

373

302

日支連絡運輸案内

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

始



大正八年四月現行
日支連絡運輸案内



局輸運院道鐵

373-302

日支連絡運輸案内

日支連絡片途乗車券

發賣驛所



鐵道院線

東京、橫濱、名古屋、京都、大阪、三ノ宮、神戸、下關、門司、長崎。

東支、橫濱、名古屋、京都、大阪各市内營業所。

京奉線 新民、山海關、天津、北京。

京滬線 南口、張家口。

京漢線 石家莊、鄭州、漢口。

津浦線 濟南府、徐州府、浦口。

滬寧線 南京、上海。

滬杭甬線 杭州。

連絡徑路

本連絡ハ釜山、安東、奉天徑路ニ由ルモノニシテ日本發驛ヨリ下關又ハ門司マデハ鐵道院線ノ列車ニ由リ下關釜山間ハ鐵道院經營ノ連絡汽船ニ由リテ釜山棧橋ニ上陸、同驛ヨリ毎日二回運轉スル釜山奉

川島寄贈本

大正
8. 5. 17
寄贈

天間直通列車ニ乗車シ朝鮮ヲ縦貫シ安東ヲ經テ奉天ニ到ル。奉天ハ支那京奉線ノ終端ニシテ同線ノ接續列車ハ滿洲線奉天驛ニ發著スルヲ以テ同一驛ニ於テ乘繼グコトヲ得ベシ。京奉線内ニ於テハ奉天北京間毎日直通列車運轉ス。又津浦線方面行ハ天津ニテ同線列車ニ乗換ヘ、滬寧線方面行ハ其終端浦口ヨリ連絡船ニテ南京江邊又ハ下關ニ上陸スベシ。同江邊驛ハ南京ヲ距ルコト一哩、主要ノ急行列車ニ限リ此處ニ發著ス。滬杭甬線方面行ハ上海北驛ニ於テ乗換ヲ要ス。京綏線方面行ハ北京正陽門驛ヨリ環城支線ニ由リ西直門驛ニ至リ同線列車ニ乗繼ヲ要ス。京漢線方面ニ到ルニハ北京及豐臺經由ノ二途アリ。北京ヲ經由スル場合ハ京奉線著驛ト京漢線發驛間乘繼ノ爲ニ要スル費用ハ旅客ノ自辨トス。豐臺ヲ經由スル場合ハ豐臺ニテ乗換ヘ更ニ長辛店ニテ本線列車ニ乗繼ヲ要ス。

檢疫及稅關検査

下關釜山間連絡汽船ニハ檢疫員常ニ乗組ミ居ルヲ以テ檢疫ノ爲メ停船スルコトナク、又船客携帶品輸出入手續ノ簡便ヲ期スルタメ稅關吏員常ニ乗船シ船内ニテ検査ヲ了スルニ付乗降地ニ於テ少シモ煩累滯延ノ虞無シ。安東ニ於ケル稅關検査ハ同驛ニ下車スル場合ノ外列車停車中車内ニ於テ之ヲ行フモノニシテ旅客ハ一立會フコトヲ要ス。

本連絡運輸ノ概要

- 一、本連絡片途乗車券賃金ハ第一表ノ通りニシテ圓弗貨換算ニハ最モ低率ヲ採用シ居レルガ日支兩國間爲替相場ト右換算率トノ差甚大ナル場合ニハ賃金増減額表(第二表)ニ依リ之ヲ増減スルコトアルベシ。
- 一、本連絡乗車券冊子ハ一等、二等、三等ノ三種トス。
- 一、本連絡賃金ニハ急行料金及寢臺料金ヲ含マザルヲ以テ急行列車ニ乗車シ又ハ寢臺ヲ使用セラル、トキハ別ニ所要ノ料金ヲ支拂ハルベシ。
- 一、本連絡ニ於テハ特ニ院線京奉線間ノ旅行ニ對シテハ急行列車寢臺座席豫約ノ便アリ。
- 一、本連絡片途乗車券冊子ノ有効期間ハ發行ノ日共四十日間トス。
- 一、本連絡乗車券所持ノ旅客ニ對シテ鐵道院線内ハ途中下車回数ヲ制限セズ、其他ノ鐵道線内ニアリテハ指定下車驛ニ隨時途中下車スルコトヲ得。
- 一、本連絡ニ於テハ四歳未満ノ小兒ハ無賃、四歳以上十二歳未満ノ小兒ハ小兒賃金(大人賃金ノ約半額)ヲ支拂ハルベシ。
- 一、本連絡手荷物ノ無賃制限重量ハ左ノ通りトス。但シ半賃ヲ支拂ヒタル小兒ニ對シテハ其半量トス。

一等	百六十封度
二等	百二十封度
三等	八十封度
- 一、本連絡手荷物ヲ途中驛ニ取卸シ再ビ託送セントセラル、旅客ハ託送以前ニアリテハ最初ノ託送驛、託送後ニアリテハ取卸驛ニ於テ手荷物途中取卸證ノ交付ヲ受置キ再託送ノ際提示セラル、ヲ要ス、然ラザル場合ニハ全重量ニ對シ手荷物運賃ヲ課セラルベシ。

一、本連絡旅客が途中旅行ヲ中止シ賃金ノ拂戻ヲ申出デラル、場合ニハ旅行中止地所在驛又ハ汽船會社取扱店ニ於テ其證明ヲ受置カルベシ。

日支連絡往復乗車券

一、日支連絡片途乗車券發賣驛相互間ヲ往復旅行セラル、旅客ハ日支連絡往復乗車券ヲ利用セラル、ヲ便利トス。
一、往復賃金ハ第三表ノ通りニシテ普通賃金ノ二割引ナルガ片途乗車ノ場合ト同ジク日支兩國間爲替相場ト右換算率トノ差甚大ナル場合ニハ第四表ニ依リ其賃金ヲ増徴又ハ低減スルコトアルベシ。
一、本券ノ有効期間ハ發行ノ日共百十日間トス。
一、途中下車、小兒賃金、手荷物無賃運送制限重量、手荷物途中取卸、賃金拂戻、寢臺座席豫約ニ關スル事項等ハ日支連絡片途乗車券ニ準ズ。

(4)

日支連絡團體乗車券

一、日支連絡團體ニ對シテハ左記割引率ニ依ル賃金ヲ以テ日支連絡團體乗車券ヲ發行ス。
十人以上 日支各鐵道線共 二割五分引
廿人以上 院、朝鮮、滿洲線 三割又ハ五割引
支那鐵道線 三割引
但シ各線地方團體割引率ガ右ノ割引率ヨリ大ナル場合ニハ之ヲ適用スルモノトス。

一、本券ノ有効期間ハ發行ノ日共二ヶ月間トス。
一、本券ノ徑路ハ朝鮮經由日支間往復又ハ周遊ニ限ル。
一、團體旅行計畫ニ關シテハ東京市麴町區永樂町鐵道院運輸局、各管理局運輸課若クハ各連絡驛所ニ承合セラレタシ。

日支周遊券

本周遊券ハ日本支那間觀光旅客ノ便宜ヲ圖リ鐵道三割引汽船二割五分引ノ低減賃金ヲ以テ日本支那間海陸ノ兩徑路即チ朝鮮經由鐵道連絡徑路ト漢口上海間及日本各港上海間ノ汽船航路トヲ接續セシメタル環狀周遊徑路ニ對シ發賣スルモノニシテ其大要左ノ如シ。

(5)

發賣驛所

鐵道院線 日支連絡片途乗車券發賣驛所並ニ釜山港（但シ神戸、下關、門司、長崎發ニシテ同地ヨリ直チニ上海方面ニ向ケ日本郵船航路ニ由ル徑路ニ對シテハ該港所在同社取扱店ニテ發賣シ院線連絡驛ニ於テハ取扱ハズ）
支那國有鐵道線 日支連絡片途乗車券發賣驛（但シ京漢線石家莊、鄭州及津浦線徐州府ヲ除ク又上海及漢口發ニシテ同地ヨリ直チニ日清汽船又ハ日本郵船航路ニ由ル徑路ニ對シテハ該港所在各社取扱店ニテ發賣シ鐵道連絡驛ニ於テハ取扱ハズ）

周遊券徑路

日本發ノ場合ニハ二種ノ環狀周遊徑路アリ先ヅ日本發地ヨリ北京迄ハ朝鮮經由ノ徑路（一頁連絡徑路参照）ニ由リ北京ニ至リ此處ニ於テ二徑路ハ分レテ一ハ京漢線ニ由リ漢口ニ出デ日清汽船楊子江航路ニ由リ上海ニ至リ他ハ北京ヨリ天津ニ引返シ津浦線ニ由リ濟南府ヲ經テ浦口、南京ニ達シ滬寧線ニ由リ上海ニ至ルモノニシテ上海ヨリハ兩徑路共日本郵船航路ニ由リ一路日本各港ニ上陸スルモノトス（但シ神戸以東發ノ場合ハ總テ神戸上陸）又此順路ヲ逆ニ先ヅ上海ニ向ケ出發シ朝鮮經由發地ニ歸着スルヲ得。釜山港發ノ場合ハ鐵道院連絡船ニテ下關ニ至リ日本郵船航路ニ由リ上海ニ上陸シ漢口經由又ハ南京、濟南府經由北京ニ至リ安東經由釜山ニ歸着スルモノトス。

支那發ノ場合ニハ朝鮮經由東京ニ至リ神戸ニ引返シ此處ヨリ乗船シテ上海ニ上陸シ發地ニ歸着スルカ又ハ此反路ニ由ルモノトス。

○周遊券等級

鐵道院
朝鮮線

支那線

日清汽船

日本郵船

一等	一等	一等	特等	一等
二等(汽船)	二等	二等	特等	一等
二等	二等	二等	特等又ハ特二等	二等
三等	三等	二等	一等(官船)	三等

※日清汽船特二等ノ設備ハ同社船鳳陽丸ニ限ルヲ以テ二等周遊券所持ノ旅客ハ乗船地同社支店ニ於テ特等ト特二等トノ運賃差額ノ拂戻ヲ受クルコトヲ得。

◎下關釜山間鐵道院連絡船ニ對シテハ二等ニ接続スベキモノトス

○周遊券賃金 ハ第五表ノ通りトシ日支兩國間爲替相場ト右換算率トノ差甚大ナル場合ニハ第六表ニ依リ之ヲ増徴又ハ低減スルコトアルベシ。但シ右賃金中ニハ急行及寢臺料金ヲ含マズ。

○通用期間 ハ發行ノ日共四ヶ月間トス。

○割引證 本券所持ノ旅客ハ本券ニ添附セル割引證引換ニ三割引ヲ以テ左記區間ニ對シ周遊券ト同一等級ノ往復乗車券ヲ購求スルコトヲ得。

鐵道院線發ノ場合 永登浦仁川間、奉天大連間、溝帮子牛莊間、北京張家口間、上海北驛杭州間、

支那國有鐵道線發ノ場合 上野日光間、龜山山田間、永登浦仁川間、奉天大連間

○手荷物無賃制限重量

鐵道各線 片途乗車券ニ對スルト同ジ。

汽船航路 一等 三百五十封度又 二等 二百五十封度又 三等 百五十封度又
特等 八十五立方呎 二等 八十五立方呎 官船 八十五立方呎

○引換證 發賣驛所ニ依リテハ本周遊券ノ代リニ周遊徑路ノ各區間ニ對スル引換證ヲ發行ス。此場合ニハ必ず引換證各片ニ記入シアル發驛港ニ於テ之ヲ當該區間ノ割引乗車船券ト引換フルコトヲ要ス。

○船室豫約 本券所持ノ旅客ハ發驛ニ於テ船室ノ豫約ヲ爲スヲ便利トス。然ラザレバ乗船地ニ到着後相當船室無キ爲メ他ノ船室ニ乗換ヘ又ハ次便迄待合セザルベカラザルコトアルベシ。

○途中下車 小兒賃金、手荷物途中取卸、賃金拂戻、寢臺座席ノ豫約ニ關スル事項等ハ日支連絡片途乗車券ニ準ズ。

日支巡遊券

本巡遊券ハ日本ヨリ西ニ向ヒ又ハ支那ヨリ東ニ向ヒ或ハ日本及支那ノ各港ヲ通過シ横濱上海間ヲ包含セル乗船券所持ノ一等船客ニシテ該區間ヲ汽船ニ由ラズシテ陸路鐵道ニ由リ日本及支那ヲ見物セントスル場合汽船會社取扱店ニテ發賣スルモノニシテ其大要左ノ如シ。

發賣汽船會社

日本郵船、東洋汽船、加奈陀太平洋汽船、太平洋郵船會社

巡遊區間及徑路

□横濱上海間

横濱ニ上陸シタル場合ニハ先ヅ東京ニ至リ東海道山陽沿線ノ各地(名古屋ト京都又ハ大阪間關西線ニ由リ山田及奈良ヲ經由スルヲ得)ヲ經テ(宮島ヨリ嚴島町迄渡船往復ヲ含ム)下關ヨリ連絡船ニテ釜山ニ上陸京城、安東、奉天、天津ヲ經テ北京ニ達シ引返シテ天津ヨリ津浦線ニテ濟南府經由浦口ニ至リ南京ヨリ滬寧線ニ由リ上海著同地ヨリ再ビ乗船スルモノトス。上海發ノ場合ハ此反路ニ由ル。

□横濱漢口間

横濱北京間ハ前項ト同様ニシテ北京ヨリ京漢線ニテ漢口ニ至ルモノナルガ本券ニハ漢口上海間航路ヲ含マズ仍テ旅客ハ別ニ汽船會社發行引換證ニ依リ該區間ニ對スル乗船券ノ交付ヲ受ケ旅行スルモノトス。

○通用期間 ハ發行ノ日共三ヶ月間トシ此期間内ハ途中主要都邑並ニ名勝地ニ下車スルモ別ニ料金を支拂フコト無ク前途再ビ急行列車ニ乘繼ギ得ル特典アリ。

○賃金

横濱上海間 日本郵船會社ノ分 金壹百圓
東洋汽船、加奈陀太平洋汽船、太平洋郵船會社ノ分 金壹百貳拾圓
横濱漢口間 金壹百拾圓

此賃金ハ普通賃金約二乃至三割引ニ當リ急行料金を含ムト雖醫藥料金ハ別ニ支拂フ要ス

□途中下車、小兒賃金、寢臺座席ノ豫約ニ關スル事項等ハ日支連絡片途乗車券ニ準ズ。

日支小荷物直送

本直通運送ハ日支間交通ノ便ヲ圖リ日本ニ於ケル主要驛ト北京、天津其他ノ支那主要都市トノ間朝鮮經由ノ捷路ニ由リ低廉ナル運賃ヲ以テ大略左記ニ依リ其ノ取扱ヲ爲スモノトス。

取扱驛所

日本

東京、横濱、名古屋、京都、大阪、神戸及前記各驛(除神戸)所在地市内營業所

支那

新民、天津、北京、張家口、漢口、濟南府、南京(下關碼頭驛)

○取扱制限 左記ノ荷物ハ本運送ノ取扱ヲ爲サズ。

易損品、腐敗シ易キ物、貴重品(生糸、絹絲、絹織物、同組物、同編物ヲ除ク)彈藥、阿片、モルヒネ、其ノ他法令ニ依ル禁制品、危險品、爆發物、車輛、生動物、死體及一個ニ付重量六十六封度又ハ容積六立方呎ヲ超ユルモノ。

○配達 院線著ノ小荷物ハ荷送人ガ特ニ驛留置ノ請求ヲ爲サザルトキハ到著驛所在地市内、及該驛ヨリ凡一里半以内ノ地ニ限り無料ヲ以テ之ヲ配達ス。

支那鐵道ニ於テハ小荷物ノ配達ヲ取扱ハズ。

○運賃 十封度(一貫二百匁)又ハ一立方呎(約一才)若クハ其ノ未滿毎ニ左記運賃ヲ申受ク。

自	至	新民	天津	北京	張家口	漢口	濟南府	南京(下關碼頭驛)
東京	五四錢	六六錢	六九錢	七三錢	九三錢	七五錢	八八錢	
横濱	五四	六六	六九	七三	九三	七五	八八	
名古屋	五二	六四	六七	七一	九一	七三	八六	
京都	五二	六四	六七	七一	九一	七三	八六	
大阪	五二	六四	六七	七一	九一	七三	八六	
神戸	五〇	六二	六五	六九	八九	七一	八四	

運賃ハ重量又ハ容積ニ依リ計算シ何レカ其ノ高キモノヲ申受ク
小荷物ノ重量及容積ノ計算方ハ箇數ニ拘ラズ全重量又ハ全容積ニ依ル

○代金引換 小荷物ハ託送ノ際其價格ヲ超エザル限度ニ於テ代金引換ト爲スコトヲ得、其ノ手数料ハ左ノ通りトス。

引換代金額五圓迄十錢 同十圓迄十二錢 同二十圓迄十六錢 同五十圓迄二十六錢

同五十圓以上ハ五十圓又ハ其未滿ヲ増ス毎二十錢

○通關手續 途中ニ於ケル通關手續ハ總テ鐵道ニ於テ無料ニテ代辨スルモノトス。

連絡徑路沿線案内

【釜山】(停車場ホテル、大池、守屋旅館等)朝鮮ノ南端ニ位シ下關ト海路一二三哩ヲ隔テ毎日二回雙方ヨリ鐵道院經營ノ連絡船便アリ。僅カニ十一時間半ヲ要スルニ過ギズ。地ハ幕府時代ヨリ久シク邦人ノ部落ヲ爲シタル所、人口約四萬、龍頭山、絶影島ノ勝アリ。支那方面ノ旅客ハ釜山ヨリ奉天ヲ經テ長春ニ至ル鮮滿直通急行列車(一週一回運轉、一二等寢臺車食堂車付但シ目下休止中)又ハ釜山ヨリ奉天行直通列車(毎日二回運轉、各等客車食堂車寢臺車付)ニ由ルヲ便トス。

【京城】(朝鮮ホテル、京城ホテル、巴城館等)釜山ヲ發シタル朝鮮線ノ前記各列車ハ南朝鮮ヲ縦貫シ釜山ヨリ約二七四哩ヲ駛走シテ京城南大門ニ達ス。京城ハ朝鮮總督府ノ所在地ニシテ山河襟帶景勝ノ位置ヲ占メ周圍繞ラスニ城壁ヲ以テシ八門ヲ設ク、人口約三十萬、倭城臺ニ登レバ京城全市ヲ俯瞰スベク、市内景福宮、昌德宮、南山公園等ノ勝アリ、近郊又史蹟ニ乏シカラズ。

【京城安東間】南大門ヲ發シテ龍山ヨリ京義線ニ由リ北スルコト約三一哩ニシテ鴨綠江畔新義州(停車場ホテル)ニ到ル。沿線舊朝鮮ノ史蹟豐富、就中平壤ハ朝鮮最古ノ都府ニシテ地大同江ニ臨ミ東南肥沃ノ平野ヲ控ヘ頗ル景勝ノ地ヲ占メ市況殷盛ナリ、人口四萬二千、大同江邊ノ眺望ハ朝鮮隨一トシテ聞ユ。

以上ハ朝鮮鐵道幹線沿道ノ最モ主要ナル都會ヲ舉ゲタルニ過ギズ、其他市邑、勝地ノ如キハ一々枚舉ニ遑ナキヲ以テ朝鮮縦貫旅行ノ興趣ハ津々トシテ盡キザルモノアルベシ。鴨綠江ハ大陸ニ於ケル新日本ノ國境ニシテ架スルニ延長三千九十八呎ノ開閉式鐵橋ヲ以テス。新義州ヨリ一過スレバ身ハ既ニ支那安東ニアリ。

【安奉線】安奉線ハ安東ニ於テ朝鮮線ト接續シ安東ヨリ約一七〇哩ニシテ奉天ニ達ス。沿線ハ滿洲第一ノ風景ニ富ミ途中連山溪谷ノ奇勝一々車窓ヨリ指顧スベク大ニ旅情ヲ慰ムルニ足ル。

【奉天】(やまとホテル、アスターハウスホテル、瀋陽館、金城館、東洋ホテル等)安奉線ト滿洲線本線及京奉線トノ交叉點ニシテ、滿洲第一ノ都會、人口約二十萬、清ノ古都ナルヲ以テ城内ニ金鑾殿、崇政殿等、近郊ニ北陵、東陵在リ。奉天ヨリ滿洲線ニ由リテ北スレバ約一九〇哩ニシテ東清鐵道トノ接續點タル長春ニ到ルベク、南スレバ約二四六哩ニシテ南滿洲第一ノ商港タル大連ニ達スベシ。滿洲線ノ沿線ニハ旅順、營口、遼陽、撫順、鐵嶺ノ如キ舊戰場、大市場、炭坑地等多シ、皆此處ヨリ到ルベシ。奉天ハ又支那京奉線ノ終點ニシテ北京方面行ノ旅客ハ奉天ニ於テ直通急行列車(一週一回運轉、一二等寢臺車食堂車付但シ目下休止中)又ハ直通列車(毎日運轉、各等客車食堂車付山海關北京間寢臺車付)ニ由ルヲ便トス。

【奉天山海關間】京奉線ノ列車ハ遼河ニ架セル二千二百呎ノ鐵橋ヲ渡リ奉天ノ西約三六哩ニシテ新民ニ到ル。新民ヲ距ル約七〇哩ナル溝帮子(遼河々口ノ大豆輸出港タル牛莊ニ至ル支線ノ分岐スル所)及錦州ヲ經テ山海關(奉天ヲ距ル約二六〇哩、大和館)ニ達ス。地ハ有名ナル萬里ノ長城ノ起ル處、直通ニアラザル普通列車ニ由ル旅客ハ同驛ニ下車シテ翌朝ノ接續列車ニ乘繼ガルベシ。

【山海關天津間】列車ハ山海關ヲ發シ渤海灣唯一ノ不凍港タル秦皇島(附近北戴河)レストハウスホテル)ハ北支那隨一ノ海水浴場タリ)ヲ經テ唐山ニ至ル、地ハ山海關ヨリ西南約九四哩、北支那ニ

於ケル第一ノ炭坑地トシテ土地殷盛ナリ。塘沽ハ白河口太沽ヨリ二哩ノ距離ニ在リ。太沽ハ義和團事變當時ノ戰跡トシテ有名ナリ。白河ニ沿ヒテ西スレバ奉天ヲ距ル四三五哩ニシテ天津東站ニ達ス。

【天津】(アスターハウスホテル、イムピリアルホテル、クキーンズホテル、常盤ホテル、芙蓉館等)京奉線ニハ總站東站ノ二驛アリ。東站ハ新市街ニ近ク、總站ハ其西方約三哩ヲ隔ツ。天津ハ白河ト運河ノ會スル地點ニ位シ海岸ヨリ白河ヲ溯ルコト三十哩、船舶皆此處ニ碇泊ス。人口百萬ヲ超ユト稱シ開港場トシテ其要上海ニ亞ギ北支那商業ノ中心タリ又義和團事變ノ舊戰場トシテ懷舊ノ情盡キザルノ地ナリ。外人居留ノ新市街ハ舊市街ノ下流約一哩ニ位シ萬般ノ施設悉ク洋風ニシテ莊麗ヲ極ム。天津ハ又津浦線ノ起點ニシテ上海方面行ノ旅客ハ東站ニテ乗換ヲ要ス。

【北京】(グランドホテル、アスターハウスホテル、ホテル・デュ・ノール、林ホテル、扶桑館等)ハ天津ノ西北約八三哩、支那ノ首府ニシテ斯國ノ過去、現在、未來ヲ一幅ノ縮圖ニ收メ人口ハ百數十萬ト稱スレドモ正確ナル統計ナク、繞ラスニ大城壁ヲ以テ市ノ内外舊皇居、萬壽山離宮等ノ宮殿、園池ノ景致、天壇、天寧寺、黃寺、白雲觀等ノ風物、住民習俗ノ奇觀旅人ヲシテ俯仰低徊時ノ過グルヲ忘レシム、北京ハ實ニ東洋ノ一大秘鑰ニシテ支那ニ於ケル政治渦ノ中心點ニ當リ世界ノ注目ヲ惹ケル地ナレバ志アル者ノ必ズ訪フベキ都會ナリ。北京ハ又北支那陽子江岸間ノ幹線タル京漢線及北京張家口豐鎮間京綏線ノ起點ナリ。

【天津濟南府間】津浦線ハ天津ニ起リ陽子江岸浦口ニ終ル六三一哩ノ大幹線ニシテ、上海方面ヘハ陽子江ヲ隔テ、滬寧線ト連絡ス、濟南府、浦口、南京、上海ヘノ直通旅客ハ天津東站ヨリ發車スル津

浦鐵道ノ直通急行及直通列車(各等客車寢臺車食堂車付)ニ乗換ヲ要ス。天津ヲ發シタル列車ハ大運河ニ沿フテ南ヲ指シ、德州ニ到リテ之ト別レ、黃河ノ鐵橋ヲ渡リテ山東省ノ首府濟南府(金水館等)ニ到ル。府ハ天津ヨリ二二〇哩餘、青島方面山東鐵道ノ連絡地點ニ當ル。同鐵道行ノ旅客ハ濟南商埠ノ濟南西驛マデ徒歩ノ上乘換ヘラルベシ。濟南城內ニハ趵突泉、大明湖、城外ニハ千佛山等ノ名勝アリ。北一里黃河岸深口ハ「ジャンク」寄港地トシテ知ラル。

【濟南府浦口間】濟南府ヲ發シタル列車ハ山紫水明ノ地ヲ貫キテ南ス。泰安府外泰山ハ支那五嶽ノ一ニシテ往古舜帝封禪ノ處、兗州ニ近キ曲阜ハ孔子廟ノ所在地タリ。線路ハ山東江蘇ノ交界ニ於テ大運河ヲ横切り徐州府ニ達ス、地ハ隴海鐵道ノ分岐點ニ當ル、其附近ニテ黃河舊河床ヲ越エ、安徽省ニ入り淮河流域丘陵起伏ノ間ヲ走リテ陽子江岸浦口ニ達ス。實ニ天津ヨリ六三一哩濟南府ヨリ四一〇哩ナリ。

【陽子江渡船】浦口ハ陽子口ヲ挾ミテ南京ト相對シ、倉庫並立シ埠頭殷盛ナリ。滬寧線行ノ旅客ハ停車場正面ヨリ渡船ニ乗ジ南京下關ノ江岸ニ上陸シ徒歩南京驛ニ至ルカ又ハ南京江邊驛埠頭ニ渡リ同驛ヨリ前途ノ列車ニ接續乗車セラルベシ。南京江邊驛ハ南京驛ト約一哩ヲ隔テ主要急行列車ニ限リ此驛ニ發着ス。

【南京上海間】南京(ブリッチハウスホテル、蓬萊館等)ハ十五世紀ノ始メ明朝ノ國都タリシ地ニシテ城閣廓塔等ノ古蹟豐富ナリ、又一九二二年革命ノ際共和黨ノ策源地タリシコトハ尙人ノ記憶ニ新ナル處、滬寧線ハ陽子江岸ノ要港鎮江ヲ經テ大運河ニ沿ヒテ走り毎日數回ノ急行及直通列車ヲ運轉ス。南京ヨリ一三九哩五ニシテ蘇州ニ至ル、附近ニ虎丘、寒山寺等ノ名稱アリ。上深ハ南京ヨリ一九三哩、

揚子江ノ支流黃浦江ヲ溯ルコト十三哩ノ左岸ニ位ス。吳淞ハ此本支流ノ分岐點ニ當リ、上海ヨリ別ニ支線列車運轉ス。上海(アスターハウスホテル、グランドホテル、パーリントンホテル、パレスホテル、豐陽館、東和洋行等)ハ城市、佛租界、公共租界ノ三市街ニ分レ、中部支那ニ對スル物資ノ吞吐港トシテ船舶ノ出入、商況ノ盛大、全支那第一ナリ。上海驛(北驛)ハ公共租界ニ接シ別ニ杭州ニ到ル滬杭甬鐵道ハ城市ノ南郊ヨリ發スルモ杭州行ノ旅客ハ北驛ニテ同鐵道支線列車ニ乘車シ龍華新驛ニ於テ本線列車ニ乘繼ガルベシ。

【北京張家口間】京綏本線ハ京奉線豐臺驛ヲ起點トシ張家口方面ニ至ル別ニ京奉線北京正陽門驛ヨリ發シ北京城東北面ニ沿ヘル環城支線アリテ北京西直門驛ニ於テ本線ニ合シ、京綏線行直通旅客ハ此支線ニ由ラル、モノトス。本線北京豐鎮間ニハ一週三回北京張家口間ニハ毎日直通列車ヲ運轉ス。北京西直門驛ヨリ平坦ノ地二五哩ヲ走セ南口(鐵道ホテル)ニ至ル。地ハ明十三陵ニ近シ。線路ハ更ニ八達嶺山脈ノ險ヲ越エ、萬里ノ長城ヲ横切り豐臺ヲ距ル一二五哩ニシテ蒙古境ノ大市場張家口ニ達ス。鐵道ハ更ニ一四一哩西方豐鎮ニ及ブ。

【北京漢口間】京漢線ハ北京前門ヲ起點トシテ揚子江中流商業ノ樞要地タル漢口ニ至ル幹線ニシテ北京ニ於ケル京奉、京漢兩線ノ終端驛ハ相隔ルコト數十歩ナリ。豐臺經山ノ場合ニハ長辛店ニ於テ更ニ本線列車ニ轉乗セラルベシ。京漢線ノ通ズル地方ハ實ニ沃野千里ニシテ支那ノ中心地方タリ。線路ハ保定府ヲ經テ一六四哩ニシテ正定府及石家莊(太原方面鐵道分岐點)ニ到ル。更ニ順德府ヲ經テ河南ノ沃野ニ入り彰德府、新鄉縣(澤州道口鎮方面鐵道分岐點)ヲ經テ黃河ヲ渡リ鄭州ニ達ス。地ハ開封、河

南、徐州府方面鐵道ノ分岐點ニ當レリ。ソレヨリ信陽州ヲ經テ湖北省ニ入り遂ニ支那ノ市俄古ノ稱アル漢口(ターミナスホテル、松廬家、原旅館)ニ終ル。實ニ北京ヲ距ルコト七五二哩大智門ハ租借地界ニ接シ、直通列車ノ終點ニシテ、其他ノ列車ハ玉帶門ニ發着ス。漢口ハ揚子江中流第一流ノ貿易港ニシテ、上流ノ岳州、宜昌、長沙、常德、下流ノ九江、安慶、南京、鎮江、上海トノ間ニ頻繁ナル汽船便ヲ有ス。

【漢口上海間】漢口ハ漢陽、武昌ト共ニ揚子江ト漢水ノ會流點ヲ挾ミ水運ノ便四通八達、夏季増水ノ期ニハ歐洲方面遠洋航路ノ大船巨舶スラ來リ泊ス。上海トノ間ニハ頻繁ナル汽船便アリ、日清汽船會社ノ該航路使用船ハ何レモ四千噸ヨリ二千噸内外ニシテ一週數回運航シ其特等設備ハ最快適ナリ。下流約一四〇哩ノ九江ハ江西ノ要港ニシテ此處ニ至ル間ニハ大冶鐵山ニ至ル黃石港ヲ過グ。蕪湖ハ九江ヨリ一八六哩安徽唯一ノ開港場ナリ。漢口ヲ距ル三七五哩ニシテ南京ニ達ス。特等船客ハ上陸シテ滬寧線ニ由ルヲ得ベシ。南京上海間水路二一〇哩ノ間ニハ鎮江アリ揚子江ト運河トノ交叉點ニ近シ。

【上海神戶間】日本郵船會社ハ上海神戶間ニ每週三回ノ定期航路ヲ有スル外上海ニハ歐洲及米國航路ノ大汽船寄港スルヲ以テ漢口方面ノ揚子江航路及南京天津方面ノ鐵道トノ接續甚便ナリ。兩港間ノ寄港地ハ長崎及門司(下關)ニシテ周遊旅客ハ神戶以東着發ノ場合神戶ニテ上陸又ハ乘船ノ筈ナルモ汽船會社發行ノ鐵道乘車券(一、二等ニ限ル)ヲ所持セラル、トキハ寄港地ニテ上陸旅行隨意トス。

日支鐵路聯運須知

日支聯運單程票

售票車站

鐵道院綫

東京、橫濱、名古屋、京都、大阪、三宮、神戶、下關、門司、長崎。
東京、橫濱、名古屋、京都、大阪各市内營業所。

京奉路 新民、山海關、天津、北京。

京綏路 南口、張家口。

京漢路 石家莊、鄭州、漢口。

津浦路 濟南府、徐州府、浦口。

滬寧路 南京、上海。

滬杭甬路 杭州。

中國國有鐵路綫

聯運徑路

凡此聯運者係經由釜山安東奉天等站而行由日本前開各站乘坐鐵道院之火車到下關或門司而後搭坐鐵道

院所經營之聯絡船到釜山碼頭上岸再坐由釜山至奉天之直行列車（此路每日開行兩次）串通朝鮮而經安東以抵奉天奉天係中國京奉鐵路之終點且該路之聯絡火車即由滿洲綫奉天站開到是以旅客有於同一車站換坐之便

京奉鐵路由奉天至北京之直行列車每日開行一次如欲至津浦路方面者須於天津換坐津浦鐵路欲至滬寧路方面者須於津浦路終點之浦口搭坐聯絡船到南京江邊或下關上岸但此南京江邊站離南京約有一英里惟主要快車即由該站開到而已欲至滬杭甬路方面者須於上海北站換坐欲至京綏路方面者須於北京正陽門車站由北京環城枝綫到西直門站再換坐該路火車欲至京漢路方面者可由北京或豐臺之兩路而行經過北京者京奉京漢兩路車站換坐費用為旅客自備經由豐臺者須於豐臺車站換坐而至長辛店車站再換坐該路火車

檢疫並驗貨

下關釜山間聯絡船內有檢疫員俾免停船檢疫之煩且有稅關吏員駐在船內預備驗貨又於乘降之際得省查驗之累且旅客於火車停在該站之時有稅關吏員到車內檢查行李此時旅客須與吏員會同查驗對於安東下車者另行驗貨

聯運之概要

一、此項聯運運費均按照所附第一表計算至於圓弗兩幣換算之法每用其最低之率如日支兩國間之金銀行情較該換算率其差額甚大之時須照運費增減額表酌為增減（參攷所附第二表）

- 一、此項聯運車票分爲頭等二等三等之三種
- 一、如欲乘坐快車或使用臥床者車費以外另須購買快車票或支付臥床費
- 一、此項聯運旅客對於鐵道院綫京奉綫間旅行特有預定快車臥床坐位之便利
- 一、此項聯運車票之有效期限自售票日起以四十日爲限
- 一、特有此項聯運車票者鐵道院綫內中途下車概無制限其他之鐵路綫內於所規定之車站隨意下車可也
- 一、小孩未滿四歲者免費四歲以上未滿十二歲者須購孩童票(較之大人車費爲減半)
- 一、此項聯運旅客所帶行李頭等旅客一百六十英斤二等旅客一百二十英斤三等旅客八十英斤以內均不取費惟半票之小孩則以半量爲限
- 一、此項聯運旅客所帶行李若於中途車站起卸後再要託運之時旅客須未託運之時於初次託運之車站在託運之後即於起卸車站先期要求中途起卸行李票於再欲託運之時提示站員否則仍照該行李全部重量應繳運費
- 一、此項聯運旅客倘於中途中止旅行欲要求退還運費之時須向旅行中止地點之車站或輪船公司經理處求其憑據爲要

(20)

日支聯運來回票

- 一、凡擬往返日支聯運車站間之旅客即以利用此日支聯運來回票最爲便宜
- 一、此項往返車價較之尋常車費均按八折減收(參攷所附第三表及第四表)

- 一、此票有效期限自售票日起以一百一十日爲限
- 一、所有關於中途下車、小孩車費、運送行李免費之重量、中途起卸行李、退還車費、預定臥床坐位等事宜均可適用日支聯運單程車票之例

日支聯運團體票

- 一、對於日支聯運團體旅行亦可發售日支聯運團體票其車費按照左開折扣率減價
 - 十人以上 日支聯運各鐵路各綫 七五折
 - 二十人以上 鐵道院朝鮮滿洲各綫 七折乃至五折
 - 中國鐵路各綫 七折
- 惟各綫地方團體折扣率較前開折扣率過大之時則須適用其法
- 一、此票有效期限自售票日起以兩個月爲限
- 一、此票徑路以經由朝鮮往返或週遊日本中國間爲限
- 一、凡一切關於團體旅行之計畫等件請向日本東京鐵道院運輸局或各管理局運輸課並各地聯運車站詢問可也

(21)

日支週遊票

日支兩國鐵路爲兩國間週遊旅客之便利起見特謀鐵路輪船之海陸聯絡發行日支週遊票其車費按七折船費按七五折扣減茲將其要項列左

售 票 車 站

鐵道院綫 發售日支聯運單程各車站並釜山港

(惟對由神戶下關門司長崎等起程經由郵船航路直達上海方面者在各該口岸之日本郵船公司經理處內發售而鐵道院綫聯運車站均不發售)

中國國有鐵路綫 發售日支聯運單程各車站

(惟除京漢路石家莊站鄭州站並津浦路徐州府站且由上海及漢口起程經由日清輪船或日本郵船航路者於各該口岸之兩公司經理處發售而鐵路聯運各車站均不發售)

週遊徑路之大系

由中國國有鐵路綫出發之時

出發地——奉天——釜山——東京——神戶——上海

由日本鐵道院綫出發之時

出發地或此歸路
 一、出發地——釜山——奉天——北京——漢口——上海
 (輪船)——神戶——出發地或此歸路
 二、出發地——釜山——奉天——北京——天津——上海——上海
 神戶——出發地或此歸路

○週遊票 分等如下

週遊票等級	鐵道院綫	中國綫	日清輪船	日本郵船
頭等	頭等	頭等	特等	頭等
二等(優等)	二等	二等	特等	頭等
二等	二等	二等	*特等或 *特二等	二等
三等	三等	二等	頭等(官艙)	三等

*日清輪船公司輪船惟有鳳陽丸設有特二等船室是以執有二等週遊票之旅客於搭船地該公司分行可選得特二等價目之差額

○對於下關釜山間鐵道院所管之聯絡輪船旅客可以繼坐二等客室

○週遊票價目 參攷第五表及第六表所開價目表但此價目均不含有快車及臥床等費

○有效期限 自售票日起以四個月為限

○折扣憑單 執有此項週遊票之旅客可據本票所附之折扣憑單購得左開區間週遊票同等七折減價之來回票

由鐵道院綫起程者 永登浦仁川間 奉天大連間 溝帮子牛莊間 北京張家口間

上海北站杭州間

由中國國有鐵路各綫起程者 上野日光間 龜山山田間 永登浦仁川間 奉天大連間

○旅客行李免費重量

鐵路各綫 與單程車票章程所定相同

輪船航路

頭等 三百五十英斤
特等 或四十五方呎

二等 二百五十英斤
特二等 或三十五方呎

三等 一百五十英斤
官船 或二十方呎

○換票單 售票車站或有對此週遊徑路之各區間發行換票單以代用此週遊票此時旅客須於各片換票單所
註明之地將該換票單換取該區間折扣車船票爲要

○預定官船 執有本票之旅客可以預先於發站預定官船爲便否則到搭船地之後倘遇輪船無相當官船時可
有換坐別船或改坐下次輪船等虞

○所有中途下車、小孩車費、中途起卸行李、退還車費、預定臥床座位等項均按照日支聯運單程票之例辦
理

日支巡遊票

此項巡遊票爲由日本西往或由中國東往並經由中國及日本各口岸欲專坐鐵路觀光日本或中國之旅客特於
各輪船公司經理處發給執有橫濱上海間一等船票之船客茲將其要項開列於左

售票輪船公司

日本郵船 東洋汽船 坎拿大太平洋汽船 太平洋郵船各公司

巡遊區間及徑路

□橫濱上海間

於橫濱上岸者先往東京經由東海道綫及山陽綫之各地（名古屋與京都或大阪間可以坐關西綫經由山田

或奈良等地）（宮島嚴島町間擺渡來回船費亦在其內）至下關搭坐聯絡船由釜山上岸經由京城安東奉天
天津到北京再回抵天津換坐津浦路經由濟南府到浦口由南京乘坐滬寧路到上海於上海再坐輪船倘由上
海起程者按此路徑倒行可也

□橫濱漢口間

由橫濱至北京之路徑則與前項同於北京再乘坐京漢路可到漢口惟此票未含有漢口上海間航路之船費是
以旅客須要以輪船公司發行之換票單購買該區間之船票

○有效期限 自售票日起以三個月爲限在此期限內客人於中途主要都市及名勝各地隨意下車亦不取費且
有前途再續坐快車之特典

日本郵船公司	金 壹 百 圓
橫濱上海間	東洋汽船 坎拿大太平洋汽船 太平洋郵船各公司
橫濱漢口間	金 壹 百 十 圓
	金 壹 百 十 圓

此價目較之尋常價目減爲八折乃至七折而含有快車費惟須另付臥床費
○所有中途下車、小孩車費、預定臥床座位等項均按照日支聯運單程票之例辦理

日支行李直達運送

茲爲日支兩國交通之便利起見於日本主要車站與北京天津其他中國主要都市間以經由朝鮮之捷路開設行
李直達聯運而運費從廉茲將其大概辦法開列於左

辦理聯運車站

日本

東京 橫濱 名古屋 京都 大阪 神戶等站及前開各地(除神戶)之市內營業所

中國

新民 天津 北京 張家口 漢口 濟南府 南京(下關碼頭站)

○聯運之制限 左開行李均不可按此辦法聯運

易損品 易腐敗品 貴重品(除生絲 絲線 綢緞 絲線製品 絲編品等件) 彈藥 鴉片 嗎啡等

此外所有法定之禁制品 危險品 炸爆品 車輛 牲畜 死屍其他每件重量超過六十六英斤或容積

超過六立方呎者

○配達 運到日本鐵道院綫各車站之行李除交貨人先期聲明留存車站者外接貨車站所在之市內及距站一

里半以內之地不另取費可以搬運至指定之居所惟中國鐵路不在此例

○運費 重量每十英斤或容積每一立方呎或每未滿之零數均須繳納左開運費

自	至	新民	天津	北京	張家口	漢口	濟南府	南京(下關碼頭站)
東京	橫濱	五四	六六	六九	七三	九三	七五	八八
五四	五四	六六	六九	七三	九三	七五	八八	八八

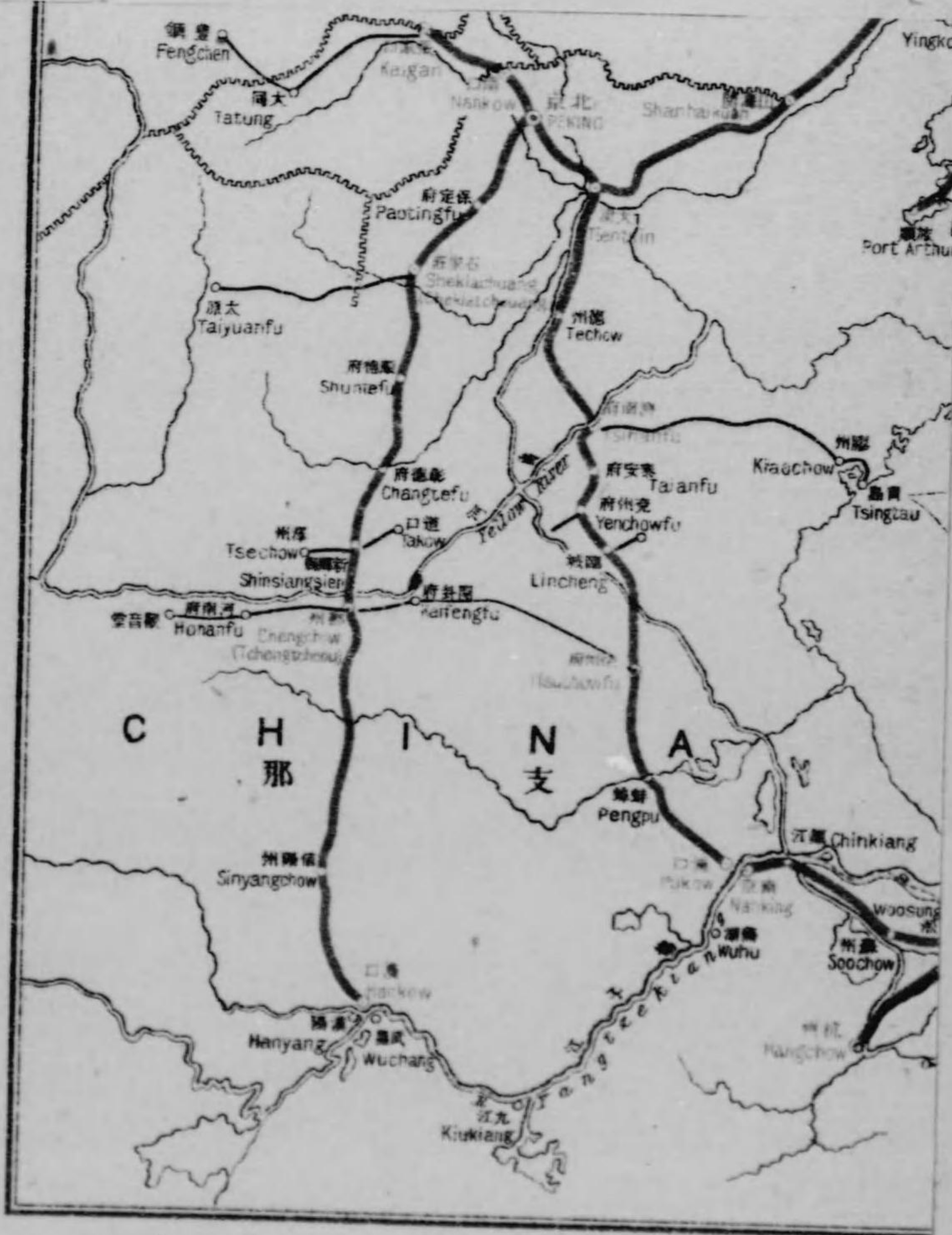
名古屋	京都	大阪	神戶
五二	五二	五二	五〇
六四	六四	六四	六二
六七	六七	六七	六五
七一	七一	七一	六九
九一	九一	九一	八九
七三	七三	七三	七一
八六	八六	八六	八四

運費按其重量及容積計算而準其費高者取費行李之重量及容積之算法不按照其個數均按照全額重量或全額容積計算

○代索貨銀 客人託運行李之時可以託付車站代索貨銀而其價銀不可超過貨物之價格用費如左

代索價銀
 五圓以下 一角
 十圓以下 一角二
 二十圓以下 一角六
 五十圓以下 兩角六
 五十圓以上每五十圓或其零數遞加一角

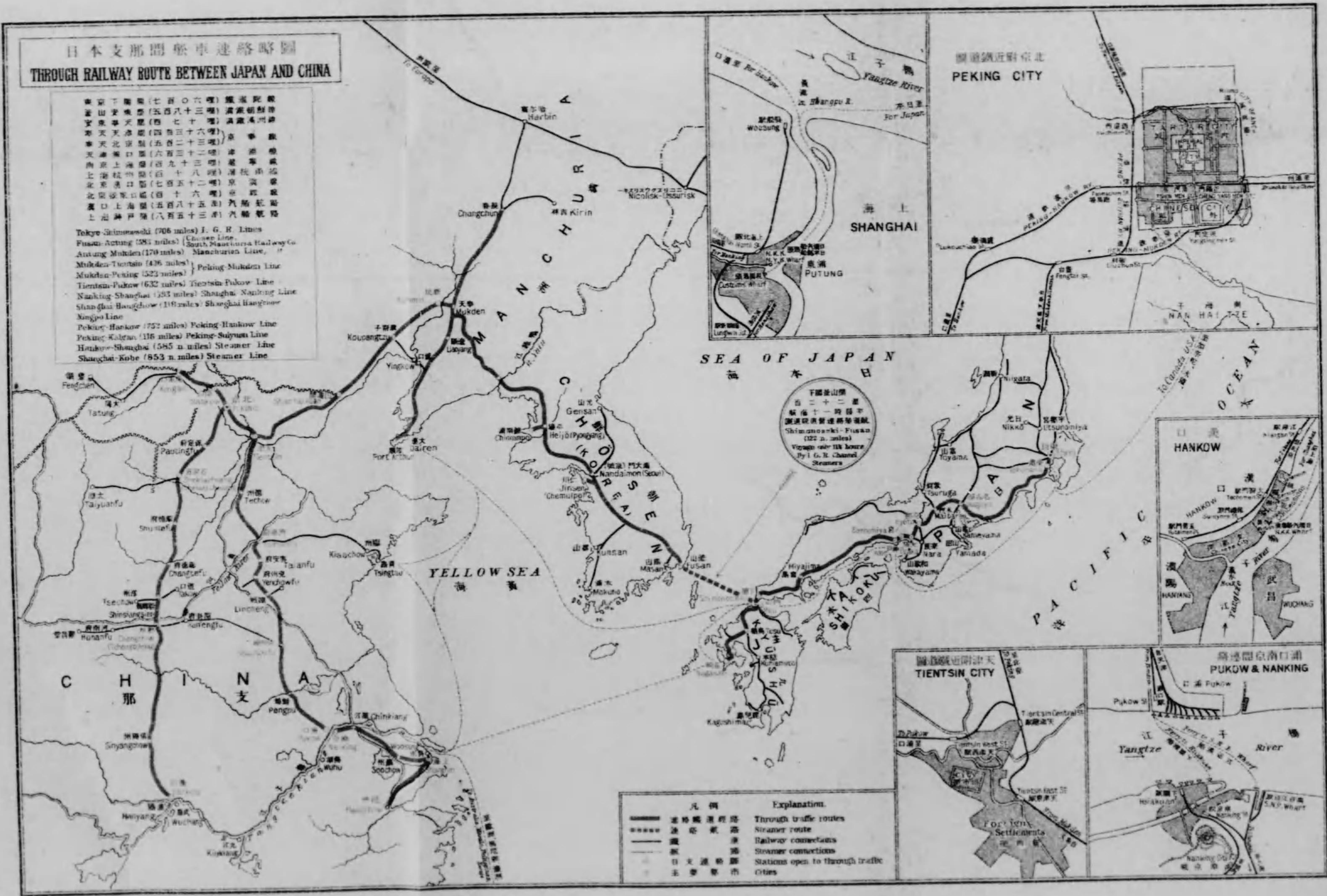
○報關手續 運送中途一切報關手續本路可以代辦並不取費



日本支那間航運連絡略圖
 THROUGH RAILWAY ROUTE BETWEEN JAPAN AND CHINA

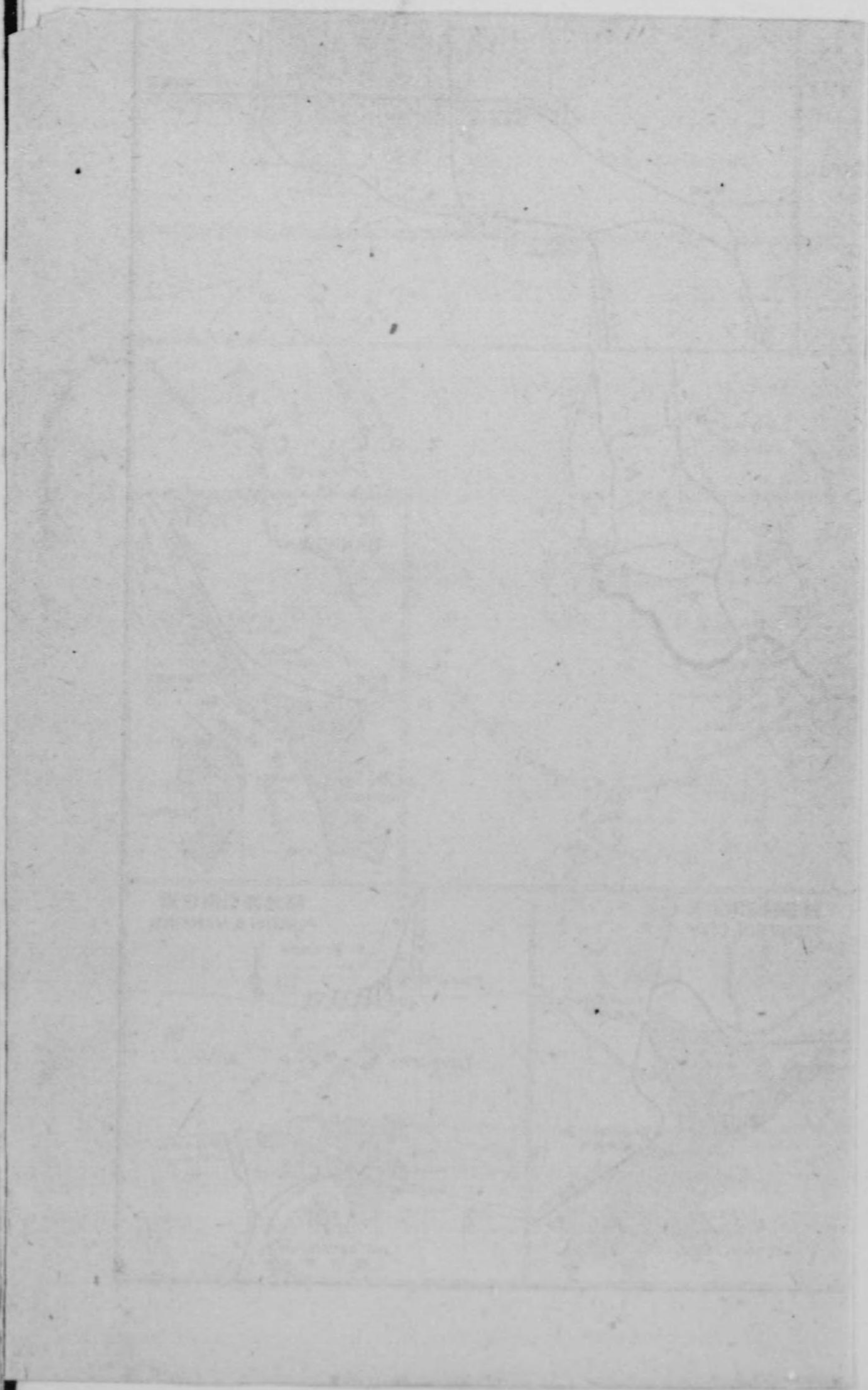
東京下關間(七百〇六哩) 鐵道航運
 山梨東京間(五百八十三哩) 鐵道航運
 東京天津間(四百七十里) 鐵道航運
 天津北京間(四百三十三哩) 鐵道航運
 北京濟南間(六百三十三哩) 鐵道航運
 南京上海間(六百九十三哩) 鐵道航運
 上海杭州間(百九十八哩) 鐵道航運
 北京漢口間(七百五十二哩) 鐵道航運
 北京濟南間(五百八十五哩) 鐵道航運
 上海漢口間(六百五十三哩) 鐵道航運

Tokyo-Simonsuiki (706 miles) J. G. R. Lines
 Fusan-Antung (583 miles) Chinese Line
 South Manchuria Railway Co.
 Antung-Mukden (179 miles) Manchurian Line
 Mukden-Tientsin (436 miles) Peking-Mukden Line
 Mukden-Peking (523 miles)
 Tientsin-Pukow (632 miles) Tientsin-Pukow Line
 Nanking-Shanghai (253 miles) Shanghai-Nanking Line
 Shanghai-Hankow (119 miles) Shanghai-Hankow
 Nanyo Line
 Peking-Hankow (752 miles) Peking-Hankow Line
 Peking-Kalgan (116 miles) Peking-Suiyuan Line
 Hankow-Shanghai (585 n. miles) Steamer Line
 Shanghai-Kobe (853 n. miles) Steamer Line



凡例	Explanation.
——	Through traffic routes
-----	Steamer route
——	Railway connections
——	Steamer connections
●	Stations open to through traffic
○	Cities

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20



8. 6. 3

THROUGH BOOKING
TO CHINA
Revised April 1919

日華聯絡運輸須知
大正八年四月現行



日本東京鐵道院運輸局

甲

JAPAN-CHINA PASSENGER THROUGH TRAFFIC

JAPAN-CHINA THROUGH SINGLE TICKETS

Stations and City Offices, where Booked.

Imperial Govern- ment Railways of Japan	{	Tōkyō, Yokohama, Nagoya, Kyōto, Ōsaka, Sannomiya, Kōbe, Shimonoseki, Moji, and Nagasaki.
		City Offices in Tōkyō, Yokohama, Nagoya, Kyōto, and Ōsaka.
Chinese Govern- ment Railways	{	(Peking-Mukden Line) Hsinmin, Shanhai- kuan, Tientsin and Peking.
		(Peking-Suiyuan Line) Nankow and Kalgan.
		(Peking-Hankow Line) Chekiatchouang, Tchengtcheou, and Hankow.
		(Tientsin-Pukow Line) Tsinanfu, Hsu- chowfu, and Pukow.
		(Shanghai-Nanking Line) Nanking and Shanghai.
	{	(Shanghai- Hangchow-Ningpo Line) Hang- chow.

ROUTE OPEN TO THROUGH TRAFFIC

The route open to the present through traffic is via Fusan, Antung, and Mukden. Passengers will travel by the Imperial Government Railways to Shimonoseki or Moji from their respective departure points in Japan. Passage from Shimonoseki to Fusan is effected by one of the channel steamers run by the Imperial Government Railways. On landing at Fusan pier, passengers will board the through trains, running twice a day between Fusan and Mukden, and proceed to Mukden via Antung, across the peninsula. Mukden is the terminus of the Chinese Peking-Mukden Line, the trains of which come round to the Mukden station of the South Manchuria Railway, where passengers have to change cars. On the Peking-Mukden Line, through trains are run daily between Mukden and Peking (Chengyangmen station). Passengers for the stations of the Tientsin-Pukow Line and beyond have to change at Tientsin. Again for the Shanghai-Nanking Line, passengers will proceed from Pukow to Nanking Ferry or Hsiakuan by steam-launch. The ferry is 1 mile distant from Nanking station and from the ferry station depart principal express trains only. For the Shanghai-
Hangchow-Ningpo Line, passengers will change cars at Shanghai North Station. For the Peking-Suiyuan Line, through passengers have to proceed from Peking Chengyangmen station to Hsichihmen station by the Round

City Branch and take the main line trains at the latter station. To reach the destinations on the Peking-Hankow Line, there are two routes, viz., via Peking and via Fengtai. If following the former route, passengers are required to arrange for their own conveyance in Peking between the Peking-Mukden Line station and the Peking-Hankow Line station. Passengers via the latter route have to change at Fengtai, and again at Changsintien to join the main line trains.

QUARANTINE AND CUSTOMS EXAMINATIONS

Quarantine officers are on board the channel steamers between Shimonoseki and Fusan, which, therefore, do not stop for medical inspection. Also to facilitate the customs procedure, customs officers are always on board the steamers to inspect passengers' luggage during the voyage, which saves time and trouble either at Shimonoseki or at Fusan.

Customs examination at Antung takes place in the cars, except for passengers alighting there, in which case the examination is made in the station building. Passengers' attendance at the examination of their luggage is always obligatory.

GENERAL INFORMATION REGARDING THROUGH TRAFFIC

Passengers intending to avail themselves of the present arrangements have to book at the through traffic stations, or at the city offices open to the through traffic, and obtain coupon-books.

The tariff for the present through traffic is shown in Tariff No. 1. A lowest rate of exchange is adopted for conversion between Japanese and Chinese currencies, and when the current rate of exchange fluctuates far apart from the aforesaid rate, the through fares and rates may be adjusted on basis of the Table of Surcharges or Discounts in Tariff No. 2.

The kinds of the coupon-books are as follows:—

1st class	2nd class	3rd class
-----------	-----------	-----------

The through fares do not include express and sleeping-berth charges. Passengers may travel by express trains and use sleeping-berths on payment of the requisite charges therefor.

For the benefit of through passengers, special arrangements have been made, so that seats or sleeping-berths in express trains may be reserved at the respective departure stations for their journey to and from the Peking-Mukden Line. (See P. 15 and 16)

The period of availability of the coupon-books is 40 days including day of issue.

The holder of the Through Single Ticket may freely stop over at any stations on the Japanese Government Railway lines, and at the regular stop-over stations on the other railway lines.

Children under 4 years of age are carried free, and for those of 4 years or over and under 12, children's fares (half of adults' fares) shall be paid.

Free luggage allowance for the present through traffic is as follows:—

For a 1st class passenger—	up to 160 lbs.
" 2nd " " " " "	— " " 120 "
" 3rd " " " " "	— " " 80 "

For children paying children's fares—half the above weight.

Through passengers wishing to unload their luggage *en route* should get at the departure station the certificate for unloaded luggage, necessary for rebooking; otherwise the excess rates shall be charged for the whole weight of rebooked luggage.

Holders of the Through Single Tickets, desiring to obtain refund for the unused portion of their tickets, should get their tickets cancelled at the station or steamship agency at the port, where the farther journey has been given up.

JAPAN-CHINA THROUGH RETURN TICKETS

Japan-China Through Return Tickets are issued at 20% reduction of ordinary fares, between stations open to the Japan-China Through Traffic, with the privilege of prolonged validity of 110 days including day of issue.

Regarding stop-overs, children's fares, free luggage allowance, unloading of luggage *en route*, refund of fares and reservations of sleeping berths and seats, etc., the same rules as for Through Single Tickets apply correspondingly to the Return Tickets.

JAPAN-CHINA PARTY TRIP TICKETS

Japan-China Party Trip Tickets are issued as follows:—

Fares For 10 or more passengers
 at 25% reduction on all rly. lines
 For 20 or more passengers
 at 30 or 50% reduction on Japanese Rly. lines
 at 30% reduction on Chinese Rly. lines

Local Rates of Party Reduction on every railway shall be applicable when such rates are higher in percentage than those shown above.

Validity of Tickets 2 months including day of issue.

Routes Return trips between Japan and China via Chosen, or Circular Tours.

Any other information and assistance in planning party trips will be cheerfully supplied by the Traffic Departments of the Head Office, Kōjimachi-ku, Tōkyō, and Divisional Superintendent Offices of the Imperial Government Railways, the through booking stations and city offices, etc.

JAPAN-CHINA CIRCULAR TOURS

For the benefit of tourists from Japan to China, or vice versa, Circular Tour Tickets between Japan and China are issued at 30% reduction for railways and 25% reduction for steamers over the circular routes joining the railway route via Chosen and the steamer routes on the Yangtze and between Shanghai and Japanese ports, roughly as follows:—

Stations, etc. where Booked

Imperial Government Railways of Japan:—

Stations and city offices, where Japan-China Through Single Tickets are booked and Fusan Port. (For the routes covering the N.Y.K. steamer line to Shanghai as the first section from Kobe, Shimonoseki, Moji, and Nagasaki, the N.Y.K. offices book tourists, but the railway stations do not.)

Chinese Government Railways:—

Stations and City Offices where Japan-China Through Single Tickets are booked. (Except Chekiatchouang and Tchengtcheou on the Peking-Hankow Line and Hsuchowfu on the Tientsin-Pukow Line. For the routes covering the N.Y.K. and N.K.K. steamer lines as the first section from Shanghai and Hankow, the steamship companies' offices book tourists, but the railway stations do not.)

Circular Tour Routes There are two circular routes from Japan. From Japanese points to Peking tourists will travel via Chosen (see P. 1), the two routes diverging at Peking. By the first of the two routes, Hankow is reached by the Peking-Hankow Line, whence tourists sail by the N.K.K. steamer down the Yangtze to Shanghai. By the second route, tourists turn back from Peking to Tientsin, whence they proceed to Shanghai via Tsinanfu, Pukow, and Nanking by the Tientsin-Pukow and the Shanghai-Nanking Line. The passage from Shanghai to Japanese ports is performed by the N.Y.K. steamers, passengers landing Kōbe when bound for stations east of Kōbe. The routes are reversible, viz., first sailing to Shanghai and coming back via Chosen.

Passengers from Fusan Port will reach Shimonoseki by the I.G.R. channel steamers, whence they sail for Shanghai

and then return to Fusan by way of Peking and Antung, via Hankow or via Nanking-Tsinanfu.

Passengers from China are scheduled to reach Tōkyō via Chosen and, turning back to Kōbe, sail for Shanghai, thence returning to their respective departure points. The route is reversible.

The above is a general description of the circular tour routes. 1st and 2nd class steamer passengers between Japanese ports and special class steamer passengers between Nanking and Shanghai are entitled to travel by rail instead of by steamers. Also the two routes between Nagoya and Ōsaka via Maibara-Kyōto and via Kameyama-Nara are open to tourists' option.

Classes Accommodation

Classes of Tickets	1st	2nd(Superior by steamers)	2nd	3rd
I.G.R. and S.M.R. (Chosen and Manchurian Lines)	1st	2nd	2nd	3rd
C.G.R.	1st	2nd	2nd	2nd
N.Y.K.	1st	1st	2nd	3rd
N.K.K.	Spec.	Spec.	Spec.	1st. (Chinese) (or Foreign 2nd*)

* Foreign 2nd class accommodation is limited to the S.S. "Fengyang," and holders of 2nd class (not superior by steamers) circular tour tickets may obtain a refund of the difference between special and foreign 2nd class (¥ 12.00 for passengers departing from Japan and \$12.60 for passengers departing from China) on application to the N.K.K. branch office at the port of embarkation.

Circular Tour Fares, shown in Tariff No. 5, all the fares excluding Express and Berth Charges.

Period of Availability, 4 months including day of issue.

Regarding stop-overs, children's fares, free luggage allowance, unloading of luggage *en route*, refund of fares, and reservations of sleeping berths and the seats, etc., the same rules as for Through Single Tickets apply correspondingly to the Circular Tickets.

Reduction Certificates, attached to each ticket entitle the holders to 30% reduction for return tickets on the following sections and for the classes corresponding to those of their Circular Tour Tickets.

When starting from I.G.R. Yeitōho-Jinsen, Mukden-Dairen, Koupangtzu-Newchwang, Peking-Kalgan, Shanghai North-Hangchow.

When starting from C.G.R., Ueno-Nikkō, Kameyama-Yamada, Yeitōho-Jinsen, Mukden-Dairen.

Free Luggage, up to the same limit as for the Japan-China through passengers on railways. On steamer lines: 1st or special cl.—up to 350 lbs. or 40 c. ft.; 2nd or foreign

2nd cl.—up to 250 lbs. or 30 c. ft.; 3rd or Chinese 1st cl.—up to 150 lbs. or 20 c. ft.

Exchange Orders are issued at certain stations and city offices instead of regular Circular Tour Tickets. Each order is drawn for separate sections of the tour routes. Passengers furnished with the Exchange Orders are requested to exchange each order for a regular ticket at the departure point of each section.

Cabin Reservation Tourist passengers are cautioned to apply beforehand to the steamship companies' offices for accommodation; otherwise they may be required to transfer to another class or to wait for the next steamer, if no cabin is found available for them on their arrival at the port of embarkation.

JAPAN-CHINA OVERLAND TOURS

By this arrangement, travellers, west-bound from Japan, east-bound from China, or past Japan and China, and holding 1st class steamer tickets between Yokohama and Shanghai, are enabled to travel overland for sight-seeing between Yokohama and Shanghai or Hankow, on the railway tickets issued by steamship companies, roughly as follows:—

Steamship Companies Nippon Yusen Kaisha; Tōyō Kisen Kaisha; Canadian Pacific Ocean Services, and Pacific Mail S.S. Co.

Overland Routes:—

Yokohama-Shanghai or vice versa. Landing at Yokohama tourists are scheduled first to visit Tōkyō, and thence to travel to Shimonoseki by the Tōkaidō and San-yō Lines including a ferry trip from Miyajima to Itsukushima (if desired, via Yamada and Nara by the Kwansai Line between Nagoya and Kyōto or Ōsaka). Crossing the channel from Shimonoseki to Fusan by the I.G.R. Steamers, travellers resume their railway journey to Peking via Antung, Mukden and Tientsin. Turning back from Peking to Tientsin, they take the Tientsin-Pukow Line down to Pukow, via Tsinanfu, and next the Shanghi-Nanking Line to Shanghai, where they embark again. The route is followed in the opposite direction, when landing at Shanghai.

Yokohama-Hankow or vice versa

Between Yokohama and Peking tourists will travel by the same route as described above, and the trip between Peking and Hankow is performed by the Peking-Hankow Line. This ticket does not include the passage between Hankow and Shanghai, for which an exchange order is issued independently.

Period of Availability. 3 months including day of issue.

Within the period, passengers are entitled to stop over at the principal cities and places of interest and resume their journey by express trains without any additional supplementary payment.

Overland Railway Fare. Yokohama-Shanghai—¥ 100 (N. Y.K.) or ¥ 120 (T.K.K., C.P.O.S., and P.M. S.S. Co.); Yokohama-Hankow—¥ 110 (including Express Charges but Berth Charges payable separately. About 20%—30% reduction on regular cost of travel on the section.)

Regarding stop-overs, children's fares, and reservations of sleeping berths, the same rules as for Through Single Tickets apply correspondingly to the Overland Tickets.

Japan-China Parcel Through Traffic

With a view to facilitate trade and traffic between Japan and China, arrangements have been made for the parcel through conveyance between the principal stations in Japan and Peking, Tientsin and other principal cities in China via Chosen, roughly as follows:—

Station, etc., open to Through Traffic:—

Imperial Government Railways of Japan:—

Tōkyō, Yokohama, Nagoya, Kyōto, Ōsaka, Kōbe, City Office in Tōkyō, Yokohama, Nagoya, Kyōto, Ōsaka.

Chinese Government Railways:—

Hsinmin, Tientsin, Peking, Kalgan, Hankow, Tsinanfu, Nanking.

Articles not accepted for conveyance:—

The following articles are not accepted for conveyance:

Frail articles, perishable articles, articles of value (exclusive of raw silk yarns, textiles, braids, and knittings), contrabands such as ammunitions, opium, morphine, or any other article that may be prohibited by law, dangerous or explosive articles, vehicles, living animals, corpses and articles weighing more than 66 pounds or measuring more than 6 cubic feet per package.

Local Delivery:—

Parcels arriving at the stations of the Imperial Government Railways will be delivered free of charge to any address within the city limits, or within a radius of about 3½ miles from the station, unless the consignor give notice beforehand to the effect that parcels should be stored at the station of arrival.

Chinese Government Railways have no arrangement of local delivery for parcels.

Rates:—

Parcels are charged for at the following rate per 10 lbs. or 1 cubic foot, or fraction thereof:—

	Tōkyō	Yokohama	Nagoya	Kyōto	Ōsaka	Kōbe
Hsinmin	{¥ .54	.54	.52	.52	.52	.50
	{\$.53	.53	.51	.51	.51	.49
Tientsin	{¥ .66	.66	.64	.64	.64	.62
	{\$.68	.68	.66	.66	.66	.64
Peking	{¥ .69	.69	.67	.67	.67	.65
	{\$.71	.71	.69	.69	.69	.67
Kalgan	{¥ .73	.73	.71	.71	.71	.69
	{\$.76	.76	.74	.74	.74	.72
Hankow	{¥ .93	.93	.91	.91	.91	.89
	{\$ 1.00	1.00	.98	.98	.98	.96
Tsinanfu	{¥ .75	.75	.73	.73	.73	.71
	{\$.78	.78	.76	.76	.76	.74
Nanking	{¥ .88	.88	.86	.86	.86	.84
	{\$.94	.94	.92	.92	.92	.90

To be calculated either by weight or by measurement, whichever gives greater charges.

To be calculated by total weight or by total measurement, irrespective of pieces of parcels.

Collection on Delivery Service:—

Parcels shall be accepted as 'Collection on Delivery', upon request of the consignor at the time of forwarding, the amount of which being limited within the value of the parcel, and the commissions for the service are as follows:—

For the amount of C. O. D.

	Yen	Sen
Less than	5	10
" "	10	12
" "	20	16
" "	50	26

50 yen and above for every additional 50 yen or fraction thereof 10 sen

Customs Formalities:—

The railways will attend the formalities either en route or at the destination station free of charge.

ROUGH GUIDE TO THROUGH TRAFFIC ROUTE

FUSAN

(Station Hotel; Inns: Ōike, Moriya, etc.)

Fusan is situated at the southern extremity of the Chosen peninsula and 212 miles distant across the sea from Shimonoseki, with which port connection is maintained by two daily steamers operated by the Imperial Government Railways of Japan, the voyage taking only 11½ hours. Fusan is a place where Japanese have long resided even from the Tokugawa period. The present population is about 40,000.

Ryūtōzan Hill and Zetsuei Island command a wide view of the port. Passengers bound for China should take the Chosen-Manchuria Through Expresses (weekly from Fusan to Changchun via Mukden, 1st and 2nd class sleeping and dining-cars suspended for the time being), or the Fusan-Mukden through trains (run twice a day, with all classes, dining and sleeping-cars).

KEIJŌ (SEOUL)

(Chōsen Hotel, Keijō Hotel, Hajōkwan Hotel, etc.)

The aforesaid trains on the Chosen line from Fusan traverse the southern half of Chosen and reach Nandaimon. Keijō (Seoul), after a run of over 274 miles. Keijō is the seat of the Government-General of Chosen and occupies a most prominent position, being encircled by walls with eight gates. Population about 30,000. A bird's-eye-view of the city may be had from Wajōdai. Places of interest in the city are the Keifuku and Shōtoku Palaces. Pagoda Park, etc. and other historic spots are scattered in the suburbs.

SEOUL—ANTUNG

At Ryūzan after departing from Nandaimon, the trains join the trunk line from Keijō to Shingishū, by which a northward trip over about 311 miles takes one to Shingishū (Station Hotel) on the River Yalu. This trip carries one through the most historic portion of the peninsula of which the most famous is Heijō (Pyongyang). This town was the oldest capital of Chosen and borders on the River Daidō, with a wide expanse of fertile land to the east and also to the south. Population approximately 42,000. The view near the River Daidō is recognized as the best in the whole land.

The above is only a rough summary of the most important cities along the Chosen Line, but other towns and fine sights are numerous, and an overland trip through Chosen cannot fail to interest travellers.

The River Yalu is the continental boundary of New Japan, and is spanned by a swing-bridge (3,098 ft.). Antung is on the opposite side on the river to Shingishū.

ANTUNG-MUKDEN LINE

The Antung-Mukden Line connects at Antung with the Chosen Line, whence to Mukden is 170 miles. The district penetrated by the line contains the most beautiful sights in Manchuria, which passengers may enjoy from the car windows.

MUKDEN

(Yamato Hotel, etc.)

Mukden is the junction of the Antung-Mukden Line, the Main Line of the Manchurian Line, and the Peking-Mukden Line, and is the foremost city in Manchuria, with a population of about 200,000. As it was an ancient capital of the Manchu Dynasty, there are many historically famous buildings such as old palaces and government offices in the city, and Imperial Tombs in the suburbs.

Changchun, the junction for the Chinese-Eastern Railway is about 190 miles north of Mukden by the main Line of the Manchurian Lines. Dairen, the most prosperous commercial port of South Manchuria is 246 miles south of Mukden. Port Arther and Liaoyang, both famous as battlefields of the Russo-Japanese War, Yingkow and Tiehling, widely known as markets for the bean trade, and Fushun colliery—all these places may be reached from Mukden by the South Manchuria Railway Line. Mukden is the terminus of the Chinese Peking-Mukden Line, and passengers for Peking will take at the Mukden station the daily through train (all classes, with dining and sleeping cars between Shanhaikuan and Peking).

MUKDEN TO SHANHAIKUAN

The trains of the Peking-Mukden Line reach Hsinmin 36 miles west of Mukden, after crossing a bridge 2,200 ft. long over the River Liao. Then by way of Koupangtzu (70 miles from Hsinmin, junction for Newchwang, the port famous for the export of beans, at the mouth of the River Liao) and Chinchou, the trains proceed to Shanhaikuan (Inn—Yamatokwan, 260 miles from Mukden). The town marks the termination of the Great Wall, and passengers by slow trains have to stop over here and continue their journey beyond by the connecting trains in the next morning. This line leads to Tangshan via Chinwangtao, the only port in the Gulf of Pechili accessible in winter, in the neighbourhood of which Peitaiho (Rest House Hotel) is the best seaside

resort in North China. Tangshan, 94 miles southwest of Shanhaikuan, is a colliery of the greatest importance in North China, and a prosperous town. Tangku is 2 miles distant from Taku at the mouth of the River Ho, famous as a battlefield during the Boxer trouble. After a westward run from Tangku along the River Ho, the trains arrive at Tientsin. The whole distance from Mukden to Tientsin East is 435 miles.

TIENTSIN

(Astor House Hotel, Imperial Hotel, Queen's Hotel, Hotel de la Paix, etc.)

There are on the Peking-Mukden Line two railway stations in Tientsin, Central and East, the former being 3 miles distant from the latter, close to the new town. Tientsin is located at the junction of the River Ho and the Grand Canal and 30 miles away from the sea; the River Ho is navigable as far as Tientsin. The population is said to be over 1,000,000, and the city which constitutes the commercial centre of North China is second in importance only to Shanghai as an open port in the whole of China. Some ruins of the Boxer trouble remind travellers of those days when all the forces of the allied army here met the fiercest resistance of the native army. The foreign settlement, the new portion of the city, is about 1 mile down the river from the old town, and its splendour coupled with modern improvements is suggestive to foreign tourists of their own country. Tientsin is the terminus of the Tientsin-Pukow Line, and passengers for Shanghai and intervening points have to change cars here.

PEKING

(Grand Hotel des Wagons-Lits, Grand Hotel du Peking, etc.)

This, the capital city of China, is 83 miles northwest of Tientsin and contains countless historic remains of this grant nation. The population is said to be over 1,500,000 but no statistics are available. The city is heavily walled, and there are many places of interest in and out of the city. Some of these are the former Imperial Palace, Summer Palace, Botanical Gardens, Temple of Heaven, Yellow Temple, Temple of Clouds, etc. The life and manners of the Chinese people in this city form an interesting study. Peking is indeed a mystery in the Orient and has been a centre of political whirlpools in recent years, and no itinerary is complete without a visit to this city.

The Peking-Hankow Line, the trunk line connecting North China with the Yangtze district, and the Peking-Suiyuan Line connecting this city with Kalgan and Tatung, start from here.

TIENTSIN-TSINANFU

The Tientsin-Pukow Line is a trunk line in China Proper, stretching for 631 miles between Tientsin and Pukow on the Yangtze, and connecting at the latter place with the Shanghai-Nanking Line for Shanghai by steam-launches across the river. Through passengers bound for Tsinanfu, Pukow, Nanking, and Shanghai, have to change at Tientsin East to the Tientsin-Pukow through trains (all classes, with sleeping and dining cars.) These trains run southward along the Grand Canal as far as Techow, whence, diverging from the canal, the line crosses the Yellow River and proceeds to Tsinanfu, the capital of Shantung Province, 220 miles from Tientsin. Tsinanfu (Inn—Kinsuikwan) is the junction of the Shantung Railway, whose Tsinanfu West station in Commercial Settlement is not very far from the Tientsin-Pukow Line station. Among the chief objects of interest there are magnificent springs. Paotuchuan and Lake Taminghu, both in the city, and Chinfoshan temple outside. Lokow, 2½ miles north and on the Yellow River, is a prosperous port for junk traffic.

TSINANFU-PUKOW

After leaving Tsinanfu, the trains continue their course southward through a district of remarkable scenic beauty. Mt. Taishan outside Taianfu is one of the sacred and historic 'Five Mountains,' where the ancient Emperor Sun prayed to the gods in Heaven, and at Chufou near Yenchowfu stands the tomb of Confucius. The line crosses the Grand Canal on the boundary between Shantung and Kiansu Provinces and reaches Hsuchowfu, the junction for the Lunghai Railway. Crossing the old course of the Yellow River near Hsuchowfu, and traversing a hilly district in the Whaiho valley in Anhwei Province it terminates at Pukow on the Yangtze, 631 miles from Tientsin and 410 miles from Tsinanfu.

ACROSS THE YANGTZEKIANG

Pukow is opposite Nanking across the Yangtze, and its wharves fringed with storehouses present a very busy and active scene. Passengers bound for the Shanghai-Nanking Line take a railway ferry-boat from the river front of the station, land at Hsiakuan on the Nanking side, and walk to Nanking station, or land at Nanking Ferry on the southern side, where the principal trains meet through passengers. This ferry station is 1 mile from Nanking station.

NANKING-SHANGHAI

Nanking (Bridge House Hotel, Inn—Hōraikwan, etc.) was the capital of the Ming Dynasty at the beginning of the 15th century and contains many palaces, tombs, towers, etc. of

historic interest. The city was the centre of the revolutionary movements in 1912. The Shanghai-Nanking Line runs along the Grand Canal from the port of Chinkiang and operates frequent daily express and through trains. Soochow is 139 miles from Nanking and is rendered celebrated by such interesting places as Huchiu and Hanshanszu temples. Shanghai is 193 miles from Nanking and 13 miles up on the left bank of the River Whangpoo, a branch of the Yangtze. As the junction of these two rivers stands Woosung, to which there are branch train services from Shanghai. Shanghai (Astor House, Hotel, Grand Hotel, Burlington Hotel, Palace Hotel, Hōyokwan Hotel, Tōwa Yōkō) is divided into three sections—Native City, French Settlement, and Foreign Settlement—and is the most important port of Central China. Its activity with regard to shipping and trade is unrivalled throughout China. Shanghai North Station is close to the Foreign Settlement, and the Shanghai-Hangchow-Ningpo Line starts from the southern side of the city. Through passengers for Hangchow should take the branch line trains from Shanghai North Station and change to the main line train at Lung-hwa junction.

PEKING-KALGAN

The Peking-Suiyuan Main Line starts from Fengtai station of the Peking-Mukden Line, and runs to Kalgan and Fengchen. Through passengers had better take its Round City Branch starting from Peking Chengyangmen station, P.M.L. and joining the Main Line at Hsichihmen station. On the Main Line express trains are run thrice weekly between Peking and Fengchen and daily trains between Peking and Kalgan. Nankow (Railway Hotel) is 25 miles northwest over a flat district from Hsichihmen station. This is located near the Ming Thirteen Tombs. The Railway line from Hankow crosses Pataling Pass, famous for the Great Wall, and leads to Kalgan, a large market town on the Mongolian frontier, 125 miles from Fengtai. This line extends to Fengchen, 141 miles away.

PEKING-HANKOW

The Peking-Hankow Line is the trunk line from Peking (T sienmen) to Hankow, the pivotal centre of commerce on the middle stream of the Yangtze. Peking T sienmen station is a few minutes' walk from the Peking-Mukden Line terminus. If proceeding to the Peking-Hankow Line via Fengtai, passengers have to change at Changsintien to the main line trains. The land penetrated by this line is the fertile central district, abounding in historic remains, and the journey by this line never fails to interest passengers, enabling them as it does to catch glimpses of Old China. The line from Peking runs southward via Paotingfu and reaches

Chengtingfu and Chekiatchouang (junction for Taiyuan), 173 miles from Peking. Thence it enters the fertile plain of Honan Province via Shuntefu, follows its course via Changefu and Shinsiangsien (junction for Tsechow and Taokowchen), and, after crossing the Yellow River, reaches Tchengteheou the junction for Kaifeng, Honanfu, and Hsuchowfu. By way of Sinyangchow, the line enters Hupeh Province and terminates at Hankow, the Chicago of China, 752 miles from Peking (Terminus Hotel, Matsunoya, Hara Hotel.)

Hankow Tachemen station is close to the Foreign Settlement, where express and through trains arrive, while other trains come to Yutaimen. Hankow is the largest port for river traffic on the middle stream of the Yangtze and maintains frequent steamer connections with Yochow, Ichang, Changsha, and Changteh on the upper streams and also with Kiukiang, Anking, Nanking, Chinkiang, and Shanghai on the lower stream.

HANKOW-SHANGHAI

Hankow is the focus of waterways in the middle course of the Yangtze and forms with Hanyang and Wuchang the three cities at the junction of the River Han with the Yangtze. In the summer when the river rises high, the water front offers anchorage even for big ocean liners from Europe, and there are frequent sailings of regular steamers to Shanghai. The Nisshin Kisen Kaisha steamers on this service are all of 2,000—4,000 ton types and sail every other day or so, their special class accommodation being very up-to-date and comfortable. Kiukiang is situated 140 miles down the stream and is an important port in Kiangsi. The steamer passes the port for the famous Tayeh Mines on the way to Kiukiang. Wuhu, the only open port for Anhwei, is 180 miles down the river. Nanking is 375 miles distant from Hankow and special class passengers are enabled to land here for rail journey to Shanghai. The distance between Nanking and Shanghai is 210 miles by the Yangtze, and Chinkiang is an important river port situated near the junction of the Grand Canal and the Yangtze.

SHANGHAI-KOBE

The Nippon Yusen Kaisha maintains thrice-weekly steamer services between Shanghai and Kōbe. Besides, all big ocean liners for Europe and America of the company call at Shanghai. Thus their connections with the Yangtze steamers from or to Hankow and with the railways from or to Nanking, Tientsin, etc. are close and convenient. The ports of call *en route* are Nagasaki and Moji (Shimonoseki). Although the circular tour passengers are scheduled to land or embark at Kōbe, 1st and 2nd class passengers are enabled to travel by rail, landing or embarking at any of these ports.

寢臺豫約便法

他線ノ寢臺座席豫約及寢臺券座席券急行券ノ販賣

日支連絡旅客ノ便ヲ圖リ院線ト南滿洲鐵道會社線間又ハ南滿洲鐵道會社線經由院線ト京奉線若クハ京漢線間又ハ南滿洲鐵道會社線ト京奉線若クハ京漢線間直通一二等旅客ニ對シ概要下記ニ依リ發線内ニ於テ他線ノ寢臺若クハ座席(寢臺付以下同シ)ノ豫約ヲ取扱ヒ又ハ其ノ豫約ヲ爲サズシテ寢臺券座席券又ハ急行列車券ヲ發賣ス

但シ寢臺又ハ座席ノ豫約ハ其列車ガ始發驛ヲ發車スベキ時刻ヨリ二十四時間以前ニシテ餘席アル場合ニ限リ其ノ申込ニ應ズ
○寢臺又ハ座席ノ豫約ヲ爲シ得ベキ列車

(1) 寢臺

イ) 當院線發ノ場合

釜山安東間第一及五列車 (毎日運轉)

安東奉天間第二〇一列車 (毎日運轉)

奉天北京間第二(トランド 當分運轉 休止 以下同シ)

及第一〇二列車

北京漢口間下リ直通列車

ロ) 南滿洲鐵道會社線發ノ場合

下關東京間第二(特別急行列車)及六列車

奉天北京間第二及第一〇二列車

北京漢口間下リ直通列車

ハ) 京奉及京漢線發ノ場合

奉天安東間第二〇二列車

安東釜山間第二及六列車

下關東京間第二及六列車

(2) 座席

イ) 當院線發ノ場合

釜山長春間 第八〇三及第八〇一列車(當分運轉休止)

ロ) 京奉及京漢線發ノ場合

奉天釜山間第八〇四列車(當分運轉休止)

○寢臺又ハ座席ノ豫約ヲ爲サズシテ寢臺券座席券又ハ急行券ヲ發賣シ得ベキ列車

(1) 寢臺券及座席券

前項豫約ヲ爲シ得ベキ各列車

(2) 急行券

奉天北京間第二列車

下關東京間第二及六列車

釜山南大門間第三及四列車

BOOKING OF SLEEPING-BERTHS, SEATS, AND EXPRESS EXTRA TICKETS.

Tickets for sleeping-berths, or seats (with berths), and Express Extra Tickets are sold at the departure stations on the initial lines for 1st and 2nd class through passengers between the Japanese Government Railway Lines and the

South Manchuria Railway Lines, or between the Japanese Government Railways or the South Manchuria Railway Lines and the Peking-Mukden or the Peking-Hankow Lines via the South Manchuria Railway Lines.

The reservation of berths or seats is to be applied for 24 hours prior to the departure of the train to be booked for, and will be accepted, provided there be vacant berths or seats.

Trains on which berths or seats can be reserved in advance are as follows:—

(1) Berths.

- a) When departing from the Japanese Government Railway Lines.

Fusan-Antung: Trains Nos. 1 & 5 (Daily)

Antung-Mukden: Train No. 201 (Daily)

Mukden-Peking: Train No. 2 (Suspended for the time being)

Peking-Hankow: down direct trains.

- q) When departing from the South Manchuria Railway (including Chosen Railway) Lines.

Shimonoseki-Tokyo: Trains Nos. 2 (Trains de Luxe) & 6

Mukden-Peking: Trains Nos. 2 & 102

Peking-Hankow: down direct trains.

- c) When departing from the Peking-Mukden or the Peking-Hankow Lines.

Mukden-Antung: Train No. 202

Antung-Fusan: Trains Nos. 2 & 6

Shimonoseki-Tokyo Trains Nos. 2 & 6

(2) Seats.

- a) When departing from the Japanese Government Railway Lines.

Fusan-Changchun: Trains Nos. 803 & 801 (Weekly) (Suspended for the time being)

- b) When departing from the Peking-Mukden or the Peking-Hankow Lines.

Mukden-Fusan: Train No. 804 (Weekly) (Suspended for the time being)

Trains for which Berth and Place Tickets without reservation and Express Extra Tickets can be issued are as follows:—

(1) Sleeping Berth Tickets, and Place Tickets.

all above-named trains on which berths and seats can be reserved in advance.

(2) Express Extra Tickets.

Mukden-Peking No. 2

Shimonoseki-Tokyo Trains Nos. 2 & 6.

急 行 料 金

EXPRESS EXTRA OR PLACE CHARGES

鐵道院 Imperial Government Railways of Japan.

特別急行列車券料金 For Limited Express.	四百哩未満 Under 400 miles	一等 1st cl.		二等 2nd cl.			
		圓 ¥	弗 \$	圓 ¥	弗 \$		
		4.00	3.91	3.00	2.93		
	四百哩以上 400 miles & over	6.00	5.87	4.00	3.91		
普通急行列車券料金 For Ordinary Express.	遼近ニ不拘 Regardless of the distance	一等 1st cl.		二等 2nd cl.		三等 3rd cl.	
		圓 ¥	弗 \$	圓 ¥	弗 \$	圓 ¥	弗 \$
		2.50	2.45	1.50	1.47	0.75	0.73

朝鮮及滿洲線 Chosen and Manchurian Lines.

鮮滿直通急行列車座席券料金 For the Chosen-Manchuria Express.	二百哩未満 Under 200 miles	一等 1st cl.		二等 2nd cl.	
		圓 ¥	弗 \$	圓 ¥	弗 \$
		5.00	4.89	3.00	2.93
(Place Charges)	六百哩未満 Under 600 miles	8.00	7.83	5.00	4.89
	六百哩以上 600 miles & over	12.00	11.74	8.50	8.32

本座席券料金ヲ支拂フトキハ夜間寢臺ヲ使用スルヲ得
The present tariffs for the Chosen-Manchuria Express cover sleeping-accommodation.

本連絡旅客(日支巡遊券所持ノ旅客ヲ除ク)ニシテ安東奉天間第八〇三又ハ八〇四列車(鮮滿急行列車)ニ乗車スル場合ハ急行寢臺(座席)料金ノ外別ニ當該區間ニ對スル普通列車賃金ト急行列車賃金トノ差額ヲ申受ケ急行補充券ヲ發行ス
In case the Japan-China Overland Tour Tickets take the Chosen-Manchuria Express Nos. 803 & 804 between Antung and Mukden, the differences between the ordinary train fares and the express train fares are to be levied besides the express sleeping berth (including seats) charges, and Supplementary Tickets are to be issued.

釜山南大門間 Fusan Nandaimon	一等 1st cl.		二等 2nd cl.	
	圓 ¥	弗 \$	圓 ¥	弗 \$
	2.50	2.45	1.50	1.47

支那京奉線 Peking-Mukden Line, China.

トラーン・ド・ルツクス料金 For Train de Luxe.	一等 1st cl.		二等 2nd cl.	
	圓 ¥	弗 \$	圓 ¥	弗 \$
	1.66	2.00	0.83	1.00

支那津浦線 Tientsin Pukow Line, China.

天津浦口間 Tientsin Pukow	一等 1st cl.		二等 2nd cl.		三等 3rd cl.	
	圓 ¥	弗 \$	圓 ¥	弗 \$	圓 ¥	弗 \$
三百哩未満 Under 300 miles	2.00		1.20		0.60	
三百哩以上 300 miles & over	4.00		2.50		1.25	

支那滬寧線 Shanghai-Nanking Line, China.

南京江邊上海間 Nanking Ferry-Shanghai.	一等 1st cl. 弗\$ 0.40	二等 2nd cl. 弗\$ 0.20	三等 3rd cl. 弗\$ 0.10
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支那滬杭甬線 Shanghai-Hangchow-Ningpo Line.

上海北聯杭州間 Shanghai North- Hangchow	一等 1st cl. 弗\$ 0.40	二等 2nd cl. 弗\$ 0.20
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寢 臺 料 金

SLEEPING-BERTH CHARGES

鐵道院 Imperial Government Railways of Japan.

一等 1st cl.	並 型	{ 上段 Upper Berth	3.50 3.42
		{ 下段 Lower Berth	5.00 4.89
二等 2nd cl.	{ 並型 Ordinary	{ 上段 Upper Berth	2.00 1.96
	{ 大型 Larze Size	{ 下段 Lower Berth	3.00 2.93
			4.50 4.40

朝鮮及滿洲線 Chosen and Manchurian Lines.

鮮滿直通急行列車(本料金ハ日支巡遊券所持ノ旅客ニノミ適用ス)
For the Chosen-Manchuria Express

二百哩未満 Under 200 miles	一等 1st cl. 圓¥ 弗\$ 3.00 2.93	二等 2nd cl. 圓¥ 弗\$ 2.00 1.96
六百哩未満 Under 600 miles	5.00 4.89	3.00 2.93
六百哩以上 600 miles & over	7.00 6.85	5.50 5.38

Applicable only to holders of Japan-China Overland Tour tickets.

朝鮮線 Chosen Line.

第一、二、五、六列車 (釜山安東間)
Trains Nos. 1, 2, 5, 6 (Fusan-Antung)

一等 1st cl.	{ 上段 Upper Berth	3.00 2.93
	{ 下段 Lower Berth	5.00 4.89
二等 2nd cl.	{ 上段 Upper Berth	2.00 1.96
	{ 下段 Lower Berth	3.00 2.93

滿洲線 Manchurian Line.

第二〇一、二〇二列車 (安東奉天間)
Trains Nos. 201 & 202 (Antung-Mukden)

一等 1st cl.	{ 上段 Upper Berth	3.00 2.93
	{ 下段 Lower Berth	5.00 4.89

支那京奉線 Peking-Muden Line, China.

トラーン・ド・ルツクス及第一〇二列車 (奉天北京間)
Train de Luxe & Train No. 102 (Mukden-Peking)

一等 1st cl. Berth	4.14 5.00
二等 2nd cl. Berth	2.07 2.50

支那京漢線 Peking-Hankow Line, China.

直通列車 Direct Train.	一等 1st cl. Berth	圓¥ 弗\$ 4.97 6.00
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支那津浦線 Tientsin-Pukow Line, China.

直通列車 Through Mail Train.	一等 1st cl. Berth	弗\$ 5.00
	二等 2nd cl. Berth	弗\$ 3.00

支那滬寧線 Shanghai-Nanking Line, China.

夜間急行列車 Night Express.	一等 1st cl. Berth	弗\$ 2.00
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南	天津	國幣	133.05	61.56	81.27	40.04	43.86	21.97	1.77
"	-Tientsin	國幣	86.95	43.49	57.27	28.64	31.56	15.77	1.33
"	北	國幣	88.14	44.08	58.05	29.02	32.01	16.01	1.25
"	-Peking	國幣	92.20	46.11	60.52	30.26	33.31	16.65	1.30
"	南	國幣	89.63	44.83	59.04	29.52	32.51	16.26	1.27
"	-Nankow	國幣	91.00	47.01	61.72	30.86	33.91	16.95	1.32
"	張	國幣	94.85	47.43	62.52	31.26	34.25	17.13	1.32
"	-Kaigan	國幣	100.30	50.16	65.92	32.96	36.01	18.00	1.39
"	石	國幣	96.34	48.18	63.51	31.75	34.74	17.38	1.37
"	-Chekiatchouang	國幣	102.10	51.06	67.12	33.56	36.61	18.30	1.44
"	鄭	國幣	108.76	54.39	71.79	35.89	38.88	19.45	1.53
"	-Tchengtcheou	國幣	117.10	58.56	77.12	38.56	41.61	20.80	1.64
"	漢	國幣	124.16	62.13	82.06	41.03	44.02	22.05	1.72
"	-Hankow	國幣	135.70	67.91	89.52	44.76	47.81	23.95	1.87
"	濟	國幣	94.80	47.42	62.69	31.36	34.24	17.14	1.36
"	-Tsinanfu	國幣	100.25	50.14	66.12	33.09	36.01	18.02	1.43
"	徐州	國幣	104.99	52.51	69.48	34.76	37.64	18.84	1.45
"	-Hsuchowin	國幣	112.55	56.29	74.32	37.19	40.11	20.07	1.55
"	浦	國幣	115.46	57.77	76.47	38.24	41.12	20.58	1.60
"	-Pukow	國幣	125.20	62.64	82.77	41.39	44.31	22.17	1.73
"	南	國幣	115.63	57.85	76.55	38.28	41.16	20.62	1.61
"	-Nanking	國幣	125.40	62.74	82.87	41.44	44.36	22.22	1.74
"	上	國幣	122.42	61.25	79.95	39.98	42.86	21.45	1.73
"	-Shanghai	國幣	133.60	66.84	86.97	43.49	46.41	23.22	1.89
"	杭	國幣	126.31	63.20	81.90	40.96	44.14	22.10	1.80
"	-Hangchow	國幣	138.30	69.19	89.32	44.67	47.96	24.00	1.98

○本表運賃中支那ヨリ日本へノ運賃ハ普通運賃ニ依ル
 ○本表運賃ハ下開各山間連絡汽船運賃(一等ハ洋金、二三等ハ和食附)及浦口南京江邊間渡船運賃
 N. B. 1. Dollar (\$) fares from China to Japan in the above list are in
 2. Fares in the above table cover passage by the Shimizu
 Japanese for 2nd and 3rd class, and also ferry between I

第一表
Tariff No. 1.

日支連綿片途乘車券及手荷物貨金表
TARIFF FOR JAPAN-CHINA THROUGH SINGLE TICKETS AND LUGGAGE

本表連日支支間經由上海之便依第二表所載金銀及英幣加額手續費又八底減減元コトヲルベシ
Surcharges or Discounts, shown in the Tariff No. 2 may be made on or from the fares in this tariff according to the fluctuation of rates of exchange between Japanese and Chinese currencies.

區間 SECTIONS	1st Cl.		2nd Cl.		3rd Cl.		Hand baggage Rate per 10 lbs. of luggage above the weight allowed free.
	大人 Adult	小孩 Child	大人 Adult	小孩 Child	大人 Adult	小孩 Child	
東京一帯 Tokyo-Hsiamin	71.80	35.91	47.07	23.08	26.83	13.42	1.11
山東一帯 Shanhai-kuan	82.94	41.48	47.50	23.40	26.40	13.20	1.10
天津 Tientsin	81.12	42.07	55.00	27.40	30.52	15.20	1.25
北京 Peking	91.69	45.83	60.35	30.17	33.41	16.71	1.35
保定 Beihai	94.02	47.32	62.12	31.08	34.35	17.17	1.39
石家莊 Shi-kai-tung	92.87	46.94	65.40	31.51	34.80	17.44	1.41
鄭州 Cheng-tcheou	97.47	48.75	64.00	32.01	35.26	17.62	1.43
開封 Kai-feng	101.67	50.84	66.00	33.30	36.70	18.35	1.48
徐州 Hsueh-tu	102.92	51.35	67.51	33.75	37.10	18.50	1.48
濟南 Tsinanfu	107.92	53.90	70.80	35.40	38.80	19.40	1.53
煙台 Yen-tai	109.77	54.80	72.00	36.00	39.40	19.70	1.53
青島 Chekiatcheouang	116.60	58.31	76.78	38.38	41.73	20.20	1.60
龍口 Tung-kou	121.77	62.39	82.00	41.00	44.40	22.20	1.69
威海衛 Wei-hai-wei	132.00	66.05	87.00	43.52	46.87	23.48	1.88
煙台 Yen-tai	133.37	67.14	87.50	43.75	47.00	23.55	1.88
龍口 Tung-kou	137.00	70.57	91.80	45.98	49.20	24.62	2.05
威海衛 Wei-hai-wei	141.97	74.19	96.80	48.45	50.75	25.40	2.14
煙台 Yen-tai	145.97	78.02	101.30	51.11	52.30	26.43	2.30
龍口 Tung-kou	152.30	83.15	107.50	54.67	56.65	28.35	2.44
威海衛 Wei-hai-wei	158.70	88.51	113.50	58.14	60.75	30.20	2.60
煙台 Yen-tai	165.10	93.87	119.50	61.61	64.85	32.05	2.75
龍口 Tung-kou	171.50	99.23	125.50	65.08	68.95	33.90	2.90
威海衛 Wei-hai-wei	177.90	104.59	131.50	68.55	73.05	35.75	3.05
煙台 Yen-tai	184.30	109.95	137.50	72.02	77.15	37.60	3.20
龍口 Tung-kou	190.70	115.31	143.50	75.49	81.25	39.45	3.35
威海衛 Wei-hai-wei	197.10	120.67	149.50	78.96	85.35	41.30	3.50
煙台 Yen-tai	203.50	126.03	155.50	82.43	89.45	43.15	3.65
龍口 Tung-kou	209.90	131.39	161.50	85.90	93.55	45.00	3.80
威海衛 Wei-hai-wei	216.30	136.75	167.50	89.37	97.65	46.85	3.95
煙台 Yen-tai	222.70	142.11	173.50	92.84	101.75	48.70	4.10
龍口 Tung-kou	229.10	147.47	179.50	96.31	105.85	50.55	4.25
威海衛 Wei-hai-wei	235.50	152.83	185.50	99.78	109.95	52.40	4.40
煙台 Yen-tai	241.90	158.19	191.50	103.25	114.05	54.25	4.55
龍口 Tung-kou	248.30	163.55	197.50	106.72	118.15	56.10	4.70
威海衛 Wei-hai-wei	254.70	168.91	203.50	110.19	122.25	57.95	4.85
煙台 Yen-tai	261.10	174.27	209.50	113.66	126.35	59.80	5.00
龍口 Tung-kou	267.50	179.63	215.50	117.13	130.45	61.65	5.15
威海衛 Wei-hai-wei	273.90	184.99	221.50	120.60	134.55	63.50	5.30
煙台 Yen-tai	280.30	190.35	227.50	124.07	138.65	65.35	5.45
龍口 Tung-kou	286.70	195.71	233.50	127.54	142.75	67.20	5.60
威海衛 Wei-hai-wei	293.10	201.07	239.50	131.01	146.85	69.05	5.75
煙台 Yen-tai	299.50	206.43	245.50	134.48	150.95	70.90	5.90
龍口 Tung-kou	305.90	211.79	251.50	137.95	155.05	72.75	6.05
威海衛 Wei-hai-wei	312.30	217.15	257.50	141.42	159.15	74.60	6.20
煙台 Yen-tai	318.70	222.51	263.50	144.89	163.25	76.45	6.35
龍口 Tung-kou	325.10	227.87	269.50	148.36	167.35	78.30	6.50
威海衛 Wei-hai-wei	331.50	233.23	275.50	151.83	171.45	80.15	6.65
煙台 Yen-tai	337.90	238.59	281.50	155.30	175.55	82.00	6.80
龍口 Tung-kou	344.30	243.95	287.50	158.77	179.65	83.85	6.95
威海衛 Wei-hai-wei	350.70	249.31	293.50	162.24	183.75	85.70	7.10
煙台 Yen-tai	357.10	254.67	299.50	165.71	187.85	87.55	7.25
龍口 Tung-kou	363.50	260.03	305.50	169.18	191.95	89.40	7.40
威海衛 Wei-hai-wei	369.90	265.39	311.50	172.65	196.05	91.25	7.55
煙台 Yen-tai	376.30	270.75	317.50	176.12	200.15	93.10	7.70
龍口 Tung-kou	382.70	276.11	323.50	179.59	204.25	94.95	7.85
威海衛 Wei-hai-wei	389.10	281.47	329.50	183.06	208.35	96.80	8.00
煙台 Yen-tai	395.50	286.83	335.50	186.53	212.45	98.65	8.15
龍口 Tung-kou	401.90	292.19	341.50	190.00	216.55	100.50	8.30
威海衛 Wei-hai-wei	408.30	297.55	347.50	193.47	220.65	102.35	8.45
煙台 Yen-tai	414.70	302.91	353.50	196.94	224.75	104.20	8.60
龍口 Tung-kou	421.10	308.27	359.50	200.41	228.85	106.05	8.75
威海衛 Wei-hai-wei	427.50	313.63	365.50	203.88	232.95	107.90	8.90
煙台 Yen-tai	433.90	318.99	371.50	207.35	237.05	109.75	9.05
龍口 Tung-kou	440.30	324.35	377.50	210.82	241.15	111.60	9.20
威海衛 Wei-hai-wei	446.70	329.71	383.50	214.29	245.25	113.45	9.35
煙台 Yen-tai	453.10	335.07	389.50	217.76	249.35	115.30	9.50
龍口 Tung-kou	459.50	340.43	395.50	221.23	253.45	117.15	9.65
威海衛 Wei-hai-wei	465.90	345.79	401.50	224.70	257.55	119.00	9.80
煙台 Yen-tai	472.30	351.15	407.50	228.17	261.65	120.85	9.95
龍口 Tung-kou	478.70	356.51	413.50	231.64	265.75	122.70	10.10
威海衛 Wei-hai-wei	485.10	361.87	419.50	235.11	269.85	124.55	10.25
煙台 Yen-tai	491.50	367.23	425.50	238.58	273.95	126.40	10.40
龍口 Tung-kou	497.90	372.59	431.50	242.05	278.05	128.25	10.55
威海衛 Wei-hai-wei	504.30	377.95	437.50	245.52	282.15	130.10	10.70
煙台 Yen-tai	510.70	383.31	443.50	248.99	286.25	131.95	10.85
龍口 Tung-kou	517.10	388.67	449.50	252.46	290.35	133.80	11.00
威海衛 Wei-hai-wei	523.50	394.03	455.50	255.93	294.45	135.65	11.15
煙台 Yen-tai	529.90	399.39	461.50	259.40	298.55	137.50	11.30
龍口 Tung-kou	536.30	404.75	467.50	262.87	302.65	139.35	11.45
威海衛 Wei-hai-wei	542.70	410.11	473.50	266.34	306.75	141.20	11.60
煙台 Yen-tai	549.10	415.47	479.50	269.81	310.85	143.05	11.75
龍口 Tung-kou	555.50	420.83	485.50	273.28	314.95	144.90	11.90
威海衛 Wei-hai-wei	561.90	426.19	491.50	276.75	319.05	146.75	12.05
煙台 Yen-tai	568.30	431.55	497.50	280.22	323.15	148.60	12.20
龍口 Tung-kou	574.70	436.91	503.50	283.69	327.25	150.45	12.35
威海衛 Wei-hai-wei	581.10	442.27	509.50	287.16	331.35	152.30	12.50
煙台 Yen-tai	587.50	447.63	515.50	290.63	335.45	154.15	12.65
龍口 Tung-kou	593.90	452.99	521.50	294.10	339.55	156.00	12.80
威海衛 Wei-hai-wei	600.30	458.35	527.50	297.57	343.65	157.85	12.95
煙台 Yen-tai	606.70	463.71	533.50	301.04	347.75	159.70	13.10
龍口 Tung-kou	613.10	469.07	539.50	304.51	351.85	161.55	13.25
威海衛 Wei-hai-wei	619.50	474.43	545.50	307.98	355.95	163.40	13.40
煙台 Yen-tai	625.90	479.79	551.50	311.45	360.05	165.25	13.55
龍口 Tung-kou	632.30	485.15	557.50	314.92	364.15	167.10	13.70
威海衛 Wei-hai-wei	638.70	490.51	563.50	318.39	368.25	168.95	13.85
煙台 Yen-tai	645.10	495.87	569.50	321.86	372.35	170.80	14.00
龍口 Tung-kou	651.50	501.23	575.50	325.33	376.45	172.65	14.15
威海衛 Wei-hai-wei	657.90	506.59	581.50	328.80	380.55	174.50	14.30
煙台 Yen-tai	664.30	511.95	587.50	332.27	384.65	176.35	14.45
龍口 Tung-kou	670.70	517.31	593.50	335.74	388.75	178.20	14.60
威海衛 Wei-hai-wei	677.10	522.67	599.50	339.21	392.85	180.05	14.75
煙台 Yen-tai	683.50	528.03	605.50	342.68	396.95	181.90	14.90
龍口 Tung-kou	689.90	533.39	611.50	346.15	401.05	183.75	15.05
威海衛 Wei-hai-wei	696.30	538.75	617.50	349.62	405.15	185.60	15.20
煙台 Yen-tai	702.70	544.11	623.50	353.09	409.25	187.45	15.35
龍口 Tung-kou	709.10	549.47	629.50	356.56	413.35	189.30	15.50
威海衛 Wei-hai-wei	715.50	554.83	635.50	360.03	417.45	191.15	15.65
煙台 Yen-tai	721.90	560.19	641.50	363.50	421.55	193.00	15.80
龍口 Tung-kou	728.30	565.55	647.50	366.97	425.65	194.85	15.95
威海衛 Wei-hai-wei	734.70	570.91	653.50	370.44	429.75	196.70	16.10
煙台 Yen-tai	741.10	576.27	659.50	373.91	433.85	198.55	16.25
龍口 Tung-kou	747.50	581.63	665.50	377.38	437.95	200.40	16.40
威海衛 Wei-hai-wei	753.90	586.99	671.50	380.85	442.05	202.25	16.55
煙台 Yen-tai	760.30	592.35	677.50	384.32	446.15	204.10	16.70
龍口 Tung-kou	766.70	597.71	683.50	387.79	450.25	205.95	16.85
威海衛 Wei-hai-wei	773.10	603.07	689.50	391.26	454.35	207.80	17.00

第二表
Tariff No. 2.

日支連絡片途乗車券及手荷物賃金増減額表

Table of Surcharges on or Discounts from the Tariff for Japan-China Through Single Tickets & Luggage.

日本支那間為替相場ノ變動ニ依リ日支連絡片途乗車券及手荷物ニ對シテハ第一表賃金ノ外本表ニ定メタル額又ハ其倍加額ヲ増徴又ハ低減スルコトアルベシ

When the current rate of exchange between the Japanese and Chinese currencies fluctuates considerably from the rate applied Japan-China Through Single Tickets and Luggage, shown in the Tariff No. 1 the Surcharges or Discounts (multiples of the sums given in this table), as the case may be, shall be made on the basis of this table.

區 間 RECTIONS	一 等 1st Cl.		二 等 2nd Cl.		三 等 3rd. Cl.		無貨運送重量ヲ 超過セル手荷物 十對度毎ニ Per 10 lbs. of Luggage abo- ve the weight allowed free.
	大人 Adult	小兒 Child	大人 Adult	小兒 Child	大人 Adult	小兒 Child	
聯絡各驛一新 民 Through Booking Sta- tions—Hsinmin	圓¥	圓¥	圓¥	圓¥	圓¥	圓¥	—
山 海 關 —Shanhaikuan	1.30	0.65	0.81	0.41	0.43	0.22	0.02
天 津 —Tientsin	2.17	1.08	1.35	0.68	0.72	0.36	0.03
北 京 —Peking	2.60	1.30	1.62	0.81	0.87	0.43	0.03
南 口 —Nankow	2.75	1.38	1.72	0.86	0.92	0.46	0.03
張 家 口 —Kalgan	3.27	1.64	2.07	1.03	1.09	0.54	0.04
石 家 莊 —Shekiatchoung	3.42	1.71	2.17	1.08	1.14	0.57	0.04
鄭 州 —Chengchow	4.66	2.33	2.99	1.50	1.56	0.77	0.06
漢 口 —Hankow	6.20	3.11	4.02	2.01	2.07	1.03	0.08
濟 南 府 —Tsinanfu	3.27	1.63	2.08	1.05	1.09	0.55	0.05
徐 州 府 —Hsuchowfu	4.29	2.14	2.76	1.39	1.43	0.72	0.06
浦 口 —Pukow	5.34	2.67	3.46	1.74	1.78	0.89	0.07
南 京 —Nanking	5.36	2.68	3.47	1.74	1.78	0.89	0.07
上 海 —Shanghai	6.04	3.02	3.81	1.91	1.95	0.98	0.08
杭 州 —Hangchow	6.43	3.22	4.01	2.01	2.08	1.05	0.09

第二卷
五、六、七、八、九、十、十一、十二、十三、十四、十五、十六、十七、十八、十九、二十、二十一、二十二、二十三、二十四、二十五、二十六、二十七、二十八、二十九、三十、三十一、三十二、三十三、三十四、三十五、三十六、三十七、三十八、三十九、四十、四十一、四十二、四十三、四十四、四十五、四十六、四十七、四十八、四十九、五十、五十一、五十二、五十三、五十四、五十五、五十六、五十七、五十八、五十九、六十、六十一、六十二、六十三、六十四、六十五、六十六、六十七、六十八、六十九、七十、七十一、七十二、七十三、七十四、七十五、七十六、七十七、七十八、七十九、八十、八十一、八十二、八十三、八十四、八十五、八十六、八十七、八十八、八十九、九十、九十一、九十二、九十三、九十四、九十五、九十六、九十七、九十八、九十九、一百

毛澤東同志在中央工作會議上的講話

一九五八年十一月二十八日
在中央工作會議上
毛澤東同志在中央工作會議上，就當前形勢和任務，作了重要講話。他強調，當前形勢大好，但我們必須保持清醒的頭腦，防止右傾機會主義的復辟。他要求全黨同志，要敢於躍進，敢於超英趕美，敢於打破一切教條主義的束縛。他強調，要正確處理農、工、黨三者之間的關係，要正確處理中央和地方的關係。他要求全黨同志，要發揚革命和拚命的精神，為實現社會主義和共產主義的偉大事業而奮鬥到底。

（此處為講話全文，因字跡模糊，內容難以辨認，故省略具體文字。）

第三表
Tariff No. 3.

TARIFF FOR JAPAN-CHINA THROUGH RETURN TICKETS

日支連絡往復乗車券賃金表

日本支那間露普相連ノ便航ニ依リ第三表日支連絡往復乗車券ニ對シテノ賃金ノ外本表ニ定メタル額又ハ其倍加額ヲ増徴スルコトアルヘシ
Surcharges or Discounts, shown in the Tariff No. 4 may be made on or from the fares in this tariff according to the fluctuation
of rate of exchange between the Japanese and Chinese currencies.

區 間 SECTIONS	一 等						二 等						三 等					
	1st Cl.		2nd Cl.		3rd Cl.		1st Cl.		2nd Cl.		3rd Cl.		1st Cl.		2nd Cl.		3rd Cl.	
	大人	小兒	大人	小兒	大人	小兒	大人	小兒	大人	小兒	大人	小兒	大人	小兒	大人	小兒	大人	小兒
東京-新 民	114.88	57.43	76.76	38.38	42.94	21.50	113.04	56.56	75.52	37.76	42.24	21.14	132.70	66.35	87.88	43.94	48.82	24.42
山 海 關	132.70	66.35	87.88	43.94	48.82	24.42	134.56	67.28	88.96	44.48	49.36	24.68	146.60	73.30	96.56	48.28	53.46	26.74
天津	151.36	75.74	99.44	49.74	54.06	27.48	153.56	76.80	100.80	50.44	55.78	27.92	163.92	81.96	104.64	52.32	57.76	28.90
北京	159.76	79.92	104.64	52.32	56.58	28.32	162.64	81.36	106.56	53.28	58.72	29.38	172.72	86.36	113.92	56.64	62.00	30.06
漢口	164.32	82.16	108.02	54.02	59.36	29.70	166.68	83.36	109.60	54.82	60.16	30.10	175.60	87.80	115.90	57.60	63.04	31.54
石 家 莊	175.60	87.80	115.90	57.60	63.04	31.54	186.54	93.27	122.80	61.44	66.72	33.42	191.18	105.68	130.28	69.64	74.98	37.60
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	40.82
濟 南	199.32	99.66	149.64	74.82	80.96	40.58	211.18	105.68	150.92	75.52	81.66	40.82	218.54	109.27	151.04	75.52	81.66	

第四表
Tariff No. 4.

日支連絡往復乗車券賃金増減額表

Table of Surcharges or Discounts on or from the Tariff for Japan-China Through Return Tickets.

日本支那間為替相場ノ變動ニ依リ日支連絡往復乗車券ニ對シテハ第三表ノ外本表ニ定メタル額又ハ其倍加額ヲ増徴又ハ低減スルコトアルベシ

When the current rate of exchange between the Japanese and Chinese currencies fluctuates considerably from the rate applied to Japan-China Through Return Tickets shown in the Tariff No. 3 the Surcharges or Discounts (multiples of the sums given in this table), as the case may be, shall be made on the basis of this table.

區 間 SECTIONS	一 等 1st Class.		二 等 2nd Class.		三 等 3rd Class.	
	大人 Adult	小兒 Child	大人 Adult	小兒 Child	大人 Adult	小兒 Child
連絡各驛一新 民 Through Booking Sta- tions—Hsinmin	圓¥	圓¥	圓¥	圓¥	圓¥	圓¥
山海關	0.29	0.15	0.19	0.09	0.1	0.05
—Shanhaikwan	2.07	1.04	1.30	0.65	0.69	0.34
天津	3.46	1.73	2.17	1.08	1.15	0.58
—Tientsin	3.46	1.73	2.17	1.08	1.15	0.58
北京	4.16	2.08	2.60	1.30	1.38	0.69
—Peking	4.16	2.08	2.60	1.30	1.38	0.69
南口	4.40	2.20	2.76	1.38	1.46	0.73
—Nankow	4.40	2.20	2.76	1.38	1.46	0.73
張家口	5.22	2.62	3.32	1.66	1.74	0.87
—Kalgan	5.22	2.62	3.32	1.66	1.74	0.87
石家莊	5.47	2.74	3.47	1.74	1.82	0.91
—Shekiatchouang	5.47	2.74	3.47	1.74	1.82	0.91
鄭州	7.46	3.73	4.80	2.40	2.48	1.24
—Tchengtcheu	7.46	3.73	4.80	2.40	2.48	1.24
漢口	9.92	4.97	6.44	3.22	3.30	1.66
—Hankow	9.92	4.97	6.44	3.22	3.30	1.66
濟南府	5.22	2.61	3.34	1.67	1.74	0.88
—Tsinanfu	5.22	2.61	3.34	1.67	1.74	0.88
徐州府	6.85	3.43	4.43	2.21	2.28	1.15
—Hsuchowfu	6.85	3.43	4.43	2.21	2.28	1.15
浦口	8.53	4.27	5.55	2.77	2.84	1.43
—Pukow	8.53	4.27	5.55	2.77	2.84	1.43
南京	8.56	4.28	5.56	2.78	2.85	1.44
—Nanking	8.56	4.28	5.56	2.78	2.85	1.44
上海	9.64	4.83	6.11	3.05	3.12	1.57
—Shanghai	9.64	4.83	6.11	3.05	3.12	1.57
杭州	10.26	5.14	6.42	3.21	3.33	1.67
—Hangchow	10.26	5.14	6.42	3.21	3.33	1.67

第五表
Tariff No. 5.

日支周遊券賃金表

TARRIF FOR JAPAN-CHINA CIRCULAR TOUR TICKETS

本表運賃ハ日支間為替相場ノ變動ニ依リ次表所載金額又ハ其倍加額ヲ増徴又ハ低減スルコトアルベシ

Surcharges or Discounts, shown in the Tariff No. 6, may be made on or from the fares in this tariff according to the fluctuation of rates of exchange between the Japanese and Chinese currencies.

發地 Departure Points	徑路 Route Nos.	一等 1st class	二等 (汽船優等) 2nd class (Steamers Superior)	二等 2nd class	三等 3rd class
		圓¥	圓¥	圓¥	圓¥
東京 Tokyo	{1.2 {3.4	181.80 149.20	147.00 111.70	130.80 95.50	69.00 62.20
横浜 Yokohama	{1.2 {3.4	181.30 148.70	146.70 111.40	130.50 95.20	68.80 62.00
名古屋 Nagoya	{1.2 {3.4	173.70 141.10	141.80 106.50	125.60 90.30	66.00 59.20
京都 Kyoto	{1.2 {3.4	169.50 136.90	139.20 103.90	123.00 87.70	64.50 57.70
大阪 Osaka	{1.2 {3.4	168.10 135.50	138.30 103.00	122.10 86.80	64.00 57.20
三ノ宮 Sannomiya	{1 {3	167.00 134.40	137.60 102.30	121.40 86.10	63.60 56.80
神戸 Kobe	{1 {3	167.00 134.40	137.60 102.30	121.40 86.10	63.60 56.80
下關 Shimonoseki	{1 {3	148.80 116.20	122.50 87.20	110.10 74.80	58.30 51.50
門司 Moji	{1 {3	149.00 116.40	122.60 87.30	110.20 74.90	58.40 51.60
長崎 Nagasaki	{1 {3	145.90 113.30	117.70 82.40	108.70 73.40	58.80 52.00
釜山 Fusan	{1 {2	148.80 116.20	125.50 87.20	110.10 74.80	58.30 51.50

第六表
Tariff No. 6.

日支周遊券賃金増減額表

Table of Surcharges on or Discounts from the Tariff for Japan-China Circular Tour Tickets.

日本支那間為替相場ノ變動ニ依リ日支周遊券ニ對シテハ第五表賃金ノ外本表ニ定メタル額又ハ其倍加額ヲ増徴又ハ低減スルコトアルベシ

When the current rate of exchange between the Japanese and Chinese currencies fluctuates considerably from the rate applied to Japan-China Circular Tour Tickets shown in the Tariff No. 5 Surcharges or Discounts (multiples of the sums in this table), as the case may be, shall be made on the basis of this table.

徑 路 Rout Nos.	一 等 1st Class	二 等 (汽船優等) 2nd Class (superior classes by steamers)	二 等 2nd Class	三 等 3rd Class
	圓¥	圓¥	圓¥	圓¥
1:2	8.09	6.57	6.57	3.72
3:4	4.83	3.04	3.04	3.04

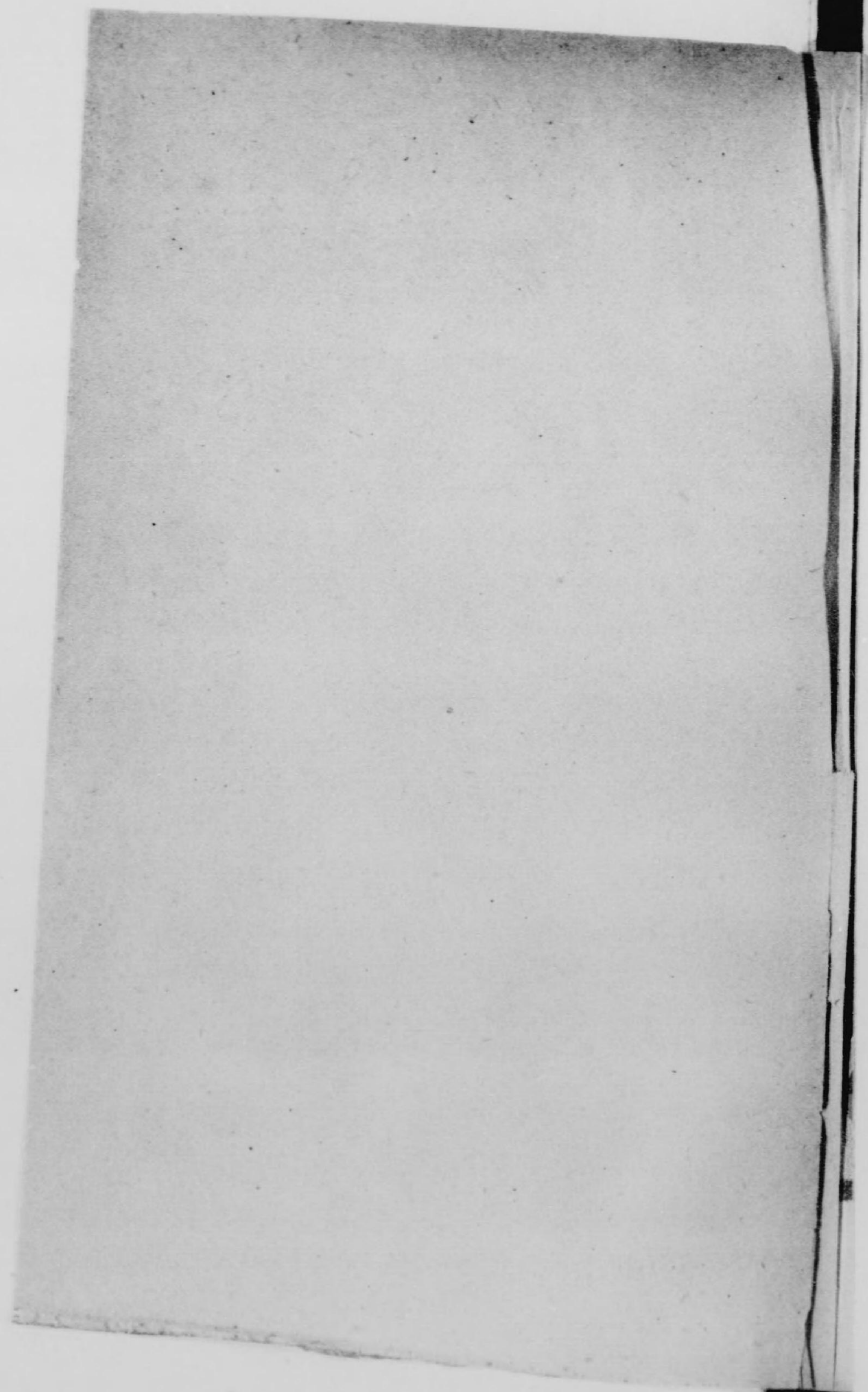
第六卷
Table No. 6

日支通商全貨物通關支目

Table of Exchanges of Goods between Japan and China
Japan-China Customs Year 1904

THE FOLLOWING TABLE shows the exchanges of goods between Japan and China for the year 1904. The figures are in thousands of Japanese Yen. The figures in the first column represent the value of goods imported from China into Japan, and the figures in the second column represent the value of goods exported from Japan into China. The figures in the third column represent the value of goods imported from Japan into China, and the figures in the fourth column represent the value of goods exported from China into Japan. The figures in the fifth column represent the value of goods imported from Japan into China, and the figures in the sixth column represent the value of goods exported from China into Japan.

品名	数量	品名	数量	品名	数量
...
...
...



373
302

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