of their ships.

The interested companies—the Canadian Pacific Railways, Messrs. Butterfield and Swire, representing the China Navigation Co., Jardine, Matheson & Co., Ltd., representing the Indo-China Steam Navigation Co., Mackinnon, Mackenzie & Co., representing the British-India Steam Navigation Co., Douglas Lapraik and Co., representing the Douglas Steamship Co., Ltd.—made earnest and repeated representations during the en-

†From the Annual Report of the Hongkong General Chamber of Commerce

*Report of the Hongkong General Chamber of Commerce for 1929.

using months to the naval and military authorities, and through them to His Majesty's Government for the continuance of naval or military guards, stating that all possible avenues for obtaining guards of various nationalities had been thoroughly discussed but that properly trained and disciplined guards under naval or military control afforded the only sure safeguard against piratical attack. That this satisfied success had been proved by the immunity from piracy experienced on all ships so provided. In the interests of life and property and British trade the companies most earnestly requested His Majesty's Government to reconsider its decision to withdraw the invaluable and essential assistance being rendered. The shipping companies considered opinion was that the termination of the present effective deterrent to piracy, without replacement by adequate substitution, would but lead to a recurrence of the deplorable state of affairs on the China coast prior to the inauguration of the system now in vogue.

Notwithstanding all appeals, His Majesty's Government advised in January, 1930 that they adhered to their decision to withdraw the guards on April 1 and the suggestion was put forward that the shipping companies should employ Indian guards. The shipping companies maintained, however, that this would only be a return to the unsatisfactory conditions which existed under the Hongkong Piracy Regulations of 1914, when many of the Indians provided were found to be lacking in discipline and efficiency. Experience has shown that military discipline is essential to efficiency and the shipping companies expressed their definite opinion that, to be of effective value, Indians as anti-piracy guards should be ex-soldiers of good record, fully trained and accustomed to military discipline, and that it was of prime importance that they should be recruited by and placed under the control of the naval or military authorities in order that such discipline and efficiency could be maintained. It was essential that each guard on the ships should be in the command of an European N.C.O., and it was suggested that if this was eventually not possible to detail men for this purpose from the regular troops it would be practicable to enroll a sufficient number of time-expired men for the necessary duties, to be directed by the military authorities. Indian guards should form a separate piracy unit under their own officers and not be an extension of the general system of police guards.

Finally, the shipping companies urged that if the withdrawal of the present guards was definitely irrevocable they should at least be continued until an adequately trained and disciplined force could be effectively formed and be made available for replacement. The Prime Minister was approached by representatives of interested companies, but decided that British military guards would not be supplied after the end of March, 1930.

Subsequently, however, the First Lord of the Admiralty stated:

"The Government have informed the companies that they are prepared to sanction a further extension of the provision of regular naval and military guards for a definitely limited period subject to the following provisions: (1) That the shipping companies, before April 1, agree to accept an elaboration of the present scheme under which Indian guards are made available by the colonial police authorities for the internal protection of shipping; (2) that any regular guards supplied after March 31 are paid for by the shipping companies in full; (3) that the whole

cost of the elaborated scheme, including that of maintaining guards when not actually employed on board ship, should be borne by the companies in proportion to their requirements." The following correspondence is of interest:

March 25, 1930
The Secretary of the Admiralty,
Admiralty,
S. W. I.

Sir,
We refer to your letter M0883/30 of March 18 and to our interview at the Admiralty on March 24.
We desire to emphasize once more that what we are concerned with is prevention of attempts at piracy rather than merely protection against such attempts. Even in the case of successful resistance to piratical attacks there is the great risk of loss of life among the personnel of the ship and the passengers of considerable and expensive damage to the ship itself. It cannot be denied that the Indian guards hitherto supplied by the Hongkong police have ever succeeded in stopping an attempt at piracy and only in exceptional cases have they successfully resisted one. The only means yet discovered for effectually preventing attempts at piracy has been the carriage of armed naval or military guards during the last eighteen months; but it was made clear to us at the interview that the Government had definitely decided that they could not continue to supply military guards. We are therefore forced to accept their decision although we consider we have the right to express, while the exceptional conditions prevailing in China continue, that military guards be provided. In view of this decision we realize that it may be necessary to fall back on Chinese, but we must emphasize that the prevention of piracy demands a properly disciplined unit.

With regard to the three Provisos in your letter: (1) While we are convinced that the necessary discipline can only be enforced, if this new unit is placed under the control of the naval or military authorities in the Far East, we agree to making a trial of a unit under the control of the Hongkong police, provided that it is constituted as a definite anti-piracy unit with a C.O. and sufficient headquarters staff of officers and N.C.O.s seconded from time to time from the navy or army.

(2) As the Government have said that we must pay for the continuance of military guards during the period of formation of the new unit, we consider that we should have some say as to the numbers of men carried in each ship and it would not, as in the past, be entirely at the discretion of the naval or military authorities to decide the question.

(3) If we are forced to bear the whole cost of the new force, we can only yield to pressure and agree, as guards are imperative; but we must, as British subjects and therefore entitled to the protection of the British flag, protest against being burdened with the whole cost of a force, which is of at least as much interest to the British Government and the Colonial governments of Hongkong and Singapore as to the shipowners, and wish to urge you once more to reconsider this matter and agree to these governments sharing the cost with us in some agreed proportion. A point that should not be overlooked is the impotence of an adequate anti-piracy force to the H.M. Government from the point of view of expense incurred by H.M. ships in succouring pirated ships and by the Hongkong

Government in dealing with pirates, apart from other issues involved. We would suggest that a fair share for shipowners would be one-third of the total.

We understand that details of the constitution, establishment and cost of the proposed new force are being gone into in Hongkong and will be available in due course for our consideration.

We are, Sir,
Your obedient Servants,
INDO-CHINA S. N. CO.
CANADIAN PACIFIC RAILWAY
and the Marine Engineers' Guild
Officers Federation of China. The
that white ratings are essential.
For and on behalf of the Officers (Merchant
Navy) Federation Ltd.
W. H. COOMBS
General Manager
* * * * *
Admiralty, London, S. W.
March, 28 1930

I am commanded by My Lords Commissioners of the Admiralty to acquaint you that your letter dated March 25, 1930, regarding the protection of British ships in the China Seas against piracy, and have communicated that letter to the other Government Departments concerned.

1. It is noted that you accept the decision of H.M. Government in this matter. The necessary instructions are accordingly being sent by telegram to the authorities at Hongkong.

2. The provision to be made for the organization of the proposed system of guards depends so much on local conditions that all details of that organization must be worked out at Hongkong.

3. As regards the special points raised in your letter:

(a) Your suggestions as to the seconding of an officer and non-commissioned officers have been communicated to the War Office for detailed consideration.

(b) Your representations as to the possibility of men being involved in heavy payments when large guards are supplied to ships have been communicated to the Army Council for such action as they may consider it desirable to take. It is pointed out, however, that the strength of the guards must be within the discretion of the Commander-in-Chief and General Officer Commanding and is a matter in which H.M. Government cannot interfere.

(c) Your remarks as regards the incidence of these matters were taken fully into consideration before the decision of His Majesty's Government communicated in my letter M. 0883 of March 18, 1930.

4. A similar letter has been addressed to Messrs. John Swire and Sons, Limited; the Secretary, British India Steam Navigation Co., Ltd.; the Director, Matheson and Co., Ltd.; the European General Manager, Canadian Pacific Railway Co.; and a copy sent to the General Manager, The Officers (Merchant Navy) Federation, Limited.

I am, Your obedient Servant,
(illegible)

The "Kwangchi" Steam Navigation Co's str., Kwangchi, was seized by pirates, who had boarded her as passengers, when

on route to Shanghai from Wenchow, on November 6, 1929. The Captain and officers were locked up under guard in their cabins, and the pirates, later in the evening, were reinforced by about a hundred men who boarded the Kwangchi from a junk. Next day they attacked the water police at Chihpu, defeated them, and seized their arms and ammunition. The pirates left the Kwangchi with their loot, near Haimun, on November 8. One Chinese passenger was killed during the engagement, while the water police, cargo and passengers' valuables valued at about \$50,000 were looted from the ship.

The "Haiching" Piracy

An attempt was made to pirate the Douglas Company's str., *Haiching*, between Swatow and Hongkong, in the early morning of December 8, 1929. Some thirty pirates, who had shipped as passengers, participated in the attack which was repulsed by the officers of the vessel and the Indian guards carried on board. The vessel was taken to the third officer, Mr. K. A. Woodward, who fatally wounded one of the chief officers, Mr. K. Perry, received a bullet in the stomach. Attempts to capture the engine-room were unsuccessful, and further onslaughts on the bridge were resisted, although one of the Indian guards was killed and another wounded. Hampered of their prey the pirates fired to the vessel. The *Haiching's* wireless calls for assistance were picked up by H.M.S. *Sterling*, which was at anchor near Bias Bay and she arrived on the scene about 5 a.m., followed by H.M.S. *Sirdar*. In the meantime, the officers and guards had killed or wounded most of the pirates, but the flames had made such headway that orders were given to abandon the ship. Some lives were lost, among them Chinese passengers, owing to their panic-stricken efforts to launch the boats. The two British warships took off the remaining passengers and succeeded in extinguishing the fire. Suspects were arrested, but it would appear that most of the pirates had been killed or drowned. Two to death at Hongkong.

The gratuity of the officers and guards was officially recognized by the bestowal of various classes of the Order of the British Empire on the former, and gratuities to the families of the deceased, and to the surviving guards and the wireless operator.

The "Ryujin Maru" Piracy

The Japanese vessel, *Ryujin Maru*, which went ashore at the mouth of the Whampoa River on December 22, was boarded by bandits and looted. The officers were not molested beyond being confined to their cabins while the looting went on.

The "Helikon" Piracy

The s. s. *Helikom* (2,232 tons), owned by Messrs. Wo Fat Shing & Co. of Hongkong, and sailing under the British flag, while on her way to Saigon from Hongkong was pirated and taken to Bias Bay on July 2, 1930. No lives were lost. She carries no armed guard and is not protected by grilles, and was a day's voyage from Hongkong when a body of pirates, who had come on board in the usual manner as passengers, held up the officers, threatening them with revolvers. No resistance was offered and no shots fired. The master, Captain W. Anderson, was ordered to steer for Bias Bay. He, the chief engineer, Mr. William Anderson, the chief officer, Mr. J. S. Kirkpatrick and the second engineer, Mr. G. Marr, were the only

Europeans on board. They were all treated courteously by their unwelcome visitors. The *Helikon* arrived in Blas Bay at midnight. After they had thoroughly looted the steamer, the pirates made off in the ship's boats with booty valued at \$8,000. They also took away with them the commodore and 14 passengers, giving out that these would be held for ransom.

SHIPBUILDING

Launching of the "Yangping"

The motor vessel, *Yangping*, built by Ia Societé Franco-Chinoise de Mécaniques et de Constructions Métales, was launched at the order of the Ta Sing Navigation Co. for their Shanghai-Indochina service, was launched at the Koin-sin Dock on December 2. Mrs. Feng pin-uan, wife of the chairman of the board of directors of the owners of the new vessel, performed the ceremony.

The *Yangping* is a twin-screw vessel of the intermediate type, 230 ft. long and 35 ft. wide, but does not exceed a draft of 11 ft. when fully loaded. She is driven by two Diesel motors M.A.N. of 500 horsepower each and is capable of attaining a speed of 17 knots. Traffic regarding which special studies of requirements had previously been made, and she has accommodation for eight first-class, 25 second and 30 third-class passengers. The difficulties in her construction lie mainly in the necessity of combining a limited draught with a comparatively heavy deadweight load.

Launching of the "Tsinan"

With a large crowd cheering heartily, the 3,300 tons, s. s. *Tsinan*, slipped down her supports into the water at 4.15 p. m. on January 23 and was successfully launched. The *Tsinan*, which was constructed by the Taikoo Dockyard, is the sister ship of the *Taiyuan*, and was built to the order of the China Navigation Company. She was launched after Mrs. Chan Ming-shu, the wife of H. E. General Chan Ming-shu, had performed the time-honoured custom of breaking a bottle of champagne.

The *Tsinan* was constructed to the order of the China Navigation Co., Ltd., and is 325 feet in length, with a beam of 45 feet and depth moulded to upper deck of 24 feet 9 inches, carrying a deadweight of about 3,300 tons on 18 feet draught. The vessel is built on the deep-framed system and has two complete decks and poop, bridge and forecastle. The scantlings of the vessel have been approved by the British Corporation and generally supervised during construction by the Hongkong Government to obtain their passenger certificate. Accommodation for the crew has been arranged forward. A second-class saloon and staterooms for 34 passengers have been provided, the staterooms being large and airy, each being provided with two side scuttles. The first-class saloon and eight single-berth cabins have been arranged at forward end of bridge deck while the officers and engineers are berthed at aft end of bridge. Captain's house, chart room and wireless room are on the boat deck. The commodore's staff have been accommodated aft in the poop. The vessel is provided with steam windlass and capstan forward also a warping capstan aft on poop. Steam steering gear is housed in poop and actuated from the bridge by telemotor gear. Eight steam winches have been provided to work 8 steel derricks, one 15-ton derrick and one 30-ton derrick. The vessel is rigged as a two-masted schooner and fitted with

reciprocating engines driving one shaft and capable of driving the vessel at a speed of over 11 knots loaded.

Machinery and boilers were constructed entirely by the Taikoo Dockyard. The *Tsinan* is the second ship to be built of the "T" class and will be engaged on the Shanghai-Canton run.

Launching of the "Yang An"

The motor vessel *Yang An* was launched on March 15, at Ia Societé Franco-Chinoise de Constructions Mécaniques et Mécaniques à Koin-sin Dockyard in Nantao, Shanghai. Miss Catherine Lo, daughter of Mr. Lo Fahong, chairman of the directors of the Dah Fong S. N. Co., performed the christening ceremony and, amidst the firing of crackers and the booming of paper bombs, the *Yang An* was launched.

The *Yang An* is a passenger and cargo vessel for the Shanghai-Hatchow service and she is of 1,500 tons capacity. She measures 230 ft. long, 35 ft. in beam, and her draught fully loaded is 11 ft. Fitted with wireless, she carries two Diesel motors, each of 500 horse-power, supplied by the M.A.N., which should give her a speed of 11 knots. She will have passenger accommodation for 12 first-class passengers, 48 second and 250 third.

The "Loyang Maru"

The Kiangnan Dock & Engineering Works built the steamer, *Loyang Maru*, to the order of Messrs. Nissin, Kisen Kaisho of Japan, the largest vessel in gross tonnage that has been constructed in Shanghai. Expressly for the run between Shanghai, Hankow and intermediate ports. The vessel represents the combined experience of the company's superintendents, Captain K. Takeshita and Mr. Susukida, and the builders.

The principal dimensions are:—

Length overall	342 ft. 0in.
Length between perpendiculars	330 ft. 0in.
Breadth moulded	48 ft. 0in.
Breadth over guards	59 ft. 0in.
Depth to upper deck	24 ft. 3in.
Height upper to promenade deck	8 ft. 0in.
Height promenade deck to boat deck in	8 ft. 0in.
Guaranteed speed	15 knots
Indicated horse power	3,400

The vessel has been designed for service on the Yangtze River as a first-class passenger and cargo steamer.

Passenger cabins are arranged on the upper deck for 32 first-class passengers, 28 second-class and 172 third-class. Cabins are arranged on promenade deck for 20 foreign first-class passengers, and 10 foreign second-class passengers, also cabins for pilots and officers.

Captain's cabin and wheelhouse, Smoking Room, Palm House Cafe, Lounge and Japanese Social Hall are constructed on the boat deck. A steel mast is fitted forward with one 10-ton derrick and two 5-ton derricks of steel tubes with steam winches for the quick handling of heavy weights.

The *Loyang Maru* is driven by twin screws whose shafts are operated by two engines of the inverted, direct-acting, triple-expansion, surface-condensing type, turning outwards when running ahead and working on three cranks with cylinders and slide valve arranged in fore and aft line. Condenser is of the "airflux" type common to both engines. Air, feed and bilge pumps are driven by levers off the main engines. Three Scotch boilers

fitted with Howdens forced draught, working at a pressure of 200 lbs. per square inch, supply ample steam to develop about 3,300 I.H.P.

Electric light is fitted throughout and heaters by two steam-driven dynamos, one of 27 k.w. and the other 15 k.w.

The steam windlass and capstan is of Emerson & Walker's latest design. The steam steering gear is placed directly over the rudderstock in the steel house and is of Donkin's latest type with telemotor gear and standard on the navigating bridge.

Chinese Naval River Gunboat "Min Chuan"

The Kiangnan Dock and Engineering Works completed the river gunboat, *Min Chuan*, for the Chinese navy. The principal dimensions of this new addition to the Chinese Yangtze patrol, are as follows:—

Length overall, 196 ft. 8 1/2 in.; length between perpendiculars, 133 ft. 4 1/2 in.; breadth, 11 ft. 3 in.; draught (normal) 6 ft.; displacement, 460 tons; I.H.P., 2,690; speed, 18 knots.

Armament: One 4.7-in. Q.F. gun on bow; one 4-in. Q. F. gun on stern; three 6-pounders on bridge and forecastle; six machine guns on bullet-proof shield mountings.

Machinery: The propelling machinery consists of two sets of high speed-inverted, direct-acting, surface-condensing, triple-expansion engines. Steam is supplied by two Thornycroft water tube boilers at a working pressure of 240 lbs. per square inch.

Accommodation: Appropriate accommodation is provided for a total complement of 100 men.

Diesel Vessel Built in Hongkong

A most interesting and instructive demonstration of a full Diesel marine engine was given on May 14 at Hongkong, when the Texas Company and Messrs. Dodwell and Co., Ltd., entertained a number of local gentlemen on a trial run of *Terros II*, the latest addition to the growing fleet of Gardner-engined launches in the harbour. Of teak construction, *Terros II* was built by the Whampoa Dock at their Cosmopolitan Yard, her dimensions being as follows:—Length, 55 ft. 0 in.; breadth, 13 ft. 0 in.; depth, 6 ft. 0 in. (moulded). The general design follows customary practice but for a large hold which is arranged between the forward engine-room bulkhead and specially large cabin accommodation. The machinery, which was supplied by Messrs. Dodwell and Co., Ltd. and installed by the builders, consists of a Gardner 4-cylinder, two-stroke, crude-oil, direct-reversing engine of the full diesel cold-starting type, developing 72 B.H.P. at 400 r.p.m. Starting and manoeuvring is effected by compressed air, 350 lbs. In addition to the usual air compressor, circulating and bilge pumps fitted on the main engine, a small auxiliary compressing set is provided for the initial charge of the air bottles and for replenishing these bottles should the charge through any cause be lost. Driven off the main shaft is a small direct-current Dynamo generator, this set furnishing electric light throughout the launch and for navigation, including the lamp and for night of the brilliantly lighted cabin deck house and engine room was particularly attractive. A powerful Tylon air whistle is fitted on the funnel just above the awning.

On a recent trial the mean speed of the *Terros II* was 9.35 knots.

Shipbuilding in Hongkong

The *Governor Taff* and *Manok*, which have just been completed at Kowloon, are sister ships, having a gross tonnage of 275.3 and a nett tonnage of 162.11. Their dimensions are:—Length 134 feet, beam 27 feet and depth 11.16 feet. The *Manok*, which is owned by Ia Naviera Filipina, Inc. of Cebu, was launched on February 6, and the *Governor Taff*, by the P. D. Navigation Co. Inc., on March 3. It is understood that both are to be used on the coastal service on arrival in the Philippines.

New Drydock for Shanghai

"I declare Yangtze-river Drydock No. 2 open." So said Mrs. H. E. Arnold on February 21 as she cut tri-coloured ribbons with silver shears before a distinguished gathering at the New Engineering & Shipbuilding Works. The ribbons were strained across the new dock as H.M.S. *Ladybird* slowly entered to take up a position for extensive repairs.

The principal dimensions of the Dock are:—

Length at top	345 ft.
Width, entrance at bottom on	110 ft.
at sill	61 ft.
Water at spring tides	16 ft.

CHINESE SEAMEN AND B.O.T. EXAMINATION

The following notification appeared in the Hongkong Government Gazette under date November 22, 1929:—

NOTICE

Harbour Department.
No. 601.—It is hereby notified that Chinese Nationals will be permitted to sit at the Board of Trade Examinations for Master, First Mate and Chief Engineer under the same conditions as laid down for British subjects.

Successful Chinese candidates will not, however, receive a certificate of Competency, which can be granted only to British subjects but will receive in lieu thereof a letter signed by the Chief Examiner (the Harbour Master) certifying that the examination has been passed.

This letter will not entitle the holder to the rights conferred by a Certificate of Competency.

G. F. HOLE,
Harbour Master, etc.

Questions in Parliament

February, 20, 1930
Mr. Hore-Bliss.—Asked the President of the Board of Trade whether he will explain the issue of Notice 601 in the Hongkong Government Gazette of November 22, 1929, stating that Chinese Nationals will be permitted to sit at the Board of Trade examinations for Master, First Mate, and Chief Engineer under the same conditions as laid down for British subjects; and whether this means that the Board of Trade Regulations, which confine examinations for certificates of competency under the Merchant Shipping Act to British subjects, have now been widened.

Mr. H. Graham.—The arrangement made by Order No. 601 in the Hongkong Government Gazette of November 22, 1929, was approved at the instance of the Colonial authorities in Hongkong. As to the effect of the arrangement, I would refer my

Friend to the reply given by the Under-Secretary of State for the Colonies on February 19 to the hon. Member for Mosley (Mr. Hannan). The reply was as follows:

I have seen the notice to which the hon. Member refers. While Chinese nationals will be permitted to sit at the Board of Trade examinations, it is expressly stated that they will not receive a certificate of competency, which can be granted only to British subjects, but will receive in lieu thereof a letter signed by the Chief Examiner (the Harbour Master of the Colony) certifying that the examination has been passed. This letter will not entitle the holder to the rights conferred by a certificate of competency. The action of the Colonial authorities has been taken with the approval of His Majesty's Government.

Mr. Hore-Belisha—Will the right hon. Gentleman be good enough to answer the last part of the question, as to whether this means that the Board of Trade Regulations, which confine examinations for certificates of competency to British subjects, have been widened?

Mr. Graham—No, Sir, I gather that in this case they do not receive a certificate of competency, which is restricted to British subjects, but that they receive in its place a letter signed by the examiner certifying that the examination has been passed. That is really the essence of the change.

Mr. Hore-Belisha—Does that apply only to Chinese and not to any other nationals?

Mr. Graham—I prefer that that question should be put on the paper.

Ziad, Com. Kenworthy—Does this letter entitle them to serve as officers on British ships; and is it given in place of the Board of Trade certificate?

Mr. Graham—I should not like to reply finally to that question without notice, but I understand that that is not the case.

Mr. Wardlaw-Milne—Can the right hon. Gentleman state whether it is not a fact that British seamen born in India, for example, are presently compelled to sit for these examinations subject to a certificate of competency as any other British subject?

Mr. Graham—This is quite new matter. If the hon. Member will put down a question, I will gladly give him a reply.

Sir L. Worthington-Evans—Can the right hon. Gentleman tell us what is the value of this letter if it does not enable the people who receive it to serve as mate, and so on, on British ships?

Mr. Graham—It is largely, as I understand, a question of providing examination facilities, and this letter from the chief examiner is not a certificate of competency which can only be granted to British subjects.

Sir L. Worthington-Evans—What is the use of the letter? Has the letter any value or validity at all?

Mr. Graham—Oh, yes, certainly. I should think that it would have the value, at all events, as showing that these examinations have been taken, and up to a point they are evidence of a certain level of competency.

Sir L. Worthington-Evans—Can the right hon. Gentleman say what is the use of the letter which, having been given, does not appear to qualify the recipient for anything at all?

Mr. Graham—It qualifies for service beyond question.

Sir L. Worthington-Evans—For what?

Mr. Graham—It must qualify for service in some capacity. I cannot this afternoon indicate to the right hon. Gentleman the precise way in which it can be used without notice of a question of that kind.

Loss of the "Lee Cheung"

Over 250 lives were lost when the s. s. *Lee Cheung*, a Hongkong-owned Chinese boat, went down during a north-easterly gale on December 21, 1929 off Fukien Point. A vessel of 162 tons nett, she became a total wreck, and it would appear also that of the whole number of persons on board, only two have survived. The vessel left Saumel, in the ordinary course of events, on her return to Hongkong. On the trip back, she called at a number of intermediate points, and her movements up to the time she left Shamun-kwan, were duly recorded. The s. s. *Cheung On* reported passing the ill-fated vessel on the way up from Pinghoi, while at the latter port the agents stated that she effected a clearance at 2 p.m. and proceeded on her way to Shamun-kwan. Bunk had fallen when the *Lee Cheung* arrived at Shamun-kwan at 6 o'clock the same evening. To reach the spot when disaster befell her, off Fukien Point, the steamer would have to steam more than two hours in the open sea. Conditions approximating a gale set in, and with the north-east monsoon blowing hard, the vessel found herself in difficulties. It is stated by the owners that the ship was top-heavy, but whatever might be the reason, it is evident from the accounts brought back by the survivors, that she was in no condition to meet the gale of the force that was then raging. High seas broke over her decks, the pumps were unable to cope with the inflow and within a remarkably short space of time the ship became completely water-logged. She listed over to port with the direction of the wind and turned turtle. In less than 25 minutes, the ship disappeared from sight, leaving no trace to indicate the spot where she sank.

The *Lee Cheung* was formerly the *Cheung Chou*, and had been in the possession of the Fook Hoi some ten years, not very long after her launching from a local Chinese shipyard. It was recently that she had been overhauled and reconditioned, at an expenditure, so the Company states, of \$20,000. She was then valued at \$60,000, and the important fact for the Company is that she was not covered by insurance. The ship's complement, stated to be 36, included four anti-piracy Indian guards and members of the compradore department.

The whole crew consisted of 44 Chinese, and it is stated by the vernacular papers that there may have been fully 200 passengers on board. A Hongkong police report confirms that there were altogether 262 persons (passengers and crew) on the ship, of whom only two are known to have been saved.

Loss of the "Ka Heng"

Running into a fog after leaving Kwang-chowwan at 4 a.m. on December 12, 1929, for a place called Liu Chiu, the Portuguese steamer, *Ka Heng*, struck a rock near Mandarin's Cap at 1:50 a.m. the next day and was wrecked. Fortunately, the mishap occurred near a small islet and Captain Cordova, the master of the vessel, the other 40 members of the crew and 11 passengers managed to get to the islet where they passed the night. Later in the day, two fishing boats were sighted. Those marooned succeeded in drawing the attention of the occupants of these boats and were then taken to Yeung-kong, from where a tow-boat took them to Kowloon. With the exception of two of the passengers, all took passage to Hongkong on the *Charles Harcourt*. The *Ka Heng* flies the Portuguese flag, but is owned by a Chinese syndicate. She has a net tonnage of 389 tons with a length of 134 feet

and has been for some time running between Hongkong and Kwangchowwan. She was at one time called the *Mae-Nara*. Captain Cordova said the vessel was worth about \$50,000, thereby making the total loss about \$120,000.

Wreck of the "Kosai Maru"

The *Kosai Maru*, en route from Welhailwei to Chefoo, struck a rock on the outer side of Kung Tung Tao (Lighthouse island) during a fog on March 27, 1930. All the Chinese passengers, numbering 140, were taken on shore yesterday morning (March 29) by the harbour tug, this operation being ably assisted by the harbour master, Mr. C. H. Hardy, and the pilot, Mr. P. A. Timofieff. The crew stayed on board, but late Friday evening (March 28) in response to signals, notwithstanding a very heavy sea which was then running, the harbour master and pilot went out again in the harbour tug to rescue them, and the ship was therefore abandoned.

The *Kosai Maru* left Welhailwei on her way to Chefoo at 3 p.m., on March 27, 1930, and, although the weather was slightly foggy, when nearing Chefoo a heavy bank of fog was encountered which completely obliterated all sight of land.

About 8 p.m. the ship ran on to a rocky ledge on the northern or exposed side of Southeast Island, which lies east of the Kungtung Tao Spit and nearest to the ships' track. Fortunately there was no wind and very little swell at the time, or a more harassing tide would have to be told. As soon as the news was received in Chefoo, the harbour master, Captain Hardy, together with the Chefoo pilot, Captain Timofieff, proceeded in the harbour tug to endeavour to take off the passengers, 124 of whom were brought to Chefoo, including many women. Later, on Friday (March 28), the harbour tug made another trip to the unfortunate vessel, this time towing a cargo boat on which most of the cargo, together with the compradore and the fitted ship, was safely brought to land. On this second trip the tug encountered great difficulty in towing the lighter sufficient to allow the *Kosai Maru* owing to a strong N.W. breeze which started at the time, with the consequent tidal current and swell of the open sea. The captain, officers and crew of the ill-fated ship remained on board the *Kosai Maru*, which was aground forward and about aft; a very perilous position, considering that the bottom fore-part of the ship was broken. The northern side of S.-E. Island is very steep and high, so that, should the *Kosai Maru* have slipped off the stone ledge, or which there was every likelihood, she would have sunk there and then and the crew would have been dashed to death by the heavy seas running.

A very vigilant watch was instituted over the *Kosai Maru* by the Chinese Maritime Customs, through Mr. Bloomfield, who is in charge of the Lighthouse on the Island. Later in the evening information was received through Mr. Bloomfield that the ship was sending distress signals. Immediately, Mr. E. G. Lee, Bas, the Commissioner of Customs, sent the harbour tug with instructions that the utmost must be done to save the lives of the distressed men still on board. Captain Hardy was again in charge, ably assisted by Captain T. Timofieff navigating the tug, with Mr. Yang Fah, the loddah, who handled his scuncheon life ship as instructed. It was about 11.30 p.m. ere the tug was able to anchor close to the *Kosai Maru*. Captain Hardy and his party succeeded in rescuing the whole crew of the unfortunate ship, and about 4 a.m. fired and wet to the skin, they arrived with their precious cargo of human lives in Chefoo.

Hongkong Naval Tragedy

Within an hour and a half of its leaving Hongkong harbour on the morning of April 8, 1929, an ex-cruiser, H.M.S. *Sepoel*, of the Eighth Destroyer Flotilla, was the scene of the most regrettable tragedy, in which four ratings were killed outright, two others seriously injured, one of whom has since died and one slightly injured. News of the accident, which was caused by the premature explosion of a depth-charge, was received in Hongkong shortly afterwards, and the following particulars have been officially given out:

The names of the victims were: **Killed:** Gunner L. G. Reed (T); Petty Officer Walter Belderson, Able Seaman Thomas Edward Smith, Able Seaman Jam Noel Redmond Czigper. **Injured:** Able Seaman William James Angus Draper. **Seriously injured (since died):** Able Seaman Robert William Heywood. **Slightly injured:** Petty Officer Regina John Pitt.

Loss of the "Dampfo"

The Norwegian steamer, *Dampfo*, 2,491 tons gross, owned by Messrs. Ardl, H. Mathieson & Co., and chartered by the Kailian Mining Administration, while on her way to Shanghai from Chungkingtao with a cargo of coal and coke and 110 bags of mail, came into collision with the Japanese vessel, *Hoten Maru*, in fog off the Shanghai Promontory and sank within half an hour. All of the officers and crew were saved in the ship's own boats at

Loss of the "Kohatsu Maru"

The Blue Funnel steamer *Azusa*, colliding in a dense fog with the Japanese ship *Kohatsu Maru*, off the Shanghai Promontory on the night of July 13, 1930. The latter, which is a small Daiiren steamer, 1,500 tons, was sunk, but all the crew save one were rescued. The *Azusa* was on her way to Taku Bar.

THE CHINA MERCHANTS' STEAM

THE NAVIGATION CO., LTD.

On October 28, 1930, the State Council issued the following Mandate: "The China Merchants S. N. Co., Ltd., the oldest shipping concern of our country, but, due to improper management much of its property has resulted, with the company verging on bankruptcy. The State Council has before appointed officers for the purpose of reorganization and promulgated a set of regulations, as well as appointed a committee to supervise and direct the workings; by the protective policy it has resulted in very little benefit. It is obvious that neither short of radical reform would effect restoration of the lost shipping policy and satisfaction of the general public. It is therefore hereby ordered that the said shipping company be converted into a state enterprise, thereby effecting fundamental reorganization with a view to uniting shipping policy and the development of the shipping industry. As regards the liquidation of liabilities to the shareholders and other creditors, the Reorganization Committee shall in as short time as possible report to the Council as to their recommendations for the Council's approval. The *Norfo-Chiao Daily News* of October 3 described the plight of the Company as follows:

The present unfortunate condition of this remarkable enterprise is notorious. It is a private enterprise without the right to control its own affairs. Its directors, except Marquis Li, Chairman of the Board, have been suspended, its shareholders are powerless, and now are faced with the compulsory surrender of the entire business to their Government. As a Chinese company there are no foreign shareholders. . . Very little is known to the general public of the history of the China Merchants Steam Navigation Co., Ltd. and a better understanding of the facts is necessary in order to appreciate the full significance of the Government's action.

In 1872 the then Viceroy of Chihli, Li Hung-chang, was ordered to make an investigation into the shipbuilding conditions in South China, and to ascertain whether the Government, by any form of encouragement, could facilitate the establishment of a Chinese company owning and operating its own ships. The Viceroy acted through the Commissioner of Transport for Chokiang, Mr. Chu Chi-hong, who came to Shanghai and established an office, primarily for the purpose of canvassing for Chinese merchants interested in shipping. From this it derived the name: "China Merchants' Steam Navigation Co."

Imperial sanction was obtained to appropriate about \$200,000 from the public treasures of Chihli as the initial working capital of the new company. This appropriation was treated as a loan, at 7 per cent, and was eventually completely returned, it being distinctly specified that the Government would not participate in the profits or losses of the Company.

About 1876 the Company purchased the assets of Andrew Wright, Mailford for a sum of Tls. 2,000,000, of which the Government advanced Tls. 1,000,000 at a reasonable rate of interest. This provoked keen competition from foreign shipping companies and consequent reduction in freights, and therefore depression, and the Company became involved in difficulties which necessitated Government forbearance in the payment of interest.

Imperial sanction was obtained to redeem this loan by instalments payable from the freight due to the Company from the Government for the transportation of rice and food-stuffs.

In 1883 the Government made a further loan of Tls. 360,000. By 1891, however, the Government loan had been completely paid, this being made possible by the exemption of interest.

The Company suffered a severe loss in 1901 in the death of Li Hung-chang and his strong championship of the shipping industry was not continued in the policy of his successors. Nevertheless, the Company prospered. It played its part in contribution to Imperial purposes and also to education; for many years it contributed a yearly sum of Tls. 20,000 to the Peking University and Tls. 20,000 to the Nanyang University, founded by Sheng Kung Pao.

The China Merchants' Co., although a private company, had been subject to the control of the Governor-General of Peking, and in 1909 this control came under the Ministry of Posts which promulgated the so-called "chartered constitution" to govern the conduct of the Company's affairs, which stipulated amongst other things, that the Company should be subject to the Ministry of Posts. Private enterprise subject to the Ministry.

It provided that the Company should be operated in accordance with the Imperial Commercial Law governing limited companies; that at all times and for all purposes the Company should be subject to

the Ministry of Posts, in particular, as regards the purchase of ships and food-stuffs and the registration of ships; also the furnishing of an annual list of foreign employees; all shareholders should be properly registered and no shares sold to foreigners.

This was the first Charter, superseded on July 31, 1928, by that granted by the National Government, reaffirming the private status of the Company and recognizing Marquis Li as chairman of the Board of Directors. Incidentally it may be remarked that this Charter was issued after the establishment of Government control under the late Mr. Chao Ti-chao.

The conversion of the Company into a state enterprise is no new project. In 1911 rumors were prevalent that some such scheme was on foot, and the Ministry of Posts was even strained to point out, in answer to the Board of Directors' enquiry, that the Company had successfully operated for 40 years as a private concern and that in view of the merit of commercial competition State ownership would not countenance State ownership.

In the same year, when Shanghai fell into the hands of the Revolutionary Government, the latter mortgaged the Company's assets for large sums of money and propitiated the resignation of the Board of Directors. A settlement was reached by the company lending Tls. 500,000 to the Government, a loan which had to be effected by mortgaging the Company, at 24 hours' notice, to a loan of Tls. 10,000,000 for military purposes, to comply with this demand, received an invitation from Dr. Sun Yat-sen that the money had been obtained by loan, except for which the Company's assets as security, for which service the Government offered to assist in the development of its business. To what extent this pledge has been carried out is a matter of public knowledge. In the vicissitudes of the next ten years there is little of importance to record. Several abortive attempts by the Government to interfere in the Company's affairs were successfully resisted.

In May, 1927, the Government at Nanking appointed a committee for investigation and reorganization on the grounds that the management of the Company had been usurped by "Mandarin and profiteers" in its early stages and by nominees of the military in more recent years. This committee issued two volumes of reports upon the Company's position, but did not interfere in the management of it.

Meanwhile, the supervisor, an office which had been created by President Yuan Shih-kai in 1913, but, owing to opposition of shareholders, had remained in abeyance, continued to supersede the original management, and his authority was reinforced by the decision of the Second Plenary Session of the Kuomintang Party, which in May, 1929, ordered a Reorganization Committee and a Special Commission to be created. In November, 1929, therefore, a mandate was issued as a compulsory measure appointing the supervisor and Mr. Chao Ti-chao to act for the Special Commissioner.

This action of the Government, involving the appointment of a body independent of and controlling the shareholders, is open to obvious criticism, and is in direct conflict with the principles of private ownership embodied in the Regulations promulgated on December 21, 1929, governing private enterprises with limited liability and also those

promulgated on December 21, 1929, governing public utilities. These latter include shipping companies, and the regulations clearly stipulate that all public utility business shall be permitted to be operated for at least 20 years from the date of the promulgation of these regulations. The China Merchants cannot, thus, be converted into a Government enterprise before December 21, 1949. The same regulations, it may be interesting to observe in this connection, provide that in taking over any private business, the Government shall pay to the shareholders according to the equitable value of the business determined by competent experts.

One of the resolutions passed by the National Communications Conference in the latter part of 1928 was to the effect that, in accordance with the true interpretation of Dr. Sun Yat-sen's doctrine, navigable channels, wharves, the property of the State, but not shipping companies or their business, in the course of the third plenary Session of the Central Executive Committee of the Government held in March last, the foundation of an official policy towards the China Merchants Steam Navigation Co. was hotly debated and eventually referred to a Standing Committee, whose decision to convert it to a State Enterprise has presently been approved.

This compulsory surrender of private rights to the State affects a great number of shareholders. By 1882 the capital of the Company stood at Tls. 2,000,000 which was further increased to Tls. 3,000,000 in 1987 by the transfer of North Africa Lloyd.

In 1914 a revaluation of assets, numerous arrangements increased it to Tls. 8,400,000, of which Tls. 8,000,000 is owned by numerous shareholders and Tls. 400,000 was earmarked for the benefit of the employees, the shares being called "Employees' Bonus Shares". This fund was employed in the founding of the China Merchants' Public School which was discontinued when Mr. Chao Ti-chao converted it into a Navigation Institute. The employees received no benefit.

Mr. Chao Ti-chao was an old Kuomintang member. His inauguration as General Manager of the company took place on February 22, 1928, and he held that position until assassinated on July 21 last.

Being a revolutionist by profession, and relying on the code of techniques laid down by Dr. Sun Yat-sen, which advocated the State ownership of navigable channels, Chao Ti-chao launched an ambitious scheme for the nationalization of the shipping industry. His activity was, however, limited by the Provisional Regulations promulgated by the Ministry of Communications on March 6, 1918, for the control of the China Merchants' Steam Navigation Co. by its Board of Directors or in default of the existence of a legal Board of Directors (all directors except Marquis Li had been suspended by the Government) by the Board's Chairman. As such, Marquis Li has fought the unequal fight against the Government's representatives. The Company's losses during this period have been incalculable; its ships have been so freely commandeered that normal trading has become impossible; its finances have dwindled and its prestige has fallen to the depths, almost of ridicule. And yet its assets are valued at over Tls. 40,000,000 and its liabilities estimated at Tls. 15,000,000. Its losses and the uncertainty of its future have reduced the market value of shares with a face value of Tls. 273, down to Tls. 50, and at this crisis the Government has seen fit to take it over as a State enterprise. It remains to be seen how the shareholders will be dealt with.

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 Limber Co. Ltd.
China Merchants' Steam Navigation Co.
China Mutual S. N. Co., Ltd. (Blue Funnel Line)
China Navigation Co., Ltd.
Colonial Pacific Shipping Co.

Daimaru Kisen Kaisha
Doddwell Line (James Chambers & Co.)
Dohler Steamship Line
East Asiatic Co. of Copenhagen
Furness and Prince Lines
Glen & Shire Lines
Hamburg-Amerika Linie
Holland-Ost-Azie Linie
Hongkong, Canton & Macao S. S. Co.
Indo-China S. S. Lines
Isfahian S. S. Lines
Jardine, Matheson
Kobe, Yamato, Japan, Ijiko
Kobe, Mitsui, Administration
Kobe, Nippon Yusen Kaisha
Messageries Maritimes
Mitsui Bussan Kaisha
Moller & Co.

Nippon Yusen Kaisha
Nisshin Kisen Kaisha
North Africa Lloyd
North Africa and Australia Line
Oceanic Steamship Co.
Osaka Sosen Kaisha
Osea S. S. N. Co.
P. & O. S. N. Co.
Pacific Steam Navigation Co.
Peking Yusen Kaisha
Ricksen Linie
Sun Pao S. S. N. Co.
Shuwa Shipping Co.
Standard Oil Co.
Straits S. S. Co.

South Manchuria Ry. Co.
Soviet Mercantile Fleet
Smithers and Barry
Toshiba Oriental S. S. Co.
Willy, Wilhelmisen (Norwegian Africa N. 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
Ah Kwang	1913	612
Chun Kwang	1926	520 21
Fu Kwang	1922	1,402
Hai Kwang	1926	898 62
Shu Kwang	1924	731 51
Tien Kwang	1925	730 93
Wu Kwang	1927	319 66
Yang Peh	1916	311

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

Steamer	Built	Gross Register Tonnage
Wachow	1909	436
Hydrangea	1916	1,131
Chiu On	1904	20

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

Steamer	Built	Gross Register Tonnage
Tseng Tsh	1915	769
Hsun Tseuglah	1918	958

CHINA NAVIGATION COMPANY, LTD. (British)

Steamer	Built	Gross Register Tonnage
Wachow	1909	436
Hydrangea	1916	1,131
Chiu On	1904	20

CHINA NAVIGATION COMPANY, LTD.			DAIREN KISEN KABUSHIKI KAISHA			HONGKONG, CANTON & MACAO STEAMROAT CO., LTD. (British)			INDO-CHINA STEAM NAVIGATION CO., LTD. (British)		
(British) Steamer	Build	Gross Register Tonnage	Steamer	Build	Gross Register Tonnage	Steamer	Build	Gross Register Tonnage	Steamer	Build	Gross Register Tonnage
Anhui	1925	3,494	Hsuehchung	1918	3,426	Yantai	1925	3,173	Changshang	1917	2,358
Anking	1925	3,472	Hsuehchung	1914	3,426	Yantai	1925	3,173	Changshang	1915	1,065
Anlung	1926	3,608	Hsuehchung	1930	3,204	Yantai	1925	3,173	Changshang	1905	1,983
Changchow	1901	3,698	Yanchow	1905	1,992	Yantai	1925	3,173	Changshang	1904	2,920
Changlo	1917	2,48	Yanchow	1923	1,881	Yantai	1925	3,173	Changshang	1901	2,149
Changning	1921	2,51	Yanchow	1901	1,953	Yantai	1925	3,173	Changshang	1925	5,698
Changsha	1922	2,493	Building (Anshun)	1930		Yantai	1925	3,173	Changshang	1925	1,311
Chengkang	1914	2,44	Building (Hsuehchung)	1930		Yantai	1925	3,173	Changshang	1923	2,200
Chengchi	1914	2,172				Yantai	1925	3,173	Changshang	1923	6,617
Chenan	1909	2,209				Yantai	1925	3,173	Changshang	1920	5,446
Chengling	1923	30				Yantai	1925	3,173	Changshang	1920	2,665
Chenglu	1924	141				Yantai	1925	3,173	Changshang	1920	
Chenglu	1914	2,219				Yantai	1925	3,173	Changshang	1920	
Chengyang	1903	1,44				Yantai	1925	3,173	Changshang	1920	
Chinhua	1898	1,986				Yantai	1925	3,173	Changshang	1920	
Chinkiang	1917	2,50				Yantai	1925	3,173	Changshang	1920	
Chinkong	1925	30				Yantai	1925	3,173	Changshang	1920	
Chowchow	1914	2,171				Yantai	1925	3,173	Changshang	1920	
Chunshang	1921	1,158				Yantai	1925	3,173	Changshang	1920	
Chusan	1914	2,217				Yantai	1925	3,173	Changshang	1920	
Chuding	1921	2,07				Yantai	1925	3,173	Changshang	1920	
Fatsien	1887	2,616				Yantai	1925	3,173	Changshang	1920	
Fengshun	1905	1,765				Yantai	1925	3,173	Changshang	1920	
Hengyang	1901	1,956				Yantai	1925	3,173	Changshang	1920	
Hsin Peking	1906	2,866				Yantai	1925	3,173	Changshang	1920	
Huachow	1905	2,001				Yantai	1925	3,173	Changshang	1920	
Huachow	1901	1,951				Yantai	1925	3,173	Changshang	1920	
Ichang	1898	1,984				Yantai	1925	3,173	Changshang	1920	
Kalora	1921	2,655				Yantai	1925	3,173	Changshang	1920	
Kanchow	1905	2,001				Yantai	1925	3,173	Changshang	1920	
Kiating	1922	2,696				Yantai	1925	3,173	Changshang	1920	
Kiang	1907	1,165				Yantai	1925	3,173	Changshang	1920	
Kiangsu	1921	2,061				Yantai	1925	3,173	Changshang	1920	
Kiating	1925	4,23				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	2,635				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	1,982				Yantai	1925	3,173	Changshang	1920	
Kiating	1925	1,982				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	2,653				Yantai	1925	3,173	Changshang	1920	
Kiating	1905	2,001				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	2,626				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	2,644				Yantai	1925	3,173	Changshang	1920	
Kiating	1921	2,644				Yantai	1925	3,173	Changshang	1920	
Kiating	1905	1,999				Yantai	1925	3,173	Changshang	1920	
Kiating	1905	2,211				Yantai	1925	3,173	Changshang	1920	
Kiating	1905	2,000				Yantai	1925	3,173	Changshang	1920	
Kiating	1922	2,488				Yantai	1925	3,173	Changshang	1920	
Kiating	1922	2,485				Yantai	1925	3,173	Changshang	1920	
Kiating	1922	2,482				Yantai	1925	3,173	Changshang	1920	
Kiating	1883	2,732				Yantai	1925	3,173	Changshang	1920	
Kiating	1925	2,484				Yantai	1925	3,173	Changshang	1920	
Kiating	1898	1,985				Yantai	1925	3,173	Changshang	1920	
Kiating	1923	48				Yantai	1925	3,173	Changshang	1920	
Kiating	1914	86				Yantai	1925	3,173	Changshang	1920	
Kiating	1891	2,551				Yantai	1925	3,173	Changshang	1920	
Kiating	1915	2,549				Yantai	1925	3,173	Changshang	1920	
Kiating	1910	1,327				Yantai	1925	3,173	Changshang	1920	
Kiating	1895	1,650				Yantai	1925	3,173	Changshang	1920	
Kiating	1804	1,758				Yantai	1925	3,173	Changshang	1920	
Kiating	1805	1,195				Yantai	1925	3,173	Changshang	1920	
Kiating	1805	2,646				Yantai	1925	3,173	Changshang	1920	
Kiating	1926	2,206				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	2,904				Yantai	1925	3,173	Changshang	1920	
Kiating	1917	2,906				Yantai	1925	3,173	Changshang	1920	
Kiating	1916	2,590				Yantai	1925	3,173	Changshang	1920	
Kiating	1916	2,555				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	2,683				Yantai	1925	3,173	Changshang	1920	
Kiating	1917	32				Yantai	1925	3,173	Changshang	1920	
Kiating	1924	2,09				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	2,203				Yantai	1925	3,173	Changshang	1920	
Kiating	1903	2,548				Yantai	1925	3,173	Changshang	1920	
Kiating	1901	2,548				Yantai	1925	3,173	Changshang	1920	
Kiating	1904	2,202				Yantai	1925	3,173	Changshang	1920	
Kiating	1929	2,202				Yantai	1925	3,173	Changshang	1920	
Kiating	1914	2,104				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	1,112				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	1,661				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	3,113				Yantai	1925	3,173	Changshang	1920	
Kiating	1920	3,204				Yantai	1925	3,173	Changshang	1920	

*Reconstructed 1917 after fire
 †Reconstructed 1928 after fire

SOUTH MANGTURA RAILWAY CO. TUGS.		
(Japanese)	Build	Tonnage
Asato Maru	1925	15
Bofo Maru	1908	224
Bujin Maru(bunk-ering vessel)	1924	800
Choto Maru	1912	61
Dairen Maru	1921	440
Heito Maru	1911	569
(destroyer)		
Hakato Maru	1910	58
Hakato Maru	1921	429
Joyoi Maru	1907	112
Kakato Maru	1921	109
Miyoko Maru	1911	48
Nansan Maru	1910	462
(boppy)		
Nakato Maru	1910	152
Seito Maru	1915	76
Shiko Maru	1913	73
Sojo Maru	1907	107
Taisan Maru	1912	419
(boppy)		
Tetsudo Maru	1909	292
Yedo Maru	1908	223
Yodo Maru	1930	18
Zucho Maru	1912	24

STANDARD OIL COMPANY OF NEW YORK (American)

(British)	Flag	Gross Tons
Kaiting (Owned)	British	4,562
Wilfred	British	4,952
A. W. Brodke	Norwegian	4,401
Corona	"	3,984
Gedric	"	2,927
Gurth	"	2,921
Haukefjell	"	2,821
Isabelle Moller	British	2,499
Ramefiell	Norwegian	2,475
Rovena	"	3,479
Shimo Maru	Japanese	4,333
Shusei Maru	"	3,336
Tonjer	Norwegian	3,268
Unita	"	3,386

MOLLER & Co. Steamer

Steamer	Build	Tonnage
Daisy Moller	1922	6,600
Erica Moller	1927	7,400
Isabel Moller	1927	4,000
Miriam Moller	1927	5,000
Nancy Moller	1929	4,900

NISSHIN KISEN KABUSHIKI KAISHA (Japanese)

Steamer	Build	Tonnage
Changshang Maru	1922	1,033
Chialing Maru	1927	366
Fengyang Maru	1915	3,977
Fouting Maru	1929	621

YANGTZE MAIL LINE FEDERAL INC. U.S.A.

Steamer	Build	Tonnage
M/V Jiang	1927	1,033
M/V Chita	1915	366
M. Lighter No. 1		
" " No. 2		

YANGTZE RAPIDS S.S. Co., FEDERAL INC. U.S.A.

Steamer	Build	Tonnage
S/S Ting	1927	1,033
M/V Iu	1915	366
Ichang	1927	1,118
S/T Yehlan	1927	305
Mei Lu	1927	241
Mei Ming	1915	274
Mei Shan	1915	274
Mei Yan	1915	274

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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.

Name	Built	Gross Tonnage	Owners
Aiqun	1899	508.00	North Eastern S.S. Enterprise
Anlee	1905	1,643.00	Ching Kee S.N. Co.
Chuanhsing	1890	3,432.28	Huogong S.N. Co.
Changon	1890	1,539.75	An Tu S.N. Co.
Changlati	1891	1,684.08	Chow Chung Yang
Chefoo	1876	1,087.00	Tong Yee Ping Yang
Chekiang	—	335.00	Ching Kee S.N. Co.
Chengalee	1916	1,200.02	Chinese Government Railways
Chengping	1920	324.84	Tong Yee Ping Yang
Chengpon	1906	4,491.60	Ching Kee S.N. Co.
Chienlee	1907	2,909.00	Kwang Fook Nig.
Chikshan	—	741.00	Yu Chuan Chin Co.
Chinglan	1913	796.00	Ching Po S.S. Co.
Chingpo	1918	554.00	Zee Yu Kun.
Chingshan	1901	2,260.21	Chi Tung S.N. Co.
Chingshun	1914	3,046.66	China United Nav. Co.
Chingshun	1896	1,950.93	China United Nav. Co.
Chingtao	1926	1,333.31	Leung Shui Chuen
Chuanshan	—	907.34	Hwah Tung S.S. Co.
Chuangshoo	—	2,032.49	Ching Kee S.N. Co.
Chungaroo	1904	1,203.02	Chuan Sui Ki
Chunlee	1920	1,252.70	Zang Zoon Wah
Chusan	1922	2,371.00	Lat Yu Fook
Confucius	—	1,226.15	Fung Tin Yu
Dabochang	1883	1,562.00*	Ching Kee S.N. Co.
Derwent	—	1,640.50	San Peh S.N. Co.
Englee	1901	1,383.00	Tai Fong S.S. Co.
Fachu	1905	1,799.78	Ching Kee S.N. Co.
Fenghsiang	1879	1,891.54	San Peh S.N. Co.
Fenglee	1902	1,912.00	Chen An S.N. Co.
Fenapu	1907	1,910.59	Foo Hsin S.S. Co.
Foorn	—	843.31	Chan Fook Tim
Fooching	—	1,257.07	Zung Wen Ping
Fookhong	—	1,218.67	Ching Kee S.N. Co.
Fookong	—	1,539.75	Ching Kee S.N. Co.
Fookoo	1900	1,376.00	Chieh Yun Shun Chi S.S. Co.
Foosung	1886	1,455.11	Fu Yue S.S. Co.
Fooyu	1887	559.26	Pin Chiang Chu Hsu Hui
Fuchiang	1898	689.00	North Eastern S.S. Enterprise
Fuchihang	—	505.00	Tung Nan S.N. Co.
Fuchuan	—	757.51	San Peh S.N. Co.
Fuchuan	—	1,910.59	Huogong S.S. Co.
Fuyang	1907	987.40	Ching Kee S.N. Co.
Hacuan	1922	1,378.25	Huochong S.S. Co.
Hachang	1873	954.60	Fu Kuan Tung
Hachang	1890	849.00	North Eastern S.S. Enterprise
Hachang	1913	1,471.25	China United Navigation Co.
Hachang	—	2,035.73	Chang Yin
Hachang	1897	1,183.00*	Mia Yen-hsi
Hachang	—	1,515.67	Great China S.S. Co.
Hachang	1896	1,616.00	San Peh S.N. Co.
Hachang	1888	1,921.99	Shawhsing S.S. Co.
Hachang	1917	2,030.00	Ho Ki Cheung
Hachang	1900	1,316.00	Lye Chuck Wong
Hachang	—	827.37	Luk Hing
Hachang	—	1,489.57	Huogong S.N. Co.
Hachang	1929	504.11	Tah Hsing S.S. Co.
Hachang	1929	830.42	Wang Wei Ching
Hachang	1909	565.00	China Merchants' S.N. Co.
Hachang	1905	2,000.00	China Merchants' S.N. Co.
Hachang	1903	1,688.99	Wang Wei Ching
Hachang	—	1,707.00	China Merchants' S.N. Co.
Hachang	1929	546.00	San Peh S.N. Co.
Hachang	1898	2,018.02	Yu Hsing S. Co.
Hachang	1900	855.02	China Merchants' S.N. Co.
Hachang	1921	3,644.68	China Merchants' S.N. Co.
Hachang	1916	1,198.00	China Merchants' S.N. Co.
Hachang	1907	2,133.06	Ningpo-Shaohsing S.S. Co.
Hachang	1914	3,407.10	San Peh S.N. Co.
Hachang	1906	1,744.97	Ping An S.S. Co.
Hachang	1921	1,054.20	Tung Yue
Hachang	1918	1,523.58	Hsin Jung S.S. Co.
Hachang	1925	805.88	—

*Registered Tonnage

Name	Built	Gross Tonnage	Owners
Hsinshuang	1921	1,102.93	Chuan Kiang S.S. Co.
Hsinshuang	1880	874.68	Chuang Yuan An
Huan	1895	1,777.00	Chang An S.S. Co.
Huan	1895	1,159.00	Chang An S.S. Co.
Huan	1883	2,379.01	China Coast Navigation Co.
Huan	1901	771.00	Ching Kee S.N. Co.
Huan	—	3,363.72	Pang Shin Hung
Huan	1924	1,371.51	Ta Tung S.N. Co.
Huan	1885	1,421.59	Chin An S.S. Co.
Huan	1894	2,673.77	South China S.S. Co.
Huan	1887	1,432.69	Hsin Hwa S.S. Co.
Huan	—	1,374.88	South China S.S. Co.
Huan	1898	4,249.00	South China S.S. Co.
Huan	1883	1,767.94	Chih Liang Tong
Huan	1896	1,377.00	Hwei Hai S.S. Co.
Huan	1910	944.00	North Eastern S.S. Enterprise
Huan	1890	1,555.85	Zee Yu Kun
Huan	1900	591.16	Wu Hsing S.S. Co.
Huan	1875	756.00	The Great China S.S. Co.
Huan	1891	1,722.76	China Merchants' S.N. Co.
Huan	—	503.41*	Cheng Sui Fong
Huan	1920	4,327.11	China Merchants' S.N. Co.
Huan	1900	1,682.00	China Merchants' S.N. Co.
Huan	1905	3,372.91	China Merchants' S.N. Co.
Huan	1883	1,862.00	Yung Ping S.S. Co.
Huan	1920	4,327.11	China Merchants' S.N. Co.
Huan	1900	1,682.00	China Merchants' S.N. Co.
Huan	1870	2,011.98	China Merchants' S.N. Co.
Huan	1912	3,692.66	China Merchants' S.N. Co.
Huan	1883	2,100.93	China Merchants' S.N. Co.
Huan	1889	1,073.16	Lai Chou Chi
Huan	1905	2,770.20	China Merchants' S.N. Co.
Huan	1921	1,292.90	Haibo Conservancy
Huan	1912	652.78	Ta Ta S.S. Co.
Huan	1914	548.66	Ching Kee S.N. Co.
Huan	1894	2,704.77	China Merchants' S.N. Co.
Huan	1887	505.25	China Merchants' S.N. Co.
Huan	1883	2,300.00	China Merchants' S.N. Co.
Huan	1897	1,033.00	Ching Kee S.N. Co.
Huan	1883	2,473.00	China Merchants' S.N. Co.
Huan	1893	1,293.13	China Merchants' S.N. Co.
Huan	1912	682.76	Chow Chung Yin
Huan	1884	1,855.70	Leetung S.N. Co.
Huan	—	1,229.36	Wangcheng Fu
Huan	1892	1,599.36	Shawhsing S.S. Co.
Huan	1900	6,218.00	Chung Who S.N. Co.
Huan	1907	2,402.16	San Peh S.N. Co.
Huan	1924	1,371.51	Ta Tung S.N. Co.
Huan	—	553.11	Wong Chin Hop
Huan	1911	1,962.00	Ching Kee S.N. Co.
Huan	—	1,742.20	San Peh S.N. Co.
Huan	1905	1,489.57	Yung Shing
Huan	—	1,000.00	Wang Wei Ching
Huan	1911	528.00	North Eastern S.S. Enterprise
Huan	—	907.00	Wang Wei Ching
Huan	—	1,076.74	China Merchants' S.N. Co.
Huan	1920	527.00*	Wong Ching Chong
Huan	1913	3,439.00	Ninghsin S.S. Co.
Huan	—	714.45	Yip Tak Cheung
Huan	1903	1,095.00	Chihli-Shantung Line
Huan	1903	1,613.00	Chihli-Shantung Line
Huan	1902	1,946.33	North China S.S. Co.
Huan	1890	783.00	At Yu Hien Kee
Huan	1905	1,380.00	North China S.S. Co.
Huan	1919	1,013.07	North China S.S. Co.
Huan	1922	650.55	Chihli-Shantung Line
Huan	1879	2,014.22	North China S.S. Co.
Huan	—	1,074.00	Li Chi San
Huan	—	1,674.49	Ip Shou Chi
Huan	1929	508.49	Chao Kan-chen
Huan	1915	596.52	Ping An S.S. Co.
Huan	—	1,672.90	Li Po Shun
Huan	1929	692.00	Yu Ching-ching
Huan	—	1,062.37	So Sou Nai
Huan	1911	1,403.00	North Eastern S.S. Enterprise
Huan	1905	1,950.00	North Eastern S.S. Enterprise
Huan	1895	1,259.00	Shawhsing S.S. Co.
Huan	1876	1,339.00	Hung Shan S.S. Co.
Huan	1893	1,763.39	San Peh S.N. Co.
Huan	1914	833.00	Chuan Kiang S.S. Co.

*Registered Tonnage

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Inland Waters Steam Navigation: Vessels Registered, 1925 to 1929

Port	ON REGISTER AT END OF YEAR				ON REGISTER AT END OF YEAR				Total
	1925		1926		1927		1928		
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	
Harbin ..	88	97	100	9	2	107	107	2,399	
Antung ..	28	33	29	10	18	18	30	107	
Dairen ..	44	56	53	55	31	13	30	107	
Newchwang	31	11	12	20	4	16	20	107	
Chingwangtao	52	56	63	18	1	53	1	107	
Tientsin ..	1	1	1	3	4	12	16	107	
Lanshou ..	31	14	10	16	5	23	28	107	
Chiaohow ..	7	12	18	16	5	23	28	107	
Chungking	26	26	8	2	2	5	5	107	
Shanghai	125	118	118	24	2	96	110	107	
Changsha	383	364	368	20	61	98	159	107	
Lungchow ..	57	64	65	7	15	58	73	107	
Kiukiang ..	42	40	42	50	10	36	46	107	
Wulu ..	34	37	37	41	13	30	43	107	
Nanking ..	39	45	47	14	1	66	66	107	
Chingkiang	490	554	617	184	212	654	866	107	
Shanghai	9	10	12	27	10	43	53	107	
Soochow ..	22	23	15	11	1	26	26	107	
Hangchow ..	5	7	11	17	14	35	35	107	
Ningpo ..	53	62	65	17	14	70	84	107	
Wenchow ..	96	112	122	20	28	98	126	107	
Foochow ..	101	111	118	27	5	132	137	107	
Amoy ..	754	879	905	139	41	634	675	107	
Swatow ..	22	27	31	35	29	7	36	107	
Canton ..	10	10	8	1	2	3	3	107	
Konermoon	51	54	60	13	9	54	63	107	
Samsui ..	22	18	10	3	1	2	3	107	
Wuchow ..	22	18	10	3	1	2	3	107	
Nanning ..	2	3	2	1	1	2	2	107	
Kiungchow	2	3	2	1	1	2	2	107	
Pakhoi ..	2	3	2	1	1	2	2	107	
Total	2,642	2,850	2,966	772	636	2,450	2,939		

Proportion Borne by the Share of Each Nationality to the Whole Trade, 1929

FLAG	PERCENTAGES				TRADE		Total, Foreign and Coast
	TONNAGE		TONNAGE		Foreign Trade	Coast Trade	
	Total Trips	Tonnage employed	Total Trips	Tonnage employed			
American ..	3.72	4.30	7.17	2.84	4.96	4.96	
Belgian ..	0.01	0.04	0.07	0.01	0.04	0.04	
British ..	27.26	37.45	28.58	44.21	36.55	36.55	
Danish ..	0.16	0.54	0.88	0.02	0.44	0.44	
Dutch ..	0.47	2.12	2.42	0.03	1.20	1.20	
Finnish ..	0.12	0.12	0.02	0.53	0.28	0.28	
French ..	0.70	2.80	3.18	1.15	2.15	2.15	
German ..	0.72	2.80	6.48	0.40	3.38	3.38	
Greek ..	0.01	0.01	0.01	0.11	0.47	0.47	
Italian ..	0.13	0.63	0.86	18.45	27.89	27.89	
Japanese ..	17.00	27.38	37.71	1.34	2.19	2.19	
Norwegian	1.33	2.99	2.97	0.35	0.28	0.28	
Portuguese	2.23	0.76	2.20	0.35	0.28	0.28	
Russian ..	0.05	0.19	0.40	0.01	1.18	1.18	
Swedish ..	46.10	19.32	6.75	30.35	18.79	18.79	
Chinese ..	100.00	100.00	100.00	100.00	100.00	100.00	

*Registered Tonnage

Name	Build	Gross Tonnage	Owners
Shunohi ..	1902	2,102.13	China Pacific S.N. Co.
Shanohi ..	1902	1,951.00	Liung Kuo Kung
Shanwei ..	1902	1,529.00	China S.N. Co.
Soochow ..	1896	2,845.00	North Pacific S.S. Enterprise
Sunchungchah	1908	2,845.00	Wong Ping Ching
Sungchiang	1903	1,530.28	Yi Hsi Tung S. Co.
Szeuco ..	1923	1,436.00	Wu Pong S. Co.
Tachic ..	1920	1,495.26	Ta Ta Steamship Co.
Taching ..	1896	1,777.00	Hong An S. Co.
Tahasing ..	1928	1,071.19	Tai Hsing S.S. Co.
Taiho ..	1914	1,071.15	Ta Ta S.S. Co.
Tainan ..	1929	1,071.15	Kuang Mo S. Co.
Taitchop ..	1882	1,405.00	Taihow S.S. Co.
Taihooking	1919	1,829.82	To Sze Tuen
Taitce No. 1	1883	2,377.69	Ching Kee S.N. Co.
Taihsan ..	1906	2,263.35	Lung Mao S.S. Co.
Taihsan ..	1896	1,962.03	Sun Peh S.N. Co.
Taiwan ..	1891	1,072.38	China Merchants' S.N. Co.
Taiwan ..	1923	571.05	Ta Ta S.S. Co.
Taiwan ..	1889	1,298.87	Yung Yuen S.N. Co.
Taiwan ..	1899	1,625.02	Lam Po Sam
Taiwan ..	1916	612.17	Hoong On S.N. Co.
Taiwan ..	1911	633.00	Ching Kee S.N. Co.
Taiwan ..	1928	692.00	Kuo Mao Teh
Taiwan ..	1925	653.44	Wang Shan-san
Taiwan ..	1899	554.80	Leung Tak
Taiwan ..	1902	832.11	Shu Hsing S.S. Co.
Taiwan ..	1881	1,432.13	Wong Yat Sun
Taiwan ..	1903	1,764.57	Ching Kee S.N. Co.
Taiwan ..	1918	966.82	China Merchants' S.N. Co.
Taiwan ..	1927	504.00	Ching Kee S.S. Co.
Taiwan ..	1929	718.00	Woo Fung S.S. Co.
Taiwan ..	1898	2,309.93	Han Sun-tung
Taiwan ..	1903	1,460.70	Tung Chang Lung Co.
Taiwan ..	1894	2,662.10	National S.N. Co.
Taiwan ..	1906	1,175.12	Transportation Dept. of Chinese Navy
Taiwan ..	1919	1,233.27	Ming Sing Ngo
Taiwan ..	1926	1,368.14	China Merchants' S.N. Co.
Taiwan ..	1909	651.17	Hwah Tung S.S. Co.
Taiwan ..	1893	1,057.00	Ta Tung Jen Chi S.N. Co.
Taiwan ..	1923	653.74	Teh Saing
Taiwan ..	1928	1,882.55	Suen Ming
Taiwan ..	1929	756.00	Chung Hsing S.S. Co.
Taiwan ..	1900	669.00	Sau Peh S.N. Co.
Taiwan ..	1890	503.00	Chang Chieh-tien
Taiwan ..	1891	911.29	Ng Loo Chee
Taiwan ..	1896	550.00	Kung Chung
Taiwan ..	1891	1,055.52	Hsi Shiu Wing
Taiwan ..	1891	1,787.95	North Eastern S.S. Enterprise
Taiwan ..	1918	582.68	Yi Chiang S.S. Co.
Taiwan ..	1910	560.13	Yi Li S.N. Co.
Taiwan ..	1901	1,980.69	Yuan On S.S. Co.
Taiwan ..	1903	1,488.00	Yuan On S.S. Co.
Taiwan ..	1891	1,661.44	Yue Ta & Co.
Taiwan ..	1927	567.28	Chuang Wen Tsin
Taiwan ..	1907	625.55	Tung Fa Chang
Taiwan ..	1929	759.00	Yuei Hong S.S. Co.
Taiwan ..	1905	628.00	Yuei Hong S.S. Co.
Taiwan ..	1870	763.55	Yuei Tung & Co.
Taiwan ..	1895	649.00	Yuei Tung & Co.
Taiwan ..	1886	1,585.21	Wang Tan-shih
Taiwan ..	1900	1,636.05	Ningpo-Shaishing S.S. Co.
Taiwan ..	1900	1,505.04	Chan On
Taiwan ..	1900	1,505.04	China Merchants S.N. Co.
Taiwan ..	1900	1,505.04	Yu Ta & Co.