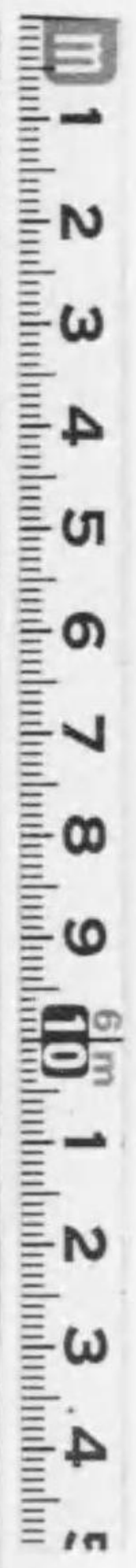


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# 中華民國八年郵政事務總論

售價五角(不附地圖)  
一圓(附有地圖)

中華民國八年郵政事務總論

144-492



發行所寄贈本

大正  
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寄贈

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### 中華民國八年郵政事務總論

#### 上編

#### 概論

郵政事業於適方結止之年內偉而且繁且郵政事務既已如彼其隆則其所負之責任亦即因而增進雖正式之國內戰爭狀態茲已終止並於此全年中因望完全融洽和議尚在進行遂現有一種和平景象然而抱此美意之諸君所有竭盡之心力尙未獲有安謐之見端其在各省有恃天錫之土產藉以盛典甚且賴以爲生活者亦均爲殘酷之水旱偏災所擾害而是年之盜匪充斥幾於各省皆然交寄之郵件是年共計三萬四千萬件較諸上年數目超過三千七百五十萬件郵局多種之經營方面僅有一項即保險信函見爲縮減然而致令縮減之勁敵仍屬局內之經營誠以普通國內信函包裹因其迅速確定穩妥之故遂使公眾信用增加乃至保險一項現已不常需用一方面則有掛號信件數目之增益以及匯費之廉賤均爲減少保險信函數目之原因往往時此項保險信函係用以封裝鈔票是年已經籌畫並已入手辦理之改革事項業經進行不但使投遞郵件次數加多速度加快所投更爲準確且將分送及收攬郵件之區域亦經擴充並爲達到此項目的起見對於村落及爲郵政雙方所歡迎故從各方面觀之所有近日藉公眾之力以謀利益者厥惟村鎮投遞事務最爲重要且有意義其他整頓事務堪以陳述者係經取用輪船津貼辦法查

欲成一偉大機關使其發軔之初起於極小之度率且即遵循常軌俾令迅行擴充則於進行期間自不免為諸多不可違犯顧亦不易辦到之各種前例及方法所阻礙此於佈置輪船運寄郵件辦法尤為有然是年內業與各處運送沿海沿江等處郵件之輪船訂有新改及直接之合同關係是以所付運費數目即按所運郵件重量平均分配至於民局抑或寄送商界信件之公司仍在數郵區內頗行活動足見其壽命堅韌異常然而此項競爭私立主意之局所未能於根據公共協謀國家幸福主意之機關前傾倒者祇不過時間之問題而已施行保證及防後金之辦法業經本部核准其於郵政及人員方面裨益實多蓋其宗旨係以簡人所存之保證金並於每年加以郵政盈餘項下所分配之郵政補助逐漸施行自負責成之法如此辦理既可使郵政遇有人員不合舉動即有保障可憑一面並使辦事誠篤因病不克服務之員以及其他已屆年歲限令告退之員與夫服務期間亡故人員之家屬一律均有所備總之是年實為創興既鉅而功效復堪注重之一年其藉擴充整頓俾將郵政收入酬還於人民實係正當之政策當發生緊急情事如國內國外戰爭之時郵政大抵均經準備並於現在繼續發生意外之期間郵政仍係進自準備即係增加及發展其密如網布之交通事務以便提倡社會及商業上之交際並使內而全國各部分外而與洋海各國互具融洽之感情

#### 所需之器具

是年輸送隊中業已加增汽車五輛計上海二輛漢口二輛北京一輛七月間則將郵艇小

輪由上海撥歸漢口一面在上海新備鴻飛小輪一艘而在福州郵局之輸送隊中亦已加添淺水摩托快船一具所有製造鐵筋洋灰信筒之事於上海供應股及北京兩處均有優美之進步此項信筒式樣計有甲乙兩種模型以便合於較小地方之繁盛中心以及車站月台之需用保險櫃大多數已經製成專為合於郵務之需並已發給各該較大之內地局所以以全國各局所將來均須供以此項新式保險櫃其在北京郵務管理局附有工匠房一項以便修理汽車及自行車之機器並可重造汽車上之汽爐汽管兼製輪齒等事均經妥為承辦

郵政輿圖 是年六月間第二版中國郵政輿圖已見發行其第一版發行最早係在前清光緒三十三年專為郵局辦公之用其中數年因郵務大為發展致使第一版輿圖不合所用而現經備就之新輿圖則有可靠之資料足將目前郵務發展至何程度施以相當之估計

郵政旗幟 郵用專旗對於郵政之有關緊要早有定評蓋不惟保其運送郵件之迅速自由且可加增保障惟是該旗圖式遲至中國加入萬國郵會分子始行決定經由本部呈奉民國八年二月七日

大總統令公布所有新頒之郵政旗幟縱有國旗一幅飛鴻一隻(係屬郵局標識)並有華文郵字法文 *POSTES* 之字樣相傳上古時代有以飛鴻帶信函者其所帶之信即繫於鴻之足上云本總論亦附有此項旗幟圖樣一幅(參看第六十頁)

郵件及包裹之統計

甲 郵件

交寄郵件比較表

寄件類別	民國五年	民國六年	民國七年	民國八年
普通	1,130,331,542	2,562,275,250	2,772,375,000	3,112,373,000
掛號	1,697,840,000	1,848,869,000	2,212,220,000	2,407,085,000
快遞	3,082,544,000	3,585,330,000	3,990,550,000	4,589,170,000
保險	3,590,900	3,114,000	2,877,800	2,567,200
統共	2,504,332,273	2,783,814,000	3,003,369,028	3,339,922,992

上列交寄郵件之總數將近三萬四千萬較諸民國七年之數計增三千七百五十萬件而民國七年之數又較民國六年增多二千四百萬件此種進步殊為可貴在以上三千七百五十萬件增進之中普通郵件佔有三千四百萬件此則計增百分之十二掛號郵件佔有三百萬件計增百分之十四快遞郵件佔有五十萬件計增百分之十五惟查保險信函數目之跌落復行見諸登記之內然而此與深堪悼惜之結果並不相同誠以此類郵件趨於減少之時正係一種可喜之根據緣各郵區一致報告均表所寄之其他各類郵件較諸民

國七年大有增加且有數種進境尤著所有各郵區中對於此等增進所擔最為顯著者即係上海一區較諸上年計增一千四百萬四川山東兩區亦各增有四百萬查所寄各類郵件加增之總數內信件計增二千三百萬件此數與上年所增者相同明信片計增四百萬件而上年僅增一百萬件新聞紙及印刷物計增九百萬件其他郵件計增一百五十萬件就地投送之郵件 此項事務與往年相同仍為公眾所樂用且所寄件數較諸民國七年顯有約計二百萬件之加增茲將前四年之數目列表如左

就地投送之郵件

民國五年	民國六年	民國七年	民國八年
1,719,770,000	1,814,840,000	1,894,900,000	2,092,800,000

其在較大城市公眾方面對於各種輔佐郵寄機關如何利用均見以下之列表是年計增八百五十萬件之多即係百分之十三

自信箱信櫃信筒提出之郵件

民國五年	民國六年	民國七年	民國八年
4,641,940,000	5,573,900,000	6,284,850,000	7,133,940,000

民局信封 民局信封郵件之交來轉運者其重量之增加仍係無多但有更應聲明者即係民局交由中華郵局轉運之郵件並不能代表該民局等所有收自公眾之郵件此有屢

大肇獲民局走私郵件之案可以證明是年肇獲之郵件共計八千零四十件迨至年終民局經在中華郵局掛號者其數計共四百四十七家而上年則有四百五十五家茲將該民局等經由郵局之營業數目列表如左

民局交寄之信封信件

年分	民國五年	民國六年	民國七年	民國八年
信封數目	一五五四一七	一六一四六四	一五六六六八	一六三八二二
前項信封內裝信件之數目	二六二四三〇一	二七三〇二四四	二五五九三二四	二九〇三三五二
公斤(基羅)	二〇八〇八	二一三八八	二二五三七	二二二九四

乙包裹  
交寄包裹之列表

年分	民國五年	民國六年	民國七年	民國八年
數目	二二三,一〇〇	二六四,〇三五	二七三,八〇九	三五五,一〇五
公斤(基羅)	八四八,四二〇	一〇〇〇,六三二	一〇八五,〇三四	一四七八,八九一六
價值銀圓	二九二八,三〇〇	三四八九,三五〇	四〇一〇,九七〇	五四六〇,二〇七

包裹 民國七年郵務總論所載交寄包裹之增進較諸民國六年其件數僅增十萬件其重量僅增七十五萬公斤(基羅)而是年包裹件數則有八十一萬三千件其重量則有四百萬公斤(基羅)之確實增加可記此誠堪以愜意者也至於郵件重量之增加上海郵區則為助成此項增加之巨擘計增一百二十七萬六千二百公斤(基羅)而四川郵區亦增七十二萬四千七百公斤(基羅)論該兩區固屬卓立超羣而其他各區亦均有其分且可喜者是年郵寄包裹事業有自令人感覺之新獲情形即係甘肅陝西兩省包裹驟有較大之增進足徵公眾對於該兩遠道省分出口包裹郵政事業信用日增至於四川是年交寄之包裹重量竟有七十二萬四千七百公斤(基羅)之增加此則尤堪注意因該區民國七年交寄之包裹重量較諸民國六年尚少七百公斤(基羅)故也此種進步並不得歸功於時局較靖誠以盜賊猖獗之行爲依然繼續既礙運輸之平安且復阻滯商業惟東三省是年出口包裹事業受有重大之挫折致其重量較之民國七年之數短少十一萬零三百公斤(基羅)此則多因自俄國經由滿洲里運至本國境內各處之包裹停頓之所致查全國寄交之包裹統共件數計有三百五十五萬一千一百零五件上年只有二百七十三萬八千零九十件所報之價值計共五千四百六十六萬二千二百零七元上年僅有四千零十萬九千七百零元計增一千四百四十九萬二千五百零七元其重量計共一千四百七十八萬八千九百二十六公斤(基羅)而上年僅有一千零八十五萬三千四百公斤(基羅)上列加增計共括有包裹三類即普通保險以及代收貨價是也俱見於左列民國七八兩年交寄包裹之比較表



年分	普通包裹			保險包裹			代收貨價包裹		
	數目	價值銀元	公斤(基羅)	數目	價值銀元	公斤(基羅)	數目	價值銀元	公斤(基羅)
民國八年	三三七、一四一〇	四五一四、一三七三	一三七九、五五二	一三、八〇九二	九〇三、八七四三	九三、七〇三六	四、一六〇三	四二、二〇九一	五、六三二八
民國七年	二六〇、一一〇〇	三二〇二、三八〇〇	九九三、六三〇〇	一二、〇七七〇	七九二、九八〇〇	八九、四三〇〇	一、六二二〇	一五、六一〇〇	一、九四三四
所增之數	七七、〇三一〇	一三一一、七五七三	三八五、九二五二	一、七三二二	一〇〇、八九四三	四、二七三六	二、五三八三	二六、五九九一	三、六八九四

關於代收貨價包裹之他項詳情另見後文  
房屋及地基  
甲房屋

北京 上年總論內所載郵政總局加蓋之房屋業經完全竣工另於京城南池子琉璃廠

甘石橋地方購得地產三處即以其上房屋作為郵務支局之用此外又新購房一所加以修改作為郵政總局局長公館之需其建築戶部街新北京郵務管理局房屋之合同是年年底簽字已將地盤築就

直隸 天津購買適宜房屋一事是年已經辦到其房係由海關建於民國四年前係租給郵局佔用另有入時之半西式房屋一所共地二畝坐落在東大馬路地方其房亦經獲得並於大加修改後即於現時設為本城主要支局其坐落所在最為便利適當本城商務之衝於是包裹營業極為繁盛十二月間購得郵務長公館一所

河南 郵局在鷄公山夏季聚集之處所租之房地業經隨帶所連空地一併購定而在鄭州鐵路銜接之要會不數年前建造之郵局房屋已覺太小不敷經辦增加郵務之需於是將該房屋展寬重行修建所取方法則令經費節省並使工程速就以便辦理經手之郵件其在開封則有新管理局及郵員寓所兩處已將建築合同簽字民國九年春季即可開工

東三省 官府撥到地基一小段坐落黑龍江南岸奇乾河地方業於其上建築郵局一所而在千金寨礦務繁劇之處為副該處發展之郵務起見經於前購地基之上建築時式郵局一處此外則有哈爾濱新建局所主房以外之羣房業經竣工暫作支局之用其主房工程現時正在興築

山東 前此總論內所言之管理局及郵員寓所刻已完全竣工其管理局之房屋經於

民國九年二月二日正式開幕茲將該新建房屋形勢略述於後殆亦不無興趣焉是房全體佔地二萬二千英尺均用磚料造成並有外飾石板之牆脚地板用木鋪造房頂蓋以紅瓦房之外表則係紅磚間以石料點綴門樓高九十英尺覆有琉璃瓦之圓頂凌駕於屋前正中入門要點之上除用以備作庫房並置放暖氣機關之地室外共有屋宇三層地面一層備為各種郵件處之用其在屋之前部則有甚寬之公眾駐足之處隨有一百五十英尺長之櫃檯並有當衝之門道三座其本郵區管理各部之辦公處則在第一層樓並有郵務長副郵務長會計長秘書及辦理例行事務人員之各公室其他公室地方以及存放檔案之房屋則在第二層樓複式房頂容間之內至於差役人等之羣房停放汽車之棚屋修理作房馬號及存放筐隻之所係在寬敞之裝載院內之後部其在烟台購有兩層之樓房隨有地基二畝半以備郵局長寓所之需

四川 從前租作重慶郵局之地基以及時式房屋是年隨同毗連之地基房屋已經購到  
 江蘇 南京郵員寓所三處已經竣工是年之首即經居住管理局工程尚未竣事其故係因添有地段須將建築之方法變更此層上年總論業已聲敘預望民國九年夏季之前即當妥協用備居住矣

上海 從前郵局用為糧自爾路支局所佔之房屋已經獲得  
 安徽 郵局所租大通之房隨同毗連之屋宇共成一座已經獲得並須修改見新以適郵局之用

廣西 為副郵務所需起見已在梧州江岸之上獲得地基其上舊有房屋暫作一等郵局之用擬俟情形堪以辦到之時再按新式入時之房屋修改

乙地基

茲將嗣後建造郵局已經獲得之地基敘列如左  
 北京郵區係在煤渣胡同北京城及宣化直隸郵區係在天津及秦皇島河南郵區係在開封及焦作此外則有甘肅之蘭州東三省之牛莊及齊齊哈爾山東之龍口江西之九江牯嶺廣東之汕頭而在浙江郵區已在寧波温州獲有地基並與鐵路官長將杭州嘉興承租之契約訂妥另於哈爾濱購獲一項地基以備郵務長公館之用

局所

左列近四年之比較表特將較要局所(即係郵局及代辦所)之數目指明

局所	年分			
	中華民國五年	中華民國六年	中華民國七年	中華民國八年
郵務管理局	二一	二一	二一	二二
一等郵局	三二	三四	三六	三七
二等郵局	九九〇	一〇七八	一一五二	一二八六
三等郵局	三六八	三三八	三三三	三四四
郵務支局	二〇五	二一二	二二一	二四三
郵寄代辦所	七一八一	七四二〇	七六〇四	七八三〇
共計	八七九七	九一〇三	九三六七	九七六二

查較要局所增多三百九十五處以視上年所增約略較優計新設之郵局一百六十九處新開之代辦所二百二十六處其管理局一項可注意者則由二十一處增為二十二處此因向來之直隸郵區分而為二即以北京為管理局劃成新郵務區此層以上業經聲明該區括有直隸西北隅並由蒙古展至科布多直與新疆郵區為交界是年紹興及歸化二等郵局均已升為一等而北京郵局則由一等所改建於是一等郵局數目增至三十七處二等郵局共計一千二百八十六處上年則係一千一百五十二處計增一百三十四處三等郵局三百四十四處增多十有一處而支局一項上年二百二十一處者茲則二百四十三處是年新開之代辦所如上所述計有二百二十六處添辦保險包裹之郵局增多三十四處截至年終此項郵局計有六百二十四處其在郵政章程所附通郵處所內此項郵局均以甲字標明匯兌局所即係標有乙(一)乙及丙字者增有一百六十七處此項郵局數目現係一千五百二十九處以較上年則增一百六十七處快遞局所即標有丁字者增有二十三處共計即合六百八十七處保險信函之便利即標有己字者增有六處共合即有一百零三處茲將次要局所即係城邑及村鎮信櫃以及村鎮郵站之比較表開列於左以示此類局所之擴充

次要局所

局所	年分			
	中華民國五年	中華民國六年	中華民國七年	中華民國八年
城邑信櫃	二二五四	二三四二	二四三三	二四八八
村鎮信櫃	二三〇七	二五四八	二七一三	三一二一
村鎮郵站				六九八六

城邑信櫃 此項信櫃小有增添其所以增添不鉅者則因以代售郵票所用替城邑信櫃之辦法已經實行而該項代售郵票所從前經著成效於是屢屢取用凡係代售郵票所均設於樹有信筒地方與該信筒密切接近

村鎮信櫃 此項信櫃見有可重之增加實較上年為勝各該信櫃既為代辦之附屬大都又復設於凡有郵差郵路以及無論民情或郵務上須設正式郵遞處所(即代辦所)之各地方僅河南一省即有新設村鎮信櫃一百八十五處

村鎮郵站 凡未設郵之處而有信差按時前往收攬投遞郵件包裹者均設村鎮郵站向來辦法關於村鎮郵站與村鎮信櫃之統計資料原係合併不分惟因緊要之故且因此項比較的新而且省並極可重之郵寄營業分枝更獲有效之管理且復於其進步便於查核起見遂經決定將其統計分別登記而此類登載項下增加之數最多者則係山東一千五百八十處湖南六百十六處直隸二百九十二處浙江二百六十二處河南一百七十九處郵政儲金局 七月一日天津北京太原開封濟南漢口南昌南京上海安慶杭州等局開

辦郵政儲金自當日起此項辦法推行於其他地方計七十處此等局所名稱列於郵政章程下集通郵處所之內均係標以癸字

郵路比較表

郵路	年分			
	中華民國五年	中華民國六年	中華民國七年	中華民國八年
郵差郵路	四二,一〇〇〇	四三,二〇〇〇	四四,九〇〇〇	四六,七〇〇〇
輪船及民船郵路	六,四七〇〇	六,八六〇〇	六,九八〇〇	七,二〇〇〇
鐵道郵路	一,九〇〇〇	一,九五〇〇	二,〇〇〇〇	二,〇〇〇〇
共計	五〇,四七〇〇	五二,〇一〇〇	五三,八八〇〇	五五,九〇〇〇

郵差郵路 是年郵差郵路之共長比較民國七年計增一萬八千里或六千英里之多均分其增加之數大抵係於北京甘肅東三省山東山西四川以及浙江等郵區所有北京郵區增加之部分計新開郵路一支由科布多向北引長七百里經由烏蘭固木至蒙俄交界處之烏梁海地方並由科布多向南經過哈克沙至新疆所轄之古城子甘肅郵區所增者計新開長及七百三十里之郵差郵路由西寧經明鳴爾至青海之都蘭寺東三省內寶興鎮及琿琿間跨越黑龍江未辦郵路之處現已辦有一項早班郵路即由琿琿將該路綫再行展至奇乾河該處係在中國極北邊境有此兩項擴展遂令東三省郵區之內郵路之數

目增加關於此項郵路之詳細情形請查閱本總論中編東三省標題之內至於各較要局所開辦郵差郵路之長度以四川為第一計有四萬七千八百四十三里(合一萬五千九百四十七英里)東三省為第二計有四萬六千九百四十七里(合一萬五千六百四十九英里)廣東為第三計有三萬三千八百三十七里(合一萬一千二百七十九英里)直隸為第四計有二萬八千五百四十二里(合九千五百四十四英里)除常川往來之郵差郵路其長共約四十六萬七千里外尚應加以銜接各次要局所極其綿長之次要郵路此項郵路係由村鎮信差往來服務關於此項郵路河南即有一萬八千八百二十二里山東一萬五千七百一十五里四川二千五百三十里祇此三省合計之總數已有三萬七千零六十七里或一萬二千三百五十五英里之多其在大多數郵區之中郵路一項均經加快以副各該區內經辦郵件數目增加之需要而庫倫及科布多間之輕便郵班已由每星期一班改為每三日一班寧夏五原間每日一班之郵路現已增速改為每日出發晝夜兼程之快班郵路打箭爐及巴塘間之郵班一月間曾因軍事行動迫得停止迨至七月即行恢復

輪船汽機小輪以及划船郵路 此項郵路應行記載之增加計有二千二百里揚子江上游郵船運輸事務繼續擴張已達堪以特譽之地步宜昌萬縣重慶間之成幫郵船年中忙碌異常所運之重班郵件重計一百八十三萬九千五百零五公斤(基羅)或約一千八百一十噸其由尋常民船載運者計有七十萬二千零六十三公斤(基羅)或六百九十一噸訂有合同之輪船所運郵件計有一百零五萬九千三百六十九公斤(基羅)即合一千零四十二

噸而各外國兵艦一如往時不受酬謝代運重班郵件計重六萬五千二百六十七公斤(基羅)或六十四噸是則是年內所有輪船划船所帶郵件之總數計有三百六十六萬六千二百零四公斤(基羅)或約三千六百零七噸之多換言之即每日計有一萬零四十四公斤(基羅)約合十噸之譜此項總數較之上年計增百分之十有六傾覆之船計有郵船三隻訂立合同之划船一隻另有訂立合同之划船兩隻則於探行急流之際觸礁擱淺常德鎮遠間之郵船郵班進行甚為滿意雖因盜匪猖獗勢須暫時停止然於其後有若干時改向銅仁往來是年內如前所述對於酬給沿海沿江各輪船帶運國內各口岸間郵件之運費曾與各輪船公司新訂一項根據當於是年一月一日實行關於此層中華郵政即當於此宣佈感激之忱緣於已往二十年間曾荷各該如是被聘之輪船對於郵政勞績卓著就中尤以屬於三公司(即係招商太古怡和)之輪船更覺可欽且在公司方面極敦睦誼遂使郵政營業與郵運事務總係表見互相聯絡之情狀

鐵路 是年內津浦鐵路除向有之車班外曾添快車數班滬杭甬鐵路亦增夜班快車該項鐵路復由當局承認一項責任即係於該增添之火車上供給郵局郵運地位俾增郵班以利公眾

寄費清單

中華民國九年新訂之寄費清單會施行左列之數項更改  
寄往日本朝鮮關東租借地以及青島之包裹(即第七資)

凡寄往日本朝鮮關東租借地以及青島之包裹即向來應收國內單純費(即第二

資者嗣後應於第七資外另納一項劃一之資費即係無論輕重每包收取銀圓三角(所有二倍及其他資費均無更動)

國內包裹 查郵政特為應付居住汽機未通各處小商家之需要起見曾將寄交該項地方包裹之重量限度自民國九年一月一日起展至十公斤(基羅)即二十二磅此項利益對於汽機通運各處亦適用之

發自外洋各國寄交汽機未通各處之刷印物 各種刷印紙張發自外洋各國寄交汽機未通地方每件收取之資費二分現已取消但對於外洋刷印紙張寄往新疆蒙古西藏各處者不在此限

經濟結果

左列之表特將過去四年內之經濟結果載明

時 期	收 入	營業支出 <small>(資產資本 不計在內)</small>	盈 餘	虧 折	置 產 資 本 <small>(甲)</small>
民 國 五 年	七六三,〇四一六,八四 元	六六九,三〇一,三五八 元	九三,七四〇,三二六 元		三二,一九一八,二六 元
民 國 六 年	八五七,四三二,二四	七五,一八三,四〇八	一四二,二五一八,一六		六〇,六三三,五八九
民 國 七 年	九四九,六七八三,一八	七五八,九四六,九八〇	一九〇,七三三,三三八		八一,四三七九,八八 <small>(乙)</small>
民 國 八 年 <small>(丙)</small>	一,一三三,〇〇〇,〇〇〇	八二九,〇〇〇,〇〇〇	二四四,〇〇〇,〇〇〇 <small>(丁)</small>		一,二五八,〇〇〇,〇〇〇

(甲)係購置地基以及新產業所用之款大抵係為購置房屋傢具郵袋郵船自行車信筒保險櫃之屬

(乙)由盈餘項下支付

(丙)民國九年約計之數

(丁)實際盈餘之數計有二百五十二萬三千元但有八萬三千元係以抵補新疆營業虧折之數此項虧折之一部分可有所償

由以上列表觀之可知民國八年之收入較之民國七年計增百分之十八而其營業支出亦增加百分之九

賠償遺失之郵件及包裹 查是年遺失郵件及包裹之案比較民國六七兩年為數無若是之多國內大局雖未完全安定然已較為寧靜矣關於保險信函及包裹之各項詳情可閱本總論第五十六頁第五十七頁第五十八頁及第五十九頁之戊字己字各附表  
印花稅票 民國八年出售之印花稅票共計六萬七千零三十三元而在七年則有七萬二千九百七十一元

匯票 茲將過去四年內開發及兌付之匯票列表如左

類別	年分	民國五年	民國六年	民國七年	民國八年
開發之匯票	萬 元	一五九六,五八〇.〇〇	二一五,一三三.〇〇	三五三,三五八.〇〇	四三八,一六〇.〇〇
兌付之匯票	萬 元	一五七八,七一〇.〇〇	二二二,一七〇.〇〇	三四七,九八六.〇〇	四三五,七五〇.〇〇

查是年中開發之匯票計其價額每票平均十八元九角而開發之總數比較民國七年增

加百分之二十四撥款一事因在國內數處地方局勢紛擾一如往年困難異常致令匯兌事務不得不加以限制或即停止不然則其數目之增加定無可疑必更較鉅

向赴歐華工開發之匯票 查是年內向英國華工招募局開發之匯票計有四百十四萬二千元較之民國七年亦有增加但現在華工急於遣回本國民國九年內此項匯票必當大見減少俟至該年年底全部華工殆即完全遣回其向法國當局開發匯票之總數計有八十六萬一千元

寄交戰時俘虜之匯票 是年內計有匯票一百二十三張合銀圓三千四百九十一元五角六分係向江蘇南京收容之德奧俘虜開發免收尋常匯費關於匯兌事務之各項詳細情形可閱本總論第五十頁乙字附表

與澳門郵政往來匯寄之匯票 查是年內此項在中國開發之匯票計有六百四十四元三角其在中國兌取者則有一百二十四元二角六分

與和風東印第斯郵政往來匯寄之匯票 此項事務查於八年十一月一日開始實行至年底為止其實行時期祇有兩月計在中國開發之匯票二十八元五角八分其在中國兌取者三百九十八元八角

代物主收價之包裹 是年內代收及繳還物價之兩項總數計有四十三萬六千三百元及四十萬四千八百元其在民國七年則祇十三萬四千三百元及十二萬六千元

與外國郵政之交際

總署 中華郵政與各外國郵政仍係保持親密敦厚之交誼是年內俄國內部時局依然騷動是以西比利亞鐵路不能用以運寄發往歐洲新疆以及蒙古之郵件是歲之初西比利亞鐵路尚可西通伽拉賓斯克至烏發之阿沙地方及至是年十月奧姆斯克以下即已不克通行迨至十二月一日依爾科司克以下亦即一併阻塞

包裹郵遞 查自歐戰告終後所有因戰事而加於包裹之數項限制即於是年之內取消所有尋常包裹郵遞往來美索布達彌(衣拉克)佔領地內之各郵局者即於是年一月一日恢復原狀至於由英國輪船運往臘威、瑞典、丹麥、和蘭、日斯巴尼亞以及瑞士之包裹郵班亦於是年三月間復舊如初包裹寄往英吉利國所屬阿非利加洲東疆以及烏庚大暨埃及、亞比沁尼亞、伊黎特立亞、法蘭西國所屬索馬里岸、義大利國所屬索馬里蘭、葡萄牙國所屬阿非利加洲東疆以及桑給巴爾者均於是年九月間恢復郵遞倫敦郵局於是年五月六日起即與廣州郵局直接封寄包裹郵件總包其包裹郵寄由哈爾濱並東三省內奉天以北各處與美利堅國往來者前自民國六年五月十四日起停止郵寄亦於是年八月一日恢復原狀自是年十月二十二日起中華郵局即將寄往德奧兩國包裹祇限司德利亞、卡林西亞、北梯勞爾、臥拉爾堡、沙施堡、鞏城司敦、及加利西亞等省開始收寄所有與俄國往來之包裹郵班前於民國七年三月十三日停辦者是年全歲仍舊停辦至於與玻利非亞、可倫比亞、戈斯達黎加、古巴、厄瓜多爾、多明衣加、海地、調都拉司、墨西哥、尼加拉瓜、巴那馬、巴拉圭、聖薩瓦多、烏拉圭往來之包裹郵班是年內亦仍停辦

互換事務 南滿鐵路運寄包裹發生困難情形與上年相同致令郵局自是年二月二十五日起至四月七日止將寄往奉天以北各處之包裹停止收寄自民國八年五月一日起中華郵局即按郵會資費收寄發往結克斯斐瓦克、由勾斯拉夫、波蘭、阿爾薩斯羅連之郵件是年七月間烏蘇里鐵路營業復舊因是得與設在虎林(衣孟)之俄國郵局互換郵件而在是時以前則以鐵路阻斷曾將互換事務停止法屬安南郵政於民國八年九月一日通知中華郵政聲明所有封固郵件總包經由安南之轉寄前以歐戰停寄者現時復准辦理民國八年八月九日中華郵政即將寄往德奧兩國之郵件開始收寄自民國八年十月十四日起凡寄歐洲俄國之郵件均由海道經由蘇彝士河寄往惟由寄件人自負責任

國外保險信事務 派駐瑞士中國公使通知瑞士聯邦政府自民國九年一月一日起中國加入互換保險信函及箱隻之羅馬公約於是瑞士政府即於六月七日經向參加該項互換之各國發出通告

國外匯兌事務 派駐瑞士中國公使通知瑞士聯邦政府聲明自民國九年四月二十四日起中國加入互換匯票之羅馬公約於是瑞士政府即於六月七日經向參加該項互換之各國發出通告

協約 民國八年中美郵政互寄包裹章程經雙方認可除他項事務外另加下列之修改

甲 凡未經領取之包裹得向收包人收取一項逾期資費乙 寄往及寄自中國汽機未通各處包裹之重量尺寸予以寬展丙 凡發自美利堅國寄往奉天以北及雲南省各處之包裹得收取一項額定之費此項辦法即自民國八年八月一日起實行此外曾與和屬東印第

斯郵政訂立互換匯票之協約此項協約即於民國八年十一月一日開始實行並與香港郵政亦訂有互換匯票之協約即於民國九年一月一日起實行澳門郵政亦與訂有互換匯票協約係於是年十二月一日起施行

## 人員

洋員 計至是年之底洋員則有郵務長十八員副郵務長十六員其中十四員係署理郵務長郵務官七十一員其中一員署理郵務長十五員署理副郵務長校對員一員郵務佐四員轉運員一員此項人員中計有二員雖經於是年之底解甲退伍遲至斯時尚未克回郵政服務但料其或者已在途次或者正在動身查前此從軍請假之人員既經回局供職遂於是時乘此機會分向早經堪以請假之各員輪流准給例假一俟將來所有遲延未給之例假一律准給後則人員職務之常度即能漸漸恢復原狀

華員 計至民國八年十二月之底華員計有副郵務長六員其中二員係署管理郵務區之郵務長郵務官五十二員郵務員一千一百一十二員郵務生二千五百九十九員揀信生二千零二員郵寄代辦人七千八百三十名信差五千三百七十九名郵差七千零四十二名船夫水手等四百三十一名聽差五百九十五名雜項人役一千二百五十名共計二十八千二百九十八名民國七年之底則有二萬六千九百三十三名計是年內郵務生及其班次以上之人員或以告退裁退因病休致或以撤退病故等事離局者共有四百八十九名而是年內新經錄用之郵務生及其班次以上之人員則有五百一十一名另有參與按年例行考試之郵務員五員升入郵務官之班次

## 中編

北京 是年經辦之各類郵件及包裹均顯有穩健之進增所有新設郵務支局之開辦就地投遞及提取信筒事務之改良以及於環繞京師幅員闊大之地方用所設一百零六處之村鎮信櫃及村鎮郵站擴充投遞事務並新設內地郵差郵路以便與新開之局所互相銜接或增速現有之郵班在在均與前項營業之顯著進增大有所助且是年雖經竭力且復不惜費用於見為必需之處擴充郵寄交通並將認定合宜地方之局所外觀加以修飾然而盈餘淨數仍屬頗高惟查增加之事務大為水災所紛擾所有在職員役祇得令其竭盡所能以與其事相搏擊維時京漢京綏各鐵路均經阻斷雖用力孔多開銷甚鉅不得不開辦臨時郵運俾克維持往來之交通至於本區人員如與經辦之郵件及包裹數目相比較則為數並未增多此因更動不合人員所收之成效有加並因鼓勵嚮學且使所有人員移其箇人之用心專注於職務之上遂使學識程度提高之所致深望是年十月二十四日開始建築之新管理局竣工時堪將所有局務集中俾令人員辦事之精善益得增進又查北京郵局是年七月一日脫離直隸郵務區升為管理局時即於是時將郵局十一處代辦所三十處劃歸北京郵務管理局轄治是年雖開往奉天遼北及長春等處地方之包裹郵班阻斷者有若干次然交寄包裹之數目仍遠過於上年惟是此等包裹總共重量較諸上年則見減少此則顯因寄往奉天北部各處包裹重量加以限制及因所辦物件體質惟然之故



直隸 是年主要事項係將蒙古及興和口北兩道並京兆區一部分之所有郵務局所改爲新郵務區其管理局即在北京設立此項變置係於七月一日施行惟關於統計之計畫等類均作爲是年開始即已發生效力其在七月之間本區內有數段遭遇水災致令郵班不無遷動直至水落方歸舊制七月十八日京漢鐵路橋梁在新樂附近道經沙河地方爲水衝斷特派一人在間斷之處帶送郵件至九月二十五日交通方始復原八月間郵差信差十有二名死於虎疫另有一名郵差則爲持械盜匪所重傷並將郵件搶去更有四起持械劫案惟幸郵件向未失落除以上各節外是年並無何項事故至於各項郵務幾均見有滿意之發展新開郵局共十一處所有直隸郵區之內縣城一百三十五共設郵局一百九處之多包裹營業頗覺活潑綜計發出包裹進款已由二十九萬一千元增至三十七萬八千元而於匯票營業經特注意所取公衆之費已予減輕並將郵局三十處加入匯兌清單之內計此新劃直隸郵務區所經辦之匯票已達一千零五十萬元

山西 本省是年內秩序安謐七粵不驚盜劫匪掠等事幾無所聞口外一帶安甯之狀況尤爲卓著其地雖非本省官吏所轄管但經括入山西郵務區域之中其所以如此安甯者係因口外盜匪見陝省內實有機可乘更爲猖獗且無顧忌之虞於是羣相趨赴該省惟是大局雖屬平靖而郵務之進行不能謂爲大見發展各項增加大抵均居少數且因本省係屬貧脊之省大宗惟在務農人民鮮有學識是以此後亦難望有鉅大增益第查省內鉅額之鑛富已有不久開採之兆端議設中西各公司舉辦此事此項鑛業一旦興工

則本省之富饒必能增進爲行政益加優良起見本省各縣制爲行政之區每區由一區長管理通計爲區四百二十五處曾蒙請將各區聯以郵遞當經著手辦理嗣至是年歲杪該項區數三分之二均經接通郵班其餘各處大抵係在本省邊境且爲寫遠難到之處應待來年再行設法辦理如此擴展實使村鎮信櫃以及村鎮投遞區段之數目異常增多復查是年歲首決將本地羊種用合種方法改良於是曾由澳斯他利亞輸入西班牙綿羊一千頭此項綿羊大部分均由外國專門家照管爰在太原城外設立牧場一所兼於南北各設分場一所此外對於牛種亦漸施以相同之試驗是年農業學校則經擴充置有輪奐之廣廈並有田畝甚夥以作農事試驗之用此間以及他處對於種桑一節亦頗注意此則實因督軍特行鼓勵使然又聞閩督軍曾由美國輸入棉種欲以改革本省南部之收穫現正商議開設棉紗廠一所並正籌畫一切擬將汾河疏爲支渠灌漑省城附近之平原並引其水力以備電機之用又本省督軍復經預定一項計畫擬解散冗兵現祇聽候政府核准上年間各等兵士均訓以各種手工技藝使其退伍爲民各有生計但聞督軍之意擬用大隊裁退之軍人修築新式道途此項消息甚爲可信本省高級官長曾經開精竭力務使晉省麻醉藥之積毒一律廓清而對於此項事務仍與前此數年相同郵局亦曾竭力襄助計祇奉獲裝有嗎啡之包裹五件裝有烟土者十九件然而藉徑郵遞之事現在迫已避免緣均知曉查驗甚嚴其自陝西以達山西之隘口均各駐兵嚴守入省行旅澈底盤詰搜查而萬國禁烟會亦於是年內來設分會所有高級官長

無不盡力贊襄其在口外一帶已將地方開放曾有汽車運輸公司開設其間且於往來歸化包頭鎮之一部分大路上業經開運一俟新車運到即將逐日開班其主旨擬將此項汽車事務終當展至迪化至於檢查郵件則因國內地方不靖仍舊實行而是年遇盜劫掠遺失郵件之案祇有三起每起人犯均係他省來此迫於貧困之難民若夫包裹營業顯見穩固之增益寄出包裹較之上年計增二千六百三十三件之多而所有寄到之代收物價包裹其數目之增多更堪注意此項包裹之大部分均係來自杭州及其鄰近各處者也就經濟方面觀之所收結果正如前述各項郵務增加均居少數但在一郵區之內其郵路既殆全係郵差郵班更加年內曾事擴充並就現有之情形而論縱係微有盈餘固亦可為滿意矣

河南 停戰以來本省正希望和平興盛之運會而此佳况竟為空前之霖雨所摧殘因之洶水為災生命財產損傷頗鉅加以盜匪凶狠行動仍係通省蔓延不惟擾害治安實乃縛束商業又况是年霍亂痢疾以及惡性感胃等疫復於各處流行乎惟是雖有此等不利情形而郵局所獲成績則於經濟及其他方面在記載中均屬最優且最美滿全年事務大有生色新設之村鎮投遞事務為處甚多郵差郵路已另改組俾其速度次數以及確按定期各節益有把握至於省內局所數目則有具體之增加一面循公眾之意旨展寬匯兌快遞之便利當地投遞及提取信筒信箱之辦法業於各二三等郵局地方一律改良所獲成績極為可喜如論河南絲業當水災期間產絲各區損失極重但雖有西比

利亞政局關係以及幣制紛亂情形並有值百抽五重課之釐金而河南包裹營業尙有堪以注目之進步惟河南業絲綢及毡帽者似缺進取之狀不若滬杭商店冒險寄送代收物價包裹俾該商等交郵代收物價之營業極形擴充郵局方面為酬報公眾歡迎匯票辦法起見當經竭力設法將此便利事務向各二等郵局推行適值官商銀號均因道路不穩或因商務委頓大都停止內地經營於是郵局獨能供人所求並使匯款數目隨時增益足見此項匯兌部分之事務頗能愜於人心委係其辦理可靠以及精善有用之所致當水災時期鐵路及郵差郵班極為阻斷而堆積之郵件業已妥實清理有時經各該在事員役送由他路繞道而行正在阻斷之間發生延擱情事京漢及道清兩鐵路局曾經極力維持是以郵政對於彼面關心協助之處即當於此正式稱謝是年劫案二十起竊案則有六起郵差服務時殞命者二名另有二差受傷甚重查郵員方面經取嚴重之方法並及無間之提防致其結果克將託庇重大夥行郵班試行私運鴉片違禁等品者隨時咸為查獲是以記載之中擊獲違禁物品案件共有四十七起之多所有本省內擊獲各項違禁物品包裹均送省城眼同本省長官紳士人民當眾焚燬至於河南商人倘有必要之進取之心投入資本組織辦法則其商業自必大見發展復查本省實業並不缺乏現有綿紗廠蛋清廠油廠等建造計畫均在妥善進行之中地方長官亦有自將鄭州闢為商場之意而創辦汽車營業以便在豫省某段路上載客裝貨現亦正在豫備進行云

陝西 是年之始本省內北軍與南軍交戰之事仍舊進行迨至整屋鄠縣岐山鳳翔乾州均爲北軍佔據並於三月中旬中央政府派使劃界戰事方始停止但交戰團體間實際上之戰爭雖係停止而年內土匪之猖獗仍復蔓延凡屬城邑以及無設備之村落均被侵掠甚有劫掠後又復焚之以火者其稍有聲望之男婦以及弱齡處女均經擄去勒贖若所索之款到期不交則被擄不幸之人備受酷刑有時且置於死地郵局於此劫掠之際亦經受有損失查有郵局二處郵寄代辦所十六處以及村鎮信櫃二處均被盜匪槍掠而較小之郵務處所公款及私有物件咸受損失現時較大城邑之中商務漸復原狀而上年離棄職務之郵寄代辦亦經返仍舊經辦郵務作爲郵寄代辦人是年之首因有戰事及匪患燎原之故經本省官長之特請曾將郵差郵班暫停然而未屆三月底各項郵路均經恢復原狀按是年郵件總包以及包裹被盜劫奪之案較諸民國七年爲數畧少而本省內是年降雨時期則較尋常爲早且不第爲患甚烈而爲時亦甚綿長因致小麥棉花之收成損失頗鉅而加於此項災患者則有途途之匪土匪充斥實使是年大部分時間之本地商務所受影響莫與比倫至於是年起初七箇月內軍隊任意徵發車輛牲畜亦使全省商務感受惡果倘非督軍出而干涉則全省商務必致摧殘殆盡所幸督軍擔保各大道上堪以營業並以死刑禁絕軍隊任意徵發車輛馬匹其結果遂使陝西省內多處市塵漸漸恢復商業是年感冒流行病症重復發現斃人甚多尙有一種喉疫並非白喉爲患極烈因而致命者亦復甚多凡染此項喉症喉間立腫加以高度之寒

熱數小時間即行斃命郵政人員中曾有數人染受感冒流行病然幸尙無死者雖人員暫見缺乏而公務仍舊進行無阻是年各項郵件以及經辦之包裹均有實際之增加匯票開發之數目較諸上年計增百分之八十而兌取之數幾無增減

甘肅 本省郵務便利已經推至青海而關於發育之事業本省當軸正在著手以便將該習未著稱之區域利用該處羊毛皮張鹿角麝香出產各品闢爲商務之區查西藏邊界尙未駐有華官僅有蒙王及遊牧之藏族酋長在彼主治當軸者正在籌畫建設官衙現在則有官員一員以理事員之職銜駐紮該地往昔之日青海人民不用錢幣惟以貨物交易往來青海房屋極少人民咸居氈幕之中其在都蘭寺之三等郵局係暫設於廟內其沿明鳴爾至都蘭寺及再由此達至玉樹之大路正按台站著手建房相傳都蘭寺至玉樹約二千里玉樹亦派有官員一員希望郵務之擴充終當推及於玉樹以副該新城內官民兩界之需要查甘肅郵務區之特別困難係於當地不易選覓良好郵務生班之人員誠以該項人員必須作實其職務及責任上之重要於是乃自是年六月以來設法分置兩班教練資淺之郵務生自施行此項辦法起資淺人員供其職務似覺漸有興趣而視其加入教練各班以前所具郵務知識均已較優是年之抄蘭州郵局郵務生之能誦讀及書寫英文姓名住址並能辦理簡單英文事務者計有十人而在民國七年歲杪祇有四人階州二等郵局前於民國六年三月經匪槍掠一次見民國六年郵政事務總論詎至是年七月二十八日復爲盜匪所槍劫該郵局長於八月十一日身故殆卽由該城被劫時感受驚恐之所致

新疆 查新省人口不及三兆各種工業均未興與天然富源亦未開闢全省土地曾經墾種者約祇百分之二而大多數居民教育程度低劣異常因之郵務之擴張不得不徐徐而行且復加以限制本省雖未遭遇疫癘水災以及他項阻礙郵務情事然而俄屬西比利亞之時局繼續紛擾實使人心感受不安是年內俄國一派或他派之軍隊曾有三大侵擾新省大約係爲食物供給問題其中計有一次於格圖之際華民死者十有一人又全年之中發見多數俄國難民紛在伊犁塔城各區避難十一月間反對過激派之軍隊暫於佛哈擊地方得力後遂即繼之以敗北於是又有難民逃至疏附以西中俄交界地方求庇於中國保護之下維時新省之內妥慎設法以免難居之民或受俄國騷動影響致有亂事發生但雖如此防範而附近庫車地方之纏頭曾經稍起擾亂所幸立即予以勦定是役也郵件總包數件經被土匪焚燬此外在本省內發生之惟一亂事則係三月間承化寺(阿爾泰)戍兵之譁變此項亂事迅即救平而阿爾泰區域即劃歸新疆省長官直接管轄矣此後時局更見平靖郵差於蒙古各郵路上往來行走益獲較妥之保障即此可見時局甯靜之一斑游牧之哈薩人及蒙古人搶劫郵件之事亦屬罕見計有三次郵差遇盜被劫但祇劫去所用牲口未將郵件總包拆動其由承化寺至科布多之郵路曾經展至古城子設有三日一次之郵班此項郵班且與北趨哈克沙之郵路接通計距古城子八百三十里該處有郵員一名住於蒙人之氈幕管理至科布多爲止各蒙古郵路之郵差其他方面郵務之活動幾全傾注於現有郵差郵路之改良所有本郵區內郵

差所嘗之困苦艱難茲亦毋庸贅述但是年內除有一次計有郵差一名因遇暴風大雪迷路於沙漠之中四日外其餘可稱平順並未遇有何項災害該差經人覓獲時暴露餓餓情狀已危查新省內不能出產及不堪耕種之區域甚廣而在遼遠無定之處間有青叢出現乃見城市或小村落是故所有重要地方既有郵路接通則郵局或郵寄代辦所自無添設之必要但於沙灣市及四棵樹開設村鎮信櫃二處並於迪化添設信櫃三處疏附及莎車各添一處本郵區內各處郵路屢屢加以巡視其良善之結果係使運遞郵件之時刻得以改良復查本郵區內數處郵路曾經縮短惟雖有此項縮減若合古城子至哈克沙新開郵路之共長一併計算則郵差郵路擴充之淨數乃增七百八十五里之多因有某項不利情形致令包裹營業受有影響其中有如他省抵制之傳揚以及跨蒙古草地開辦常川運輸遂使寄入本郵區之包裹數目確見減少按上年間本地商民全賴郵局爲運寄商貨之途而於現時則與俄國貿易一事仍歸停頓羊毛棉花原爲本省惟一出口物產之大宗茲又囤積於本地所有因與俄人停止貿易致令本省經濟上所受之損失直難估計其數而最近四年間未由俄國輸入貨物遂使各項物價之騰貴實出意料之外云

東三省 綜覽本郵區內各項情勢可知人民對於戰事之影響所感覺之痛苦較之上年爲更烈八月間中東鐵路各項執役人員發起罷工要求薪金發給羅馬諾夫紙幣並增加百分之五十其結果致令長春哈爾濱間之交通歸於阻斷者幾將一月此外持械盜

匪猖獗日甚橫行於東三省各處亦令商貨之自由流動阻礙殊多且使商務頹喪不振是年秋季東三省發見遍傳全球之感冒時疫人民之死於斯疫者爲數甚夥郵政華員染病而死者亦有數人此時人員告病假者甚衆但雖遇此不幸情事而郵局公務仍得趕步進行當中東鐵路人員罷工之際郵局仍能隨機應變進行甚利查是年內新設數處郵差郵路原設之郵班亦經加快計有數處郵局蓋築新房並施以他項改良之法上年郵政事務總論所估自綏遠至奇乾河擬設一綿亘不斷長在四千里以上之郵路至是年已經辦理完竣計增設由金山鎮至倭西門及由瓊瑋至觀音山兩郵路以便與該處邊境舊時所設之郵路銜接此項長遠郵路之開辦可目爲該路所經各城市中人民之幸福該項人民前時與外界完全隔離現在特爲彼等設有郵務便利不但藉此可與國內他處互通音書且可用爲振興當地商務之媒介此路經過極爲荒涼之地方甚多是以往來行走險阻殊甚而郵局所受虧折亦極不貲但此一層較諸郵政所期人民之利益以及當地官長之所需則已處於次要之列是年底曾有設立東三省總銀行之提議名爲東三省銀行其資本係一百萬元總行設於奉天分行設於吉林黑龍江等處此項銀行如果成立則對於當地紙幣情狀之改革定能扶助而此項紙幣之情狀常爲郵局銀錢出入困難之原因

山東 山東省內關於盜劫情形業經加以整頓綜計全省各處維持定期郵差郵班所遇困難無多盜匪創傷之郵差計有三名均不較重而虎疫之傳染夏間頗覺蔓延致有郵

局長二員死於是疫其郵差郵路之蟬聯是年均經改組遂使速度有加並使本郵區內多數地方郵遞班次益加頻復凡各大路均經供以晝夜兼程郵班並將途中弧角各綫剔去儘令全路徑直簡短其有不在直綫上之各地方則歸支路郵遞通計原有郵差郵路之內加添之路三千三百八十八里取消之路一千三百三十三里其各直捷之幹路均沿本省交通大路而設所有縣城幾均由此等快捷之路所維持除從前所設原係代辦外凡屬縣城均有正式郵局設於該處新經開辦匯票之郵局四十三處新設之村鎮信櫃一百三十七處而於山東各村鎮推行村鎮投遞攬收辦法亦經開始施行自濟南之歷城起業經逐漸由此一縣推至彼縣已按此法推行者計有三十六縣每縣劃爲村鎮投遞段落三區或多區所有此項村鎮投遞收攬事務所到之處計其路綫共長一萬五千七百一十五里分向一千五百八十村落供給定期之班次因維持此等事務派有村鎮郵差七十六名有者按月支給辛工有者作爲試看按每次所經之里數給費其每里給費多寡係視各該差等所經之路以及每日程途之不同而定此項辦法自係較爲公平而在每次週行之終領收工費似亦於各該差等較爲有益緣如此辦理可使各該差等應付伊等隨時所用輕微之費且每次每里所付工費積成一月總數仍與普通郵差辛工數目相同此等村鎮投遞事務之中大多數開辦未久欲斷將來進款尚非其時惟似已經證明殆需若干經費計自四月至十月之期間村鎮郵差售出郵票總共一千零四十七元八角九分而當時付給該郵差等之工資共計一千六百零一元一角第查

投遞之普通信件計有三萬八千八百三十四件掛號信件四千二百六十六件是則頗可假定此等信件大多數係屬答復村鎮郵差攬收之件如果未設村鎮投遞事務各該信件或者未必付郵設使如此計算則是村鎮投遞事務可謂已償所支之經費復查青島所設僑工局發出信件寄往偏僻地方者前因需派專人投送故收投遞專費現在則由郵局自行投送是以此項資費亦經極力減輕

四川 四川因其特殊之政局以及軍務情形是年受累甚鉅此種異常狀況他國歷史曾否經見殊不可知蓋本省之東駐有河南湖北雲南等處軍隊東南則有貴州軍隊其南及中部之南則有雲南軍隊武裝整齊之盜匪蔓延全省騷擾各處水程因致年內肆行搶劫之事層見迭出裝有貨物之船隻尤易為其魚肉而該匪等且復慣於殺人是以郵差四名之死並有一名因傷致成殘廢者匪等實其真犯另有二等郵局一處郵寄代辦所八處遭遇搶掠每案公款或全被劫或僅損失一部不等至於郵差以及船隻之被盜拘留亦已數數登記但其中郵件損失最重者僅有兩次有此種種情事無怪百物騰貴生活程度之增高至少已達至百分之百且有數處地方可云增至百分之二百者然而雖有以上一切困難而郵局是年自各方面觀之終為本區歷史上最盛之年更可陳述者是年包裹事務增多百分之百有奇而經濟結果亦極遂暢

湖北 民國八年內湖北之郵務成績可稱極形美滿各方面試辦事務之進行洵屬可嘉新添之局所以及郵班之交通大抵整頓盡善包裹營業顯有特殊之進步輪船火車亦

均循序開行而揚子江上游之輪船常川開駛遂令中國西部交通諸多進步關於此層一俟現正建造之新式輪船工竣時則於民國九年內可望長江上游之交通大加便利至於郵差郵路均經隨時乘機改良是年之終漢口宜昌間未成鐵路之地方組有往來宜昌孝感之晝夜兼程快班郵遞於是凡由武漢及其他適中地點之緊要郵件寄至宜昌再轉萬縣者得有每日開行兩次之加快郵班其在漢口為便利轉運起見備有汽車二輛小輪一艘並已證明不惟便利異常並節省經費其在內地之情形雖於各處不免盜匪之報告然而已有恢復原狀之趨勢南北軍隊並無戰爭惟仍佔據湖北西南一大部分之軍間或自相格鬪並有與人民斷續戰爭情事適在戰爭之際當有郵差二名經過戰綫內三里荒地地方竟遭戕害查本省該段地方仍為盜賊所擾以故時局仍係枱阻異常其在施南匯兌事務現已恢復且其所屬各郵寄代辦所發售郵票一節大多數已克重新舉行惟於郵務大抵仍受極大障礙當夏季之時因大雨迥異於尋常故令本省所記之水災此次最為劇烈維時江湖泛溢窪地盡淹所沒稻田不下數千英畝橫流之水深自二英尺至二十英尺不等遂致數處地方須在水沒及腰之局內辦理郵務另有其他各局須將局所移至較高地方而各該城鎮之較高地方自必擁擠異常辦理公務極形棘手加以溪水潰決流域一帶全罹重災致使居民流離失所以數千計其由被災各區經過之郵差郵路勢必因而停班則其郵遞即不免於延誤於是郵差或須繞道出發行經泥濘地方若干里或須預備船隻及臨時木筏以便經過淹沒之路途迨至九月

水勢始漸退落十月中旬乃全退盡但其影響仍堪注意爲查實水災損害起見業飭各郵局長查明具聞雖其調查結果未能十分確切但亦差堪目爲最當之估算計損失人民生命四百三十一人牲畜值銀五萬圓房屋值銀四十五萬圓禾稼值銀八百萬圓是年中本郵區內辦事人員已由一千三百二十二人增至一千四百四十九人各該員役之薪水業經改訂以適騰貴之生活程度至於經濟成績收入項下顯有穩固之營業餘款業經超過開支且望大局和平經濟情形因之得力則來年中郵局益當格外推廣加以改良

湖南 就郵務而論本省是年內之情狀殊爲不佳其與上年湖南發生國內戰事之情形並無或異雖全年中實際戰爭完全停頓然而南北軍隊互相駐守所隔中立區域橫斷本省全疆凡屬商務茂盛之中心點幾全劃入北軍掌握致使城邑之中兵士擁塞而鄉間殷富之處土匪肆意橫行劫掠殺戮伺機而動而原狀之恢復商務之復蘇更加一層障礙者莫甚於本省紙幣之充斥於是鈔票跌價人民不肯照收各色人等咸受極大之損失多有昔時富厚之家今則變爲赤貧矣世界大戰告終後不久而本省對峙之軍隊亦暫罷兵方冀船隻既經解放加以外國商市亦復開場則輸出貿易之暴增必有可慶無如此項希望並未實現此因銀價騰漲實爲向來之所無致令輸出貨物市價低微不及物產實值之數因之出產及販賣方面經濟上折耗甚多茶之一業向爲政府稅入之大宗且爲本省富力之所在茲則勢將完全垂盡曩時稻米出口曾占輸出貿易中最重

要之部分今則米之輸出爲數極微且有多處米莊行將倒閉湘水淺落爲時過長遂使由萍鄉藉水道運煤一節全行停頓所有此等情狀益之以南北交戰之際富庶之家均離本省前往他處避難而爲時局所迫又復歸來運運實使全國農礦最富之一省竟致商業淪爲不利之狀況惟是政局及商務情狀雖屬不佳而郵務確見有多少之發展此則大半係因省內駐有北方軍隊及其隨從之人是年內經於向來未辦郵務之小城市及村落間開辦週行村鎮投遞事務計至是年底開辦之村鎮投遞區域三十七段所經向未辦有郵便之地方計有六百十六處之多起初成效雖微將來未可限量俟至來年仍擬將此項事務續加擴張凡延期末經依限查視之內地郵局以及郵寄代辦所現經開始稽查計是年經查之局所有十五處代辦所則有三十六處其在管理局內因長沙每夜均有火車開往武昌特將交寄時間展長以便增加便利而開取街衢信筒時間因有同前之故加以延長間有試以郵件走私鴉片情事惟以郵員監視甚嚴遂得拿獲煙土十有三起計裝於包裹者七起裝於尋常及掛號信件者各有三起

江西 關於上年郵務活潑之論列恰與是年事務相符是年告終南北仍在爭持但其結果並未發生何種特別堪以注意情勢所有郵件之運輸終年保全毫無阻滯他省開來之軍隊是年強半均經調回是以向軍人開發之匯票因此減少郵局人員與軍隊之交接並無何種不和舉動第查經濟方面仍覺支絀籌款以供士卒困難殊多加以銀價高昂銀圓遂即罕見惟有增發紙幣以濟其虛所幸尙能維持票面價格且仍自由週轉制

錢一項久已不見乃用以吊計值之紙幣代之此項紙幣每二千四百文合洋一元至於郵務之擴充是年仍按所籌之計畫進行而於開辦村鎮信櫃尤為特別注意現在此項辦法可云已經決定設置矣汽機小輪一項雖航行不無困難而已於南昌贛州之間開首行駛且收極大之成效但有一艘則經被焚因致損失人命甚多並將郵件焚燬俟將來河道浚深或用他法改良則其所呈發展商業之便利即當增加甚廣且對於本省興盛及進步兩端益當增有實效云

江蘇 民國八年中經濟及其他兩方面實記載中最盛之年不獨江蘇之郵務因商務興旺獲益甚多即在其他政府機關以及商人所獲之利亦鉅交寄之郵件及包裹顯增百分之十六而售出郵票已增百分之二十一此項欣幸成績大致係為省內治安狀況之故雖有土匪會事蠢動以語治安仍屬不誣蓋此類不欲經見之事因有地方官嚴加防範遂使蠢動方面有所限制五月二十七日約有土匪八十名於隴海火車行經楊集時劫擊列車當被護送軍士開槍禦退並將行劫者槍斃數名擊獲數名火車已受槍傷惟於郵件無損包裹營業較諸上年業已大有進步其實在緣由則以中國全境交通擴展確無可疑其由鎮江蘇州寄往高麗之包裹營業是年內一大部分繼續活動惟至十月間因政局不定及高麗進口稅項加重遂致不復振興其與湖南往來之包裹營業未活動者計有一年現已恢復原狀是年內對於南京支配人員及佈置稽查投遞事務之改組辦法業經入手辦理一面委用洋文棟信生於訓練後派在火車上專司棟信職務以

期沿津浦路各處所發快遞及普通郵件之投遞迅速有加至於汽車輸送對於投遞快捷已證為非常有用按南京係轉運之巨站為三股鐵路之要樞約計經由火車輪船小輪帆船舢板小車收發之郵袋共有五十七萬一千三百九十二隻僅獲八萬四千二百四十四件是以須有日夜輪班人員廣續服務始克辦理此項事宜至於民局走私郵件多寡仍有進行二月間在丹陽地方擊獲一大起其在本省北部一帶拐帶人口仍係習見之事致各村鎮夜間早閉柵門小海鎮及西團之間已用小車運送郵件省城及各大城鎮之商舖則自六月六日起一律罷市係因對於鼓動某項政策表示同情旋於十日復行開市其暫時影響於郵務者頗堪注目惟於向後隨即復元江乎輪船曾於浦口遇有前艙失火情事該輪頗受重大損傷所幸各項郵件業經及時移去其在無錫江陰常州及清江浦各局之內業將容積地方改良俾有餘地以副隨時增加郵務之用揚州郵局遷至市肆中心門面優美之新屋宇內此項舉動實為公眾所歡迎其他各局亦需同此之改良一俟經濟綽有餘裕時當即積極辦理現在徐州添有附郭市肆勢須於南門外增設郵務支局一處以便辦公

上海 是年雖事故紛集為辦公順利之阻撓而上海仍為收效之年所寄各種郵件數目計共七千一百萬有奇較諸前清宣統元年全國郵局所寄郵件為數尚鉅發寄本地投遞之郵件其數加增益多而自信箱信筒等處所收之郵件其數幾至加倍此即可為公眾信任此種合用佐助之明證至於民國七年特創之深夜收攬郵件辦法現仍極為公



衆所歡迎誠以此種辦法可使所收郵件次晨第一次投遞時即能分發查所經辦之包裹實有進步倘非有不利之金融兌換阻撓情形兼之數處繁要內地市面內部紛擾以及抵制某國貨產之影響等等則進步尚能較鉅復查是年六月間雖有上海各商人因政局刺激普通罷工同時且有多數製造廠以及公共機關人員一同拒絕服務而上海郵局方面仍能照常進行毫無阻礙年終結算盈餘較諸民國七年竟增百分之五十六此數之中內地各局及各代辦所實佔三分之一至於教育信差服務其有重大價值者則係是年上海信差添有數種局外特別班級之訓練此項班級鼓令信差堪以自助而其結果並使信差全體程度優良

安徽 已過之十二箇月中雖比較的畧爲安靜然本省仍須記其所分之不幸情事蓋土匪之結夥流行又復蠢動其巢穴則在人跡罕到之區多處地方均出劫案所幸此項記載之內尚無郵局損失之案是年疫症繼續盛行時雖設法抵禦仍屬無效且是年之一大部分因到處不寧以及由此發生恐慌之故所有樞要地方均經施行檢查四月間近距安慶東門之兵營發生意外情事有兵五十名經將附近巨商槍掠後即向南竄逸沿途仍肆劫擄旋有四十名被獲解回省城遂於城外正法五月間抵制之舉乃力爲取締學生起見已有多處地方宣布戒嚴又本區內到處均有瘟疫霍亂以及惡性之流行感冒且此等疫症每一發生均有性命之憂惡性感冒現仍盛行並有戕害生命之勢加以火災則有三次致令損失頗多第一次於四月間本省北部蚌埠發生劇烈火災並因建築家所用材料性質之關係數小時內遂將代表該鎮商業一部分之鋪戶及房屋兩項

每項焚燬六百所估計損失值銀五百萬圓第二次於十月內又在該鎮之別一區域發生火災因風力巨大火燄散佈之急致於極短時間輒將鋪戶一百五十所連同郵局暨鎮守使署全歸一炬且無機會得將等候火車小輪運送之郵件包裹一大部分搶向他處挪移維時被燬之郵件包裹六袋四套但雖有此不利之事而郵務營業即於次日在臨時房屋內恢復辦公其第三次亦於十月內在臨淮關遭遇火災計其結果焚燬房屋五十三所六月間輪船各洋司事及洋司機之員偕同罷工故致輪船交通阻斷三日五六月間天氣驟溽大雨連綿低窪方面咸沒於水七八月間長江水泛遂令已因非常霖雨罹水患者損傷又復有加當此之時夜行郵差則須停班緣該差等除白晝外無法跋涉即在白晝亦祇有該差等熟識之路始能於暫爲水覆之各境地內向前進行故於水災時間不准小輪往來行駛恐其船尾波浪能使堤岸大受損傷八月間盱眙鄰近地方飛蝗壓境禾稼食之一空惟是雖有以上各種災情而郵務營業在各方面均有具體之進步以故是年成績與前十二箇月相較計增盈餘百分之三十云

浙江 是年雖有南北隔閡情形然而浙江郵區多寡仍係處於安靖地位八月間督軍楊善德逝世致有無謂之驚傳嗣由盧公永祥繼任遂得鎮定而其情勢不久即復如常惟是國內各處抵制貨物之激動以及學生之罷課業經流行於浙江尤以杭州寧波温州爲特甚而在較大城邑暨在教育集中之處仍多不穩之感觸且此情形有者經由激烈分子之媒介一併佈散於鄉村遂使各該鄉村現在情形擾攘不定甚至其中不無可傷之處加以虎疫瀉痢之傳染發現於八月之間全省受害之人不可勝計信差感受是病

而死者亦有數名所當記者盜劫之案則有三起郵件均經失遺而在八月之間盜匪槍掠爵溪地方致令村鎮信櫃損失甚鉅民局私走郵件拿獲者十有七次每次全行科以罰金別有信客數名予以特別優益准將彼等郵件裝成總包經由郵局在寧波及寧海寧海及杭州象山及寧波各該兩端往來郵寄其在寧波經將快遞事務重行組織係於此項特別員役內加添信差八名而莫干山夏季開辦之郵局已於冬季十二月十六日停止辦理其在三橋埠開辦信櫃一處並向該處設有郵差郵路一支

福建 上年郵務總論記載福建所遭之不幸是年仍如其舊政局之不靖盜匪之搶劫非但阻礙郵務進行且使人民困苦損失所受極重又况流行之瘟疫以及虎列刺症為患全省竟有數次人民全家喪亡郵局人員受其影響者亦有數名且有四名歿于是症八月間則有劇烈之風災搏擊福建損害甚鉅郵局人員亦莫不受有影響據信生三名代辦人二名之家屬均為此災所戕然而郵務進步縱遭種種挫折是年美滿結果誠為最著一俟時局大定所能希望之成績亦即可以預期發出匯票增加百分之三十二有半於是發出及兌付匯票之數目計有二百五十萬之多所寄之包裹自九萬二千一百件加至十四萬八千二百件而其價目自五十萬元加至一百萬元有奇惟查對於按部就班之最大阻礙即係盜匪搶劫一事雖經官吏奮力剿清數路而兵卒一經撤退立即阻如初據報搶劫之案三十七次因致損失總包郵件者計有十五次之多其中損失最重者則係距水口二十二里茶廠地方之槍案是案損失包裹一百九十五件價值三千餘元是處郵路自六月十四日起至七月三十一日止只得暫為停止比及該路復原以

後所有自水口至延平之運寄即均由兵丁護送另有郵差被截者計有多次但經說明後郵件均經放行惟將郵差衣服剝去甚至所帶途中備給食物之數文錢鈔亦被搜羅一空拐擄之事肆行無忌儼勒索之贖金未能照付則被擄之人必致槍斃而無疑曾有一次盜匪一名囑令郵差代投勒索贖回被擄人之信件六封更有一次盜魁拆開郵件總包查無貴重物件後出其名片給與郵差轉給郵局長俾知拆開郵件責成所在是年修治閩河事務已經開工並望三年之內即可竣事彼時航海輪船應能值由該河開至福州

廣東 本省自年內各項情勢比較前二年更有進步是以郵務進行頗見順利阻斷之事視前較稀郵差遇盜被劫之案顯覺大為減少計遇盜之案上年一百零七起者是年祇有五十五起其中四十一起郵件失遺並有一起公款沉沒郵差被戕者一人被創者七人英德連州連平以及河源等境極為擾亂郵寄代辦所以及村鎮信櫃被搶者二十五處其中十三處之槍案均為解散退伍兵丁所犯而在上年則有五十處鶴山二等郵局被賊偷竊計竊去郵政公款二百四十八元六角八分郵票一百十四元賭博一事不幸向未奉禁省城中生涯極旺之賭館所在皆然是年夏季水災比較尋常為患稍輕郵差郵路遭水阻斷者甚鮮惟有一次狂風大作郵班銜接中斷數日其在瓊州距離一等郵局一百二十碼之火藥局曾有一次轟然爆炸致令該一等郵局損失甚多計有八人傷及生命惟幸郵政員役並未受傷其在廣州本城因有良好進步之市政廳以及警察廳長故一切設施甚有活動之象舊時城牆已經拆毀其原基上現正由受有歐西教育及

經驗之華工程司督造廣闊良好之馬路其寬計由六十英尺至一百英尺之譜工程進行甚為迅速不久城內各處重要之區幾均可以行駛汽車現在已有數輛汽車往來行駛電車工程已亦訂有合同所需必要之機器現正購備郵局方面自必乘其進步之機會特於商務繁盛之區開設郵務支局並於各該郵務支局及管理局開設備自行車之銜接並樹新式信筒以代舊時懸於牆間信箱之用此外又於一處新闢之大馬路上擬建城內郵務支局所需地基曾請本省當局設法襄助已承當局熱心贊助郵政將坐落寬約六十英尺及八十英尺之兩道馬路交角處地基一段以最廉價值半數讓給郵局是以不久將於該地基上建設郵局一所來年並擬於汕頭蓋建一等郵局新房屋一面於三水起築郵局屋宇一所本省雖有民局競爭情事深望民國九年必為郵局極為順利之一年

廣西 是年廣西對於中央政府繼續維持獨立成幫盜匪之活動以及商業之因而冷淡均使郵務發展為之稽遲六月間本地紙幣驟然跌價亦使郵政收入受有影響此緣調撥盈餘款項銀號索取匯費甚重約計十一月六日梧州地方每百元廣西鈔票計兌現小洋八十三元七角而在南寧小洋鈔票之價值每百元係換現小洋八十五元四角九分未幾此項鈔票始稍恢復其價值迨至十二月底梧州每百元可換現銀八十五元六角一分南寧則值現銀八十六元三角九分查是年郵差被盜攔截之案計有四十三起其中實行搶掠者二十一次遺失郵件總包九十八件之多郵船被劫之案只有一大代辦所信櫃之遭搶掠者亦有四次大約以上各案郵差均受箇人損失即係劫去伙食費

或其他物件等等且有兩案郵差為盜所戕另有四次則為所傷地方官吏對於郵務以及郵路頗行注意多數地方均經加以保護並有數次捕獲盜匪供稱與搶劫郵件之案有關均經槍決當四月之末五月初河水甚淺汽機船隻不克行駛於南寧百色之間南寧至龍州船隻須行八日餘之久梧州至南寧一路平常體積之汽機船隻僅能行至貴縣由貴縣至南寧之航務僅通體積最小之汽機船隻傳聞河水昔日從未退至如是之淺是以於若干時內只得設法將郵件由旱道發往百色龍州以及途中各地方等處且有數次郵件純由旱道自貴縣經蘆墟而至南寧所幸後因久雨之故至五月十八日河水開首漲高然因春雨遲慢以至第一次米穀收成不豐米穀之價目空前增漲致使貧寒者流困苦不堪幸而約至八月間米價始行漸跌且第二次之收穫亦頗豐稔然細繹是年各事之結果統計經濟兩端均極滿意蓋是年為本區第二次記有盈餘以代虧絀之年查與上年比較開發匯票增加百分之十二而兌取增加百分之三十八本區所寄之包裹增加百分之四十五郵路增加六十三里且是年為本區第一次克將全區分為段落每段派巡員一名此種巡視地段目前暫分為四應如何修改之處將來時間與經驗兩端自能表示惟望民國九年全區維持定期之巡視且如在所必要並將現在尚未設郵各處闢成郵便交通但關於此層須知本省頗多遼闊地方係為土人所居住彼輩既不諳漢語亦不習漢文

雲南 是年實為雲南商務及經濟交相窘困之秋故本省與他省往來匯兌事務影響頗鉅箇舊廠所產之錫為滇省出口貨物之大宗茲以行情不佳外洋定價低落遂至無從

銷售雲南之對於沿海商場尤以香港為最向居債權者之地位今則竟轉而至於債物者之一方職是之故由雲南府將郵匯往沿海各處者銀行所取之兌換價率逾於常度此則影響於雲南經濟命脈良非淺鮮其結果中之一端即為日需物品之價格非常增加而雲南府郵局將盈餘款項匯至上海計有多次所付當地銀行匯費高至百分之三十至於本省郵務是年乃為進步之一年舉凡上年歲抄之所希望者均經完全實現而其地位現已列於堪以自贖之郵務各區之中所有郵寄之進款共增百分之六十三之譜交寄郵件數目增加三十萬件包裹數目增加一萬件郵差郵路之總共長度增多七百五十里現有郵差郵路增加速度者總計共有一千七百三十里新設郵局四處代辦所九處並有內地郵局三處郵務支局一處遷至更較適宜之地段第以滇省幅員遼闊所居土著人民識見固於一隅故其郵務擴充不克如他省之急速截至是年之底郵務局所數目(村鎮信櫃不在其內)計有二百三十二處以視該省居民平均每四萬人合有郵務局所一處於此則有應行聲明者即係雲南全省居民九百八十萬之中約有三百五十萬係屬各種苗民如羅羅苗夷等類是也此等苗民其惟一之業務但於環村畝畝之中從事稼穡以供彼等日用食物即已滿其所求職是之故彼等對於商業及郵務之便利尙覺毫無意義上年之中盜匪聯羣結夥猖獗異常內地運輸郵件事務大為所擾尤以該省西部為最甚竊徑行劫之案計有三十五起損失郵件甚多元江內地郵局被搶遂致公款亦有損失加以省北一帶亢旱數月致成饑饉維持被災區內之按期郵差班次遂致備歷艱辛顧雨水時期既不似上年之烈於是滇越鐵路阻斷情事已不多見箇壁鐵路已於壁風寒至蒙自一段開始行車但向箇舊廠及臨安之進築工程較為遲

緩該兩處地方何時火車方能達至未易斷言其在法屬東京既以歐戰告終停止檢查郵件於是雲南與口岸各局互換封口郵件事宜是年八月即已恢復再查雲南郵務執事人員時因道途為土匪所擾或有他項困難情形求助於本省官長輒蒙極力助助茲特表而出之以完本論云

貴州 是年就各方面觀之實為貴州歷史上優美之年彼夫政局之騷擾饑饉之蔓延盜匪之充斥又兼貴州廣西交界一帶輕重不等之時疫流行等等均使本省命運艱困而饑饉一項尤為最苦自六月以後即流行於貴州之大多數之地方凡米穀玉粟之價目較諸往年增至百分之四百乃至六百之譜生活程度極為可慮一般下級人民困頓尤甚因其主要食品之價值駕乎彼等力量之上只得勉用茶葉煮粥以代平時之食品其在湘西因情形紛亂之故以致往來鎮遠常德之郵船屢受盜賊攻擊因之損失甚鉅夏間時局直有如是之敝致令所有郵件快班新聞紙班以及重班郵件均捨原有之經商大道改途前往銅仁至十月間郵件快班新聞紙班復歸原道惟郵船班次未能如舊查是年包裹郵班緊要搶案計有四次幸賴地方官之贊助於是向後凡有往來貴陽銅仁運寄進出口之包裹郵班行經四百餘里之危險路線時均由軍隊護送此則誠堪感謝者也倘無督軍之佈置則包裹事務誠恐不克維持他如一切商業概形停頓而盜匪之充斥以及自七月起與各省普通匯兌營業之完全歇止均為極大之事由因而郵局即為能以匯寄小數銀錢之惟一途徑然而歲下半年匯費價率幾至百分之十顯有以上不利情形而郵局收入乃有百分之二十以上之增進可以具報假令是鄉免於盜賊之槍掠則更佳之結果必可收穫云

附表甲 下編 統計

各省各等郵局近二年之比較表

管理局二三等郵局暨郵務支局

中華民國七年

中華民國八年

中華民國七年

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郵務區	北京	直隸	山西	河南	陝西	甘肅	新疆	東三省	山東	四川
管理局二三等郵局暨郵務支局	一九八	一七二	五二	九九	三七	二二	二二	二二六	一〇五	二二七
寄代辦所	五三	一七二	六五	一一〇	四二	三〇	三三	二二五	一三四	一三五
各等地位之局所	八六	八四五	二六二	四八〇	一六八	一〇三	三八	四五二	四六三	五九七
甲乙丙丁戊己庚	八六	七九八	二五二	五三八	一六七	一〇二	三八	四七五	四三九	六三七
甲乙丙丁戊己庚	一九四	一九七	九七	一四二	二	四	四	三五	〇四	八七一
甲乙丙丁戊己庚	二五三	〇一	〇一	七三	七	四二	二	三六	一八	六一
甲乙丙丁戊己庚	二九四	〇二	〇二	四一	一	一	一	二七	一	一
甲乙丙丁戊己庚	六六	二八	三一	九六	六	六	四	一〇	〇七	八一
甲乙丙丁戊己庚	三〇	九六	九八	七四	六	四	四	三五	三一	九一
甲乙丙丁戊己庚	六八	九一	一一	七二	五	三	三	五八	四一	九一
甲乙丙丁戊己庚	八三	八三	一一	四二	五	三	三	四六	一七	八七
甲乙丙丁戊己庚	三五	九三	三三	七五	五	三	三	三九	一〇	二〇
甲乙丙丁戊己庚	三一	九六	三三	九六	五	三	三	四六	一七	八七
甲乙丙丁戊己庚	三一	九六	三三	九六	五	三	三	四六	一七	八七
甲乙丙丁戊己庚	三一	九六	三三	九六	五	三	三	四六	一七	八七

局寄收函包郵務  
局金儲政郵

局之益利運通機汽給准要包內國於保  
局通信聯保

局件郵遞快丁  
局運通機汽

局兌匯類甲乙  
局兌匯類甲乙

局函包價物收代及款保  
局兌匯類特

湖 北	湖 南	江 西	江 蘇	上 海	安 徽	浙 江	福 建	廣 東	廣 西	雲 南	貴 州	統 共
九三	五七	九二	九八	六三	九二	八〇	七五	一三二	三一	四二	三〇	一七六三
一一五	五八	九二	一〇七	六四	九九	八三	七五	一四二	三一	四六	三一	一九三二
三三二	三三八	四二七	三八五	三六	四六七	三二七	三三四	九四四	二四一	一八二	一九三	七六〇四
三三三	三四八	四六四	三九二	四二	四七四	三三六	三三七	九四七	二四一	一八六	一九八	七八三〇
〇三二	二二一	一一一	七四九	五二四	二二九	六三二	六四一	七六四	四一三	八一	二	〇九五二
五二二	五二二	三三七	三三〇	〇四一	八〇四	六〇六	二二二	八四三	八〇二	六三	七六二	二三四六
二二二	四八七	三三〇	三三〇	三三〇	三三〇	三三〇	三三〇	三三〇	三三〇	三三〇	三三〇	二九四六
七五	五二	四二	九八	五三	四三	八六	三五	二二	二四	三一	三三	七九八
三三二	三三二	三三二	〇五四	六八	二二	六三	六五	七六	四三	八一	八一	四二六三
九三	五三	三三	四三	九一	四一	五四	二二	一五	一五	六六	七五	四二四三
二二五	九〇	三三	四一	三三	三三	三三	三三	三三	三三	三三	三三	四八七六
七五	二二	四二	九八	五三	四三	八六	三五	二二	二四	三一	三三	八七六二
三〇	一八	三三	四一	三三	三三	三三	三三	三三	三三	三三	三三	二八二九
一八	二	三三	四一	三三	三三	三三	三三	三三	三三	三三	三三	三〇一九

局寄收函包郵務  
局金儲政郵

局之益利運通機汽給准要包內國於保  
局通信聯保

附表乙

中華民國八年各局郵務情形表

郵務區 接收 交寄 轉發 共 件 就地投

北京	三八七,二六七.五〇	一七,四七九.五六	二〇,九三四.〇〇	七,〇六八.一六	一四,六四六.〇〇
直隸	六二,三九四.〇三	二五八,〇八三.九〇	三,六二二.九〇	一,九五六,九六四.二	九,〇三〇.〇〇
山西	二二八,九三〇.四〇	五,六四〇.五一	七,四二八.六八	二,四九八,二〇三.五	一,六一〇.〇〇
河南	二六三,二八七.七〇	一,二四八,五六.二	一,三五八,二七.〇	五,一五三,九三.九	一,五〇六.〇〇
陝西	九〇,九九六.〇〇	三,四五一.九〇	四,二六七.〇〇	一,六八,七六.〇〇	一,七七〇.〇〇
甘肅	二六九,八八.〇〇	一,四二五.六〇	一,六一三.〇〇	五,二八五.七〇	三三〇.〇〇
新疆	七,九四七.〇〇	五,二二〇.〇〇	二,五七五.〇〇	一,五七三.四〇	三〇.〇〇
東三省	五七,三四九.七九	三〇,七六三.八四	二,九〇二.二〇	一,一六四,二八三.六	二,七五九.〇〇
山東	三五〇,七五.四〇	一,六七四,二七.三	二,八五二.〇〇	七,三三四.〇三	一,二四〇.〇〇
四川	三二二,二三〇.〇〇	一八,九九八.〇〇	一,三八四.八〇	六,八〇六.九〇	四,二一九.〇〇
湖北	三一五,八九六.九一	一五,一五八.九〇	一,四五五.六七	六,三五三.八一	一〇,一一一.〇〇
湖南	一七,三四八.五四	八,六六二.七七	七,五八一.一〇	三,六一,五九.三	一,二七五.〇〇
江西	二〇五,八四七.八二	八,八一〇.五〇	二,六七.九〇	四,一三七.三二	九,九五〇.〇〇
江蘇	五〇,四三八.五〇	二八,一九三五.六	二,二〇八.〇〇	一〇,四七,二〇.六	八,一三〇.〇〇
上海	四六,五六八.九九	七,三七六.八九	一,八六七.九〇	一,三〇八,三二.〇	五,五六八.〇〇
安徽	一九八,六八一.八三	九,四二八.五六	八,五一九.四一	三,七八三,四一.五	四,六三〇.〇〇
浙江	三〇〇,〇一四.三〇	一,七七七,六四.八〇	一,三三三.三〇	六,〇〇〇,七三.三	五,六六九.〇〇
福建	一六八,九七七.三〇	八,五八六.七九	九〇〇,二八.〇〇	三,四九九,九三.七	一,八八八.〇〇
廣東	四六八,一八六.九〇	三,四三六,九一.四七	二,四九七.二〇	一〇,六一五,三二.六	三,一五二.九〇
廣西	六四九,二九四.三〇	三〇〇,二〇四.一〇	三,三九五.八〇	一,二八九,〇七.八四	一,四六〇.〇〇
雲南	四九五,六二五.五〇	二,六三五.八〇	二,四三三.四〇	一〇〇,二六四.一一	二,四三〇.〇〇
貴州	三三八,四四五.〇〇	一,七三六.九〇	一,七五七.八〇	六,八七九.二〇	四,五四〇.〇〇
統共	五,七二三,〇五三.七	三,〇九九,二九九.二	二,七三三,九九.九〇	一,一八四,四九三.四	一,四八三,三二.〇〇

送之件

其他郵件 數 包 裹轉發者 在內

民扇封包信函 匯兌銀鈔 圓銀發

送之件	一九〇,六〇〇.〇〇	二,一九二.六〇	五〇,四三五.一〇	一,二九二.六〇	七,二九一.〇〇
其他郵件	一五,一三〇.〇〇	一,六九五.〇〇	五,五八六.三〇	一〇,七五三.〇〇	二,七五三.〇〇
數	六八七.〇〇	四,二七八.三	一八,二〇六.九九	七〇.〇〇	一,二四〇.〇〇
包	二〇〇.〇〇	四,二七八.三	一八,二〇六.九九	七〇.〇〇	一,二四〇.〇〇
裹轉發者	一九〇,六〇〇.〇〇	二,一九二.六〇	五〇,四三五.一〇	一,二九二.六〇	七,二九一.〇〇
在內	一五,一三〇.〇〇	一,六九五.〇〇	五,五八六.三〇	一〇,七五三.〇〇	二,七五三.〇〇
民扇封包信函	七,二九一.〇〇	一,二九二.六〇	五〇,四三五.一〇	一,二九二.六〇	七,二九一.〇〇
匯兌銀鈔	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇
圓銀發	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇	一,二九二.六〇

附表丙

中華民國八年各處信櫃信箱信筒經過寄件數目表

郵務區	信函	他項郵件	共
北京	四五六七六〇〇	三八九四〇〇	五九五七〇〇〇
直隸	二六一九九〇〇	六一九六〇〇	三三三,九五〇〇
山西	二〇九五〇〇	一四〇〇〇	二二三,五〇〇
河南	一七七,五二〇〇	二八,二九〇〇	二〇五,八一〇〇
陝西	三三九五〇〇	四,八四〇〇	三八,七九〇〇
甘肅	八二五〇〇	三〇〇	八,二八〇〇
新疆	九五〇〇		九五〇〇
東三省	四一七七九〇〇	四六七八〇〇	四六四,五七〇〇
山東	一四七,一四〇〇	七,五四〇〇	一五四,六八〇〇
四川	一〇八,三六〇〇	一七,三七〇〇	一二五,七三〇〇

湖北	二九二四二〇〇	三六七五〇〇	三二九,一七〇〇
湖南	一六一,二四〇〇	二一七四〇〇	一八二,九八〇〇
江西	六八四六〇〇	二六,四七〇〇	九四,九三〇〇
江蘇	四九五,一七〇〇	二二二,二一〇〇	七一六,三八〇〇
上海	一六八,三七三〇〇	二六六,八七〇〇	九五〇,六〇〇〇
安徽	一一二,四八〇〇	六,四八〇〇	一一八,九六〇〇
浙江	二七六,九六〇〇	一六六,一三〇〇	四四三,〇九〇〇
福建	一一九,三六〇〇	一〇三,二〇〇	一二九,六八〇〇
廣東	一一〇,八一五〇〇	四六,五一〇〇	一一五,四六六〇〇
廣西	三八四,一〇〇	一六,〇〇〇	四〇〇,一〇〇
雲南	一四八,四〇〇	四,四〇〇	一五,二八〇〇
貴州	一三三,三〇〇	四,〇六〇〇	一七,三九〇〇
統共	六〇一八,二二〇〇	一一一五,七三〇〇	七一三三,九四〇〇

附表丁

中華民國八年快遞郵件數目表

郵務區	接收	交寄
北京	五六〇四〇〇	三七六八〇〇
直隸	一〇二九一〇〇	三九六六〇〇
山西	二〇五七〇	一九二二〇
河南	一一〇四〇〇	一四七三〇〇
陝西	三六七〇〇	二五二〇〇
甘肅	五〇〇〇	四〇〇〇
新疆		
東三省	二三二六〇〇	二四八八〇〇
山東	一八五七〇〇	一三三七〇〇
四川	二六一二〇〇	二五一七〇〇

湖北	二二七六〇〇	二二〇九〇〇
湖南	九二五〇〇	八〇二〇〇
江西	一三三二〇〇	一二七二〇〇
江蘇	八九五〇〇〇	八八四八〇〇
上海	七〇五二〇〇	九八三六〇〇
安徽	一五三二九〇	一七三三〇〇
浙江	三二五六〇〇	三七三一〇〇
福建	五七三〇〇	四五〇〇〇
廣東	五六六〇〇	五三一〇〇
廣西	一〇九五〇	七三五〇
雲南	二二三〇〇	一一九〇〇
貴州	二二六九〇〇	二二一九〇〇
統共	五一六七九一〇	四五八九一七〇



附表 戊

中華民國五年至八年交寄保險信函數目比較表

郵務區	中華民國五年		中華民國六年		中華民國七年		中華民國八年	
	件數	保險圓數	件數	保險圓數	件數	保險圓數	件數	保險圓數
北京	一〇八五八	五四九六二七	一〇五六二	六九九〇九四	九〇三三	九〇七四〇八	四三五六	二〇五三四四
直隸	一〇八五八	五四九六二七	一〇五六二	六九九〇九四	九〇三三	九〇七四〇八	三三三九	一一九五六三
山西	六九一	三,一九〇〇	九六	五五三一	四四	二六四五	三一	一四九七
河南	二九四九	一七,〇九九一	一四八六	一〇,七一一〇	五二六	二二,六四五	三六二	一八〇三三
陝西								
甘肅								
新疆								
東三省	七五九八	二九,三七七一	五五三六	四四,一九八八	五二〇六	五一,五二六〇	四三八四	三五,一七七
山東	一八八五	八,二五七〇	一四七五	七,〇五一〇	一〇五六	五,一五八二	九七三	五,〇〇七九
四川								
湖北	一七一七	八,三二二七	一五五二	七,八一五二	一二五七	五,一三七八	一〇九〇	五,一四九九
湖南								
江西	一〇七六	四,九五二一	四九九	一,三三〇	二七二	六,五二四	一五〇	三,六五〇
江蘇	一二九五	六,五八七〇	一一四九	五,五一八三	一〇五三	五,六四五四	六五六	四,一八六
上海	二九〇九	一四,〇九七七	三〇六四	二八,三六九四	三〇四二	三六,七三一四	二九二九	三八,六二五五
安徽	一三〇	四四八六	八七	五一九三	七二	四三七〇	六一	四二二九
浙江	一〇〇七	三,三四七三	六九四	二,七三二二	七四七	三,五二六四	四八〇	二,一七〇九
福建	一六八一	七,八〇五七	一四六七	七,六六〇六	一一三三	七,四九七五	九九〇	六,七〇四九
廣東	二二一三	九,六三八三	四四七〇	二六,八一三二	五二一八	三二,二九二五	五六四七	四〇,一一七七
廣西								
雲南			三	一五〇	三	五二五	六	九三〇
貴州								
統共	三,五九〇九	一六八,〇七五三	三二,二四〇	一一二,五六八五	二八,七七八	二四二,〇〇九	二,五六七二	一七五,一五三六

附表己

中華民國八年保險包裹數目表

郵務區	接 收			交 寄			轉 發		
	件 數	保險圓數	公斤(基羅)重量	件 數	保險圓數	公斤(基羅)重量	件 數	保險圓數	公斤(基羅)重量
北 京	二,〇四九〇	一四八,一九六〇	一二,二一九〇	二二〇〇	一〇,五五〇〇	六五八〇	三八〇〇	二三,一〇〇〇	一,八一〇〇
直 隸	二,〇四〇〇	一九三,三三〇〇	一二,七七〇〇	二二〇〇〇	一二,四三〇〇	一二,三三〇〇	八四〇〇	八八,四三〇〇	四,九四〇〇
山 西	二七六〇	一一三,三〇〇〇	一四,五三〇〇	三〇	五六〇	七〇			
河 南	五九〇〇	二八,〇六〇〇	三三,六〇〇	一九六	七,二二〇	六八四	一一〇〇	五,二六九〇	五八七〇
陝 西									
甘 肅									
新 疆									
東三省	四,七六〇〇	三三三,三三〇〇	二二,七八〇〇	三四〇〇	一六,四四〇〇	一,三四〇〇	二,二四〇〇	二二,八六二〇〇	一〇,九九〇〇
山 東	三三〇〇	二〇,四八〇〇	一四,六〇〇	一九〇〇	二二,二七〇〇	九九〇〇	一一〇〇	五九,二〇〇	三,七〇〇
四 川	四三〇〇	一九,〇三〇〇	三七,五〇〇	二二〇〇	五,六八〇〇	一四,五〇〇	一〇〇	四,一〇〇	四〇〇

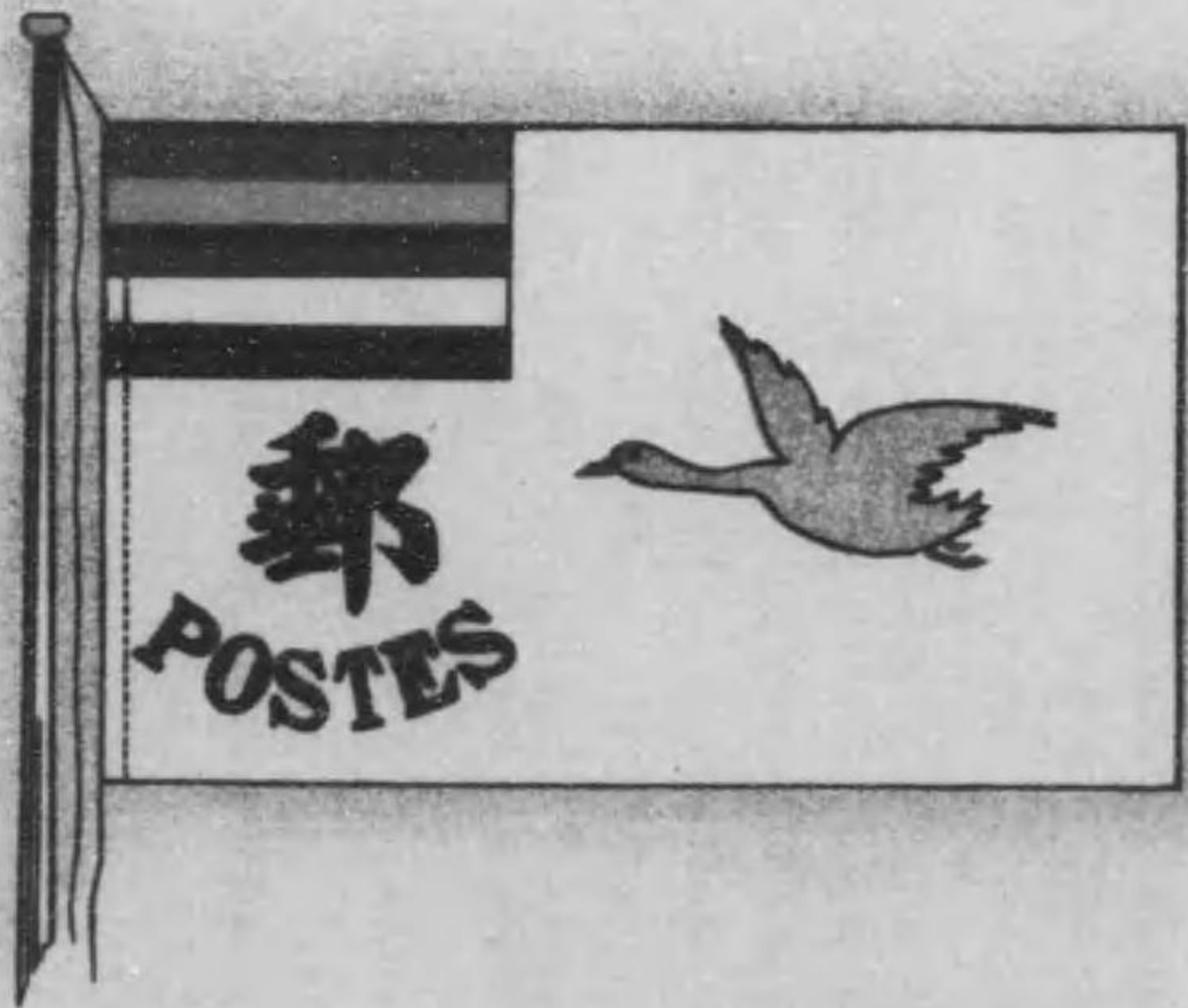
湖 北	二二,四〇〇	一三九,九五五五	一六,七三九	一〇二六	四八,九六五	二二〇二	三二二六	一九,九〇七三	一,七三六三
湖 南	二〇,二〇〇	一一〇,一一〇〇	一三,三九一八	三二〇	六五〇〇	四五〇	四三〇〇	一九,二四〇〇	三,〇五八一
江 西	一,一三〇〇	三七,二三〇〇	五,二六〇〇	九〇〇	一三,〇〇〇	二九〇〇	五二〇〇	一四,三〇〇〇	二,三七〇〇
江 蘇	一,三九〇〇	六二,一一〇〇	九,四八〇〇	五,〇四〇〇	三六三,二八〇〇	三九,七六〇〇	七六〇〇	三八,〇〇〇	五,二五〇〇
上 海	三五八〇〇	一九九,二〇〇七	一六,三七〇〇	五,二七〇〇	三五三,三三九八	三二,二七〇〇	三,三三〇〇	一六六,八四六六	一五,四四〇〇
安 徽	二二〇〇	一一〇,八〇〇	一〇,一〇〇				五〇〇	二四,二〇〇	一六〇〇
浙 江	一,七二五〇	一五八,六五〇〇	七,六二〇〇	一一,二〇〇	五九,四三〇〇	九,四九〇〇	四五〇	一一,二二〇〇	一,三三五〇
福 建	八五〇〇	二九,九六〇〇	四,二六〇〇	一一〇〇	一一,一九〇〇	一九〇〇	四三〇〇	一一,二六〇〇	一,七四〇〇
廣 東	七八〇〇	五〇,五八〇〇	五,九一〇〇	七七〇〇	四四,五一〇〇	五,五三〇〇	一四〇〇	七,一五〇〇	八四〇〇
廣 西	一〇二〇	七,二二〇〇	六二〇〇	二〇	一四〇〇	五〇	二〇〇	一〇,六五〇	八〇〇
雲 南	一,五三〇〇	一〇二,八八〇〇	一三,五三〇〇	四〇〇	七,九九〇〇	一六〇〇	二〇〇	一八,五〇〇	一,一〇〇
貴 州									
統 共	二六〇,四二〇	一六五一,七二二二	一八六,六〇七七	一三,八〇九二九	三,八七四三九	三,七〇三六	九,七四七六	五三,五〇〇	七九,四九,六五六四

附表庚

本年內幾經艱難審慎以期獲一中國戶口概括數目此項舉動僅能求助於各省地方官所幸大都樂為辦理茲將所得結果開列於後其數目雖不能視為確切亦可為最相近之數目觀表尾所註則見所列有限未能將邊遠區域完全記入

北京	四〇一,四六一九	湖南	二八四四,三二七九
直隸	三〇一七,二〇九二	江西	二四四六,六八〇〇
山西	一,〇八,〇八二七	江蘇	二,八二三,五八六四
河南	三〇八三,一九〇九	上海	五五五,〇二〇〇
陝西	九四六,五五五八	安徽	一九八三,二六六五
甘肅	五九二,七九九七	浙江	二,二〇四,三三〇〇
新疆	二五一,九五七九	福建	一,三一五,七七九一
東三省	一,三七〇,一八一九	廣東	三,七一六,七七〇一
山東	三,〇八〇,三三四五	廣西	一,二二五,八三三五
四川	四,九七八,二八一〇	雲南	九八三,九一八〇
湖北	二,七一一,七二四四	貴州	一一二一,六四〇〇
統 共 四,二七六,七九二,一四			

未能列入以上數目之內者因無根據可考計有  
甲 京兆區域之一縣及蒙古  
乙 東三省所屬三縣  
丙 西藏

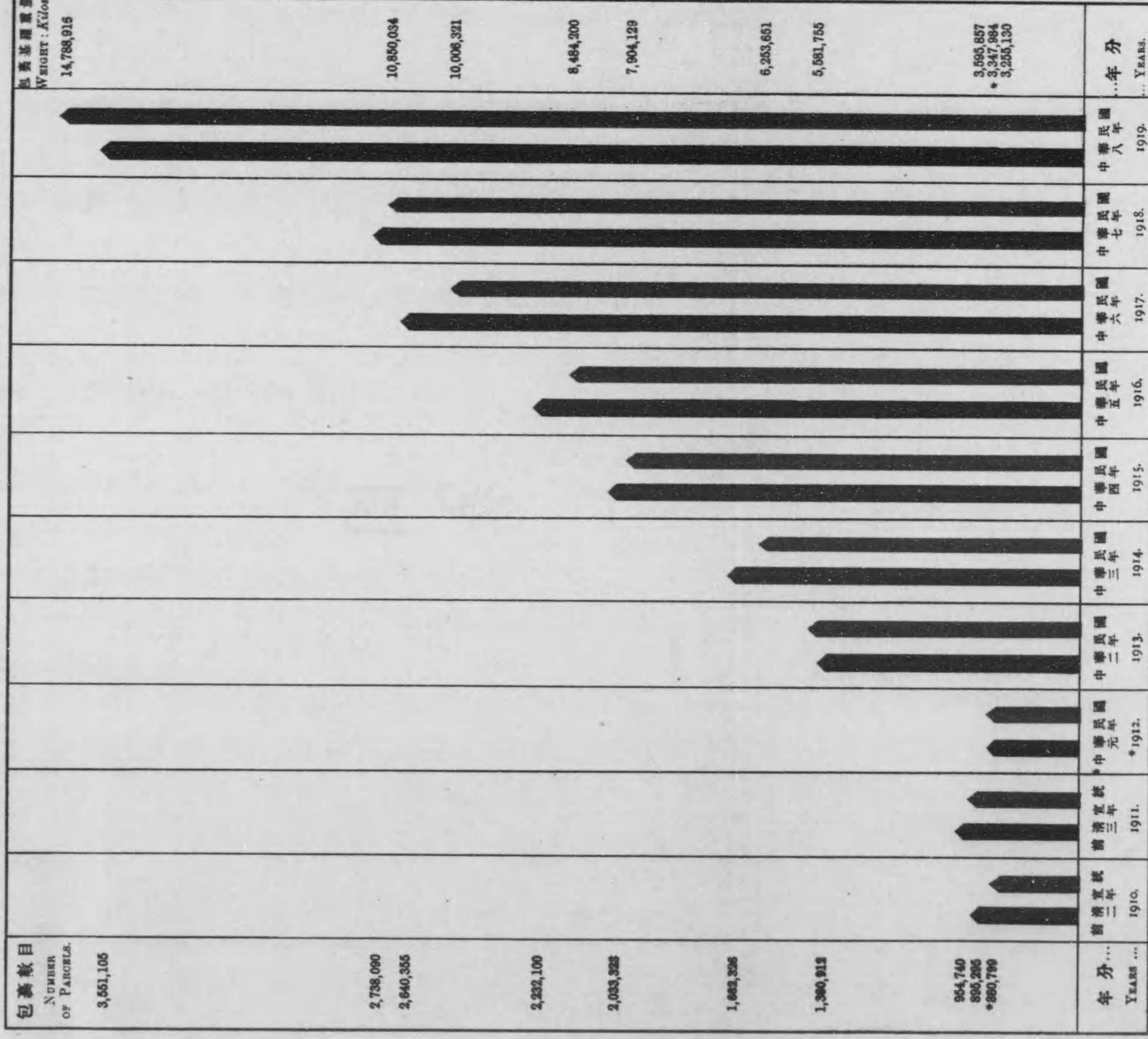


圖表

# 包裹營業數目暨重量之圖表

(自前清宣統二年起至中華民國八年止)

DIAGRAM SHOWING VOLUME OF PARCEL TRADE DURING THE YEARS 1910-1919.



\* 中華民國元年數目祇係十箇半月之數

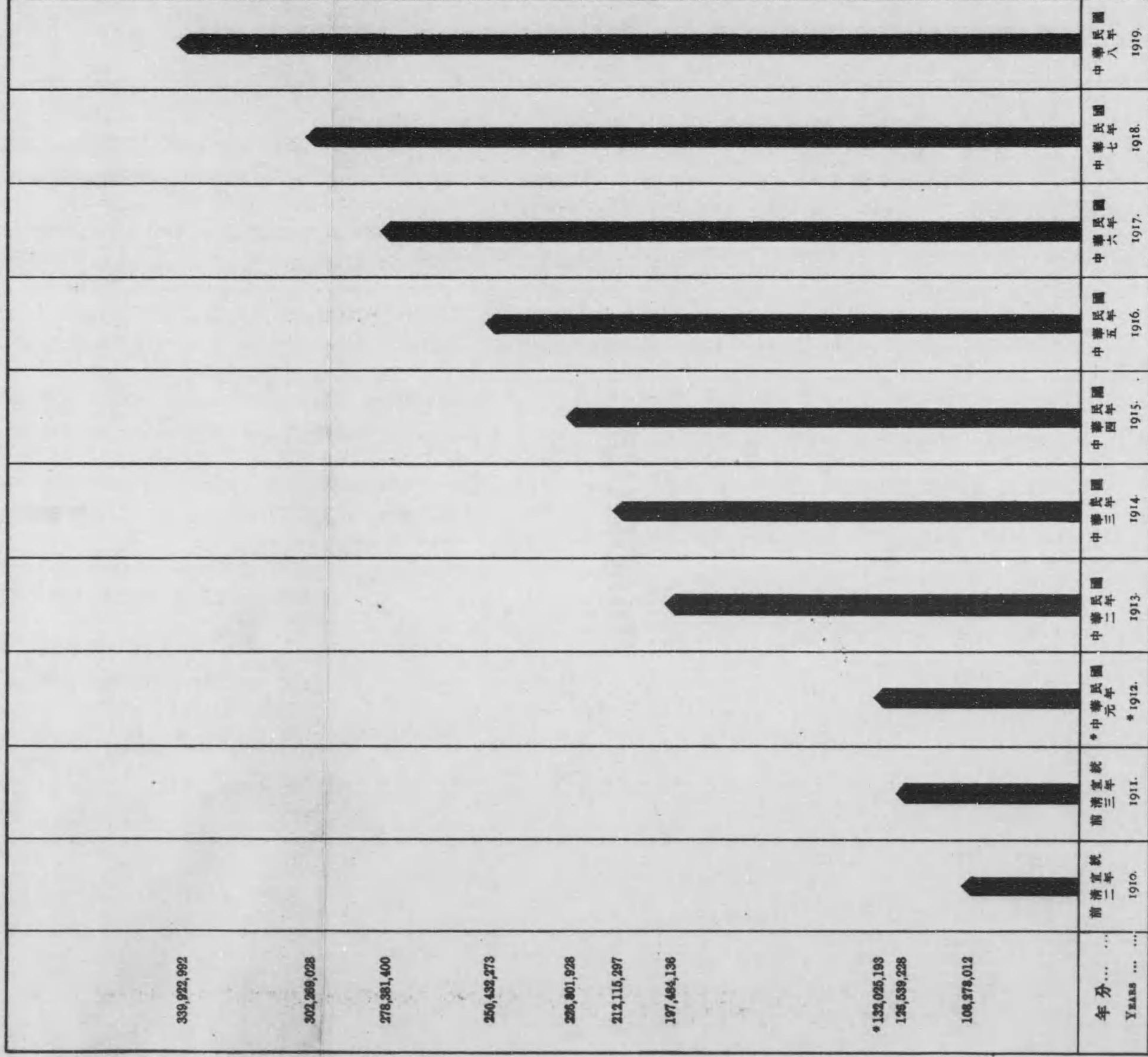
\* The figures for 1912 cover only 10½ months.

DIAGRAMS.

# 交寄郵件數目增加之圖表

(自前清宣統二年起至中華民國八年止)

DIAGRAM SHOWING INCREASE IN AMOUNT OF MAIL MATTER POSTED DURING THE YEARS 1910-1919.



\* 中華民國元年數目祇係十箇半月之數

\* The figures for 1912 cover only 10½ months.

CHINA.

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DIRECTORATE GENERAL OF POSTS.

II.—PUBLIC SERIES: No. 2.

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FOR THE

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(ENGLISH AND CHINESE TEXTS.)

SIXTEENTH ISSUE.

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AND SOLD BY

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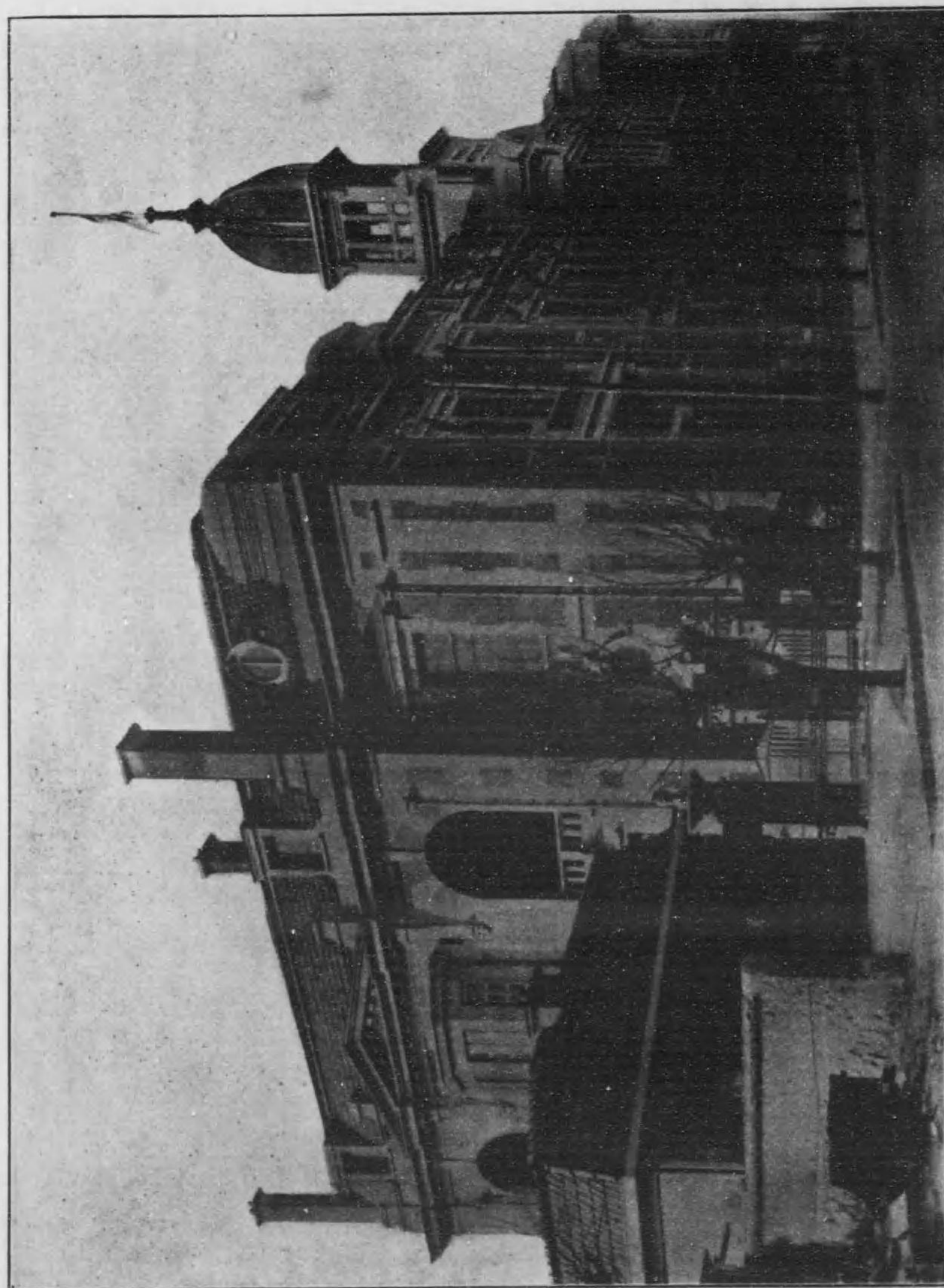
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CHINA  
 REPORT ON THE WORKING  
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 EIGHTH YEAR OF THE REPUBLIC

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青島郵政總局

TSINAN HEAD OFFICE.

## REPORT ON THE WORKING OF THE CHINESE POST OFFICE

FOR THE EIGHTH YEAR OF CHUNG-HUA MIN-KUO (1919).

### Part I.

#### GENERAL.

THE field of Postal enterprise, in the year just ended, has been extensive and varied. The interests of the Service have flourished, its responsibilities been increased. Although the formal state of civil war is at an end and, throughout the working year, there has been peace of a kind because *pourparlers* have been carried on in the hope of complete accord, the labours of the men of goodwill have not yet been able to extract the semblance of a settled order. Certain provinces which are dependent for their prosperity, and even for their sustenance, on the kindly fruits of the earth have suffered from disastrous floods or equally disastrous drought; in nearly all, banditry has had a good year.

Articles of mail matter posted in 1919 totalled 340 millions, an advance of  $37\frac{1}{2}$  millions on last year's figures. In only one of the Post Office's many spheres of activity are there signs of any contraction of business, and in this case—that of insured letters—the successful competitors are members of the Post Office household. The celerity, certainty, and security of the ordinary domestic letter and parcel mails seem to have won the public confidence to such an extent that insurance is now less frequently demanded, while the increase in the number of registers and the cheapness of the money order fees account for the decrease in the number of those insured letters which formerly used to enclose bank-notes.

Ameliorations enterprised and taken in hand during the year have been directed towards securing greater frequency, promptness, and accuracy in the delivery of mails, and towards enlarging the areas of distribution and collection of mail matter. For the latter purpose, rural delivery and collection circuits have been inaugurated or extended, with results that are welcome to the outlying villages served and to the Administration. In many respects, rural delivery is the most momentous and significant of all recent public efforts to promote the general welfare.

Another improvement deserving of mention has been the adoption of the system of steamer subsidies. As might be expected of a great institution which originated on a very small scale and developed rapidly upon the same general lines, its operations in course of time became barnacled with many sacred but unpractical precedents and methods. Especially has this been the case in its arrangements for steamer-carried mails. During the past year new and direct contractual relations have been entered into with the various lines of steamers carrying coastwise and riverine mails, so that the amounts paid for transport are in proportion to the weights of mails carried.

The *min-chü*, or commercial letter companies, are still very active in some districts and show a wonderful tenacity of life. It must be only a matter of time, however, before institutions conducted on the principle of competition for private gain go down before that which is broad-based on the principle of co-operation for the national welfare.

Of far-reaching benefit to the Service and the staff has been the introduction of the Guarantee and Provident Fund to which the Ministry has lent its *imprimatur*. Its object is the gradual introduction of self-responsibility by personal cash security augmented annually by a proportional contribution from the working profits of the Administration. It will tend to safeguard the Service against possible irregular acts of employes while at the same time making provision for honest servants who, through illness, are unable to work; for others who retire on reaching the age limit; and for the families of those who die in the course of their duties.

On the whole, the year has been one of great initiatives and notable achievements, and the policy of returning the Postal revenue to the people in the form of extended and improved services has received its justification. For the time of emergency—of war within and without the country—the Postal Service has been, in general, prepared; for the period of emergence that is now following she is progressively fitting herself by increasing and developing the network of communications which will promote social and commercial intercourse, sympathy, and mutual understanding—internally between all parts of the country, and externally with lands overseas.

### EQUIPMENT.

Five motor-lorries were added to the fleet during the year: two at Shanghai, two at Hankow, and one at Peking.

In July the steam-launch *Yüting* was transferred to Hankow from Shanghai, which was supplied with a new one, the *Hungfei*, and a fast shallow-draught motor-boat was added to the Service fleet at Foochow.

The manufacture of reinforced-concrete pillar-boxes has made good progress both at the Postal Supply Department, Shanghai, and at Peking. These pillar-boxes are in two styles—models *A* and *B*—adapted respectively to the needs of busy centres and of small places and railway platforms. Safes have been made in large quantities, especially to suit postal requirements, and have been distributed to the larger inland Offices. Establishments all over the country are being progressively supplied with these new safes.

In connexion with the Peking Head Office there is now a shop where mechanical repairs to Postal motor-trucks and cycles are effected, and where the remaking of motor-car radiators and pumpaxles and the cutting of gears have been undertaken successfully.

**Postal Atlas.**—The month of June saw the issue of the second edition of the Postal Atlas of China. The first edition was published, exclusively for the use of the Postal Service, so long ago as 1908. The intervening years having fostered large developments and rendered the first edition of the Atlas obsolete, the new one has been prepared and provides sufficiently trustworthy data to render possible a proper estimate of the present standard of postal development.

**Postal Flag.**—The importance to the Administration of a distinctive Postal flag, serving to ensure the free and expeditious passage of mails in transit and affording them additional protection, has long been appreciated, but the settlement of its design was deferred until China became a member of the Postal Union. A Presidential Mandate issued on the 7th day, 2nd month, 8th year, Min-kuo—7th February 1919—approved and officialised the design submitted to the Ministry. The new Postal flag comprises a national flag, a “飛鴻” (flying wild goose—

emblem of the posts), the character “郵” and the word “POSTES.” (In ancient times “鴻” are said to have been used for the conveyance of interprovincial correspondence, the letters being attached to their feet.)

An illustration of the design is attached to this Report (see page 42).

## STATISTICS OF MAIL MATTER AND PARCELS.

### (a.) MAIL MATTER.

#### COMPARATIVE TABLE SHOWING MAIL MATTER POSTED.

ARTICLES.	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Ordinary.....	230,335,420	256,275,250	277,137,500	311,237,300
Registered.....	16,978,400	18,488,600	21,112,200	24,070,850
Express.....	3,082,544	3,585,320	3,990,550	4,589,170
Insured.....	35,909	32,140	28,778	25,672
<b>TOTAL.....</b>	<b>250,432,273</b>	<b>278,381,400</b>	<b>302,269,028</b>	<b>339,922,992</b>

The grand total of mail matter posted amounts to approximately 340 millions and shows an increase of 37½ million articles over the figures of 1918, which, in turn, were 24 millions above those of 1917. The improvement is thus appreciable. Of the above increase of 37½ millions, ordinary articles account for 34 millions and show an advance of 12 per cent.; registers for 3 millions, showing an advance of 14 per cent.; and express articles for half a million, an advance of 15 per cent. A decline in the number of insured letters has again to be recorded, but that is a result not to be greatly deplored. While that category of mail matter shows a tendency to decrease, it is a cause for gratification that the returns from every Postal district, without exception, show increases, in some cases very marked, of all other categories of mail matter posted as compared with 1918. The districts which contributed most conspicuously to these increases were: Shanghai, with 14,000,000 more than last year; and Szechwan and Shantung, each with 4,000,000 more. Of the total increase of articles of all categories posted, letters contributed 23 millions—an increase similar to that of last year; postcards 4 millions, as against 1 million last year; newspapers and printed matter 9 millions; and other articles 1½ millions.

**The Town Post System** (articles posted for local delivery).—As in the past, this service continues to be much patronised by the public and shows an increase of some 2 million articles over the number for 1918. The figures for the last four years are given hereunder:—

—	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Articles posted for local delivery	17,197,900	18,148,400	18,949,000	20,928,000

The extent to which the public has availed itself of the various subsidiary posting agencies in the larger cities is shown below, the increase this year being 8½ millions, or 13 per cent.

## ARTICLES COLLECTED FROM LETTER-BOXES, BOX-OFFICES, AND PILLAR-BOXES.

5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
46,419,400	55,739,000	62,848,500	71,339,400

**Native Clubbed Mails.**—A small increase in the weight of *min-chü* clubbed mails posted for transmission has again to be recorded, but once more it has to be pointed out that the volume of *min-chü* mails handed to the Post Office for transmission does not represent all the mail matter which these native letter hongs collect from the public, as is shown by the frequent seizure of *min-chü* smuggled articles. Those seized during 1919 amounted to 8,040. The number of *min-chü* registered at the Post Office at the close of the year was 447, as against 455 last year. The volume of *min-chü* trade passing through the Post Office is given hereunder:—

## NATIVE CLUBBED MAILS POSTED.

	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Number of packages . . . . .	155,417	161,464	156,668	163,812
Number of letters contained in above packages . . . . .	2,624,301	2,730,244	2,559,314	2,903,352
Weight: kilos . . . . .	20,808	21,388	21,537	23,294

## (b.) PARCELS.

## TABLE SHOWING PARCELS POSTED.

	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Number . . . . .	2,232,100	2,640,355	2,738,090	3,551,105
Weight: kilos . . . . .	8,484,200	10,006,321	10,850,034	14,788,916
Value: \$ . . . . .	29,282,300	34,893,500	40,109,700	54,602,207

**Parcels.**—The Annual Report for 1918 recorded an increase of parcels posted of only 100,000 in number and ½ of a million kilos in weight over the figures of 1917. It is therefore particularly gratifying to be able to record for the year under review a substantial increase both in number, 813,000, and in weight, 4 million kilos. As in the case of mail matter, Shanghai is the largest contributor to this increase with 1,276,200 kilos; Szechwan follows with an increase of 724,700 kilos. While these two districts stand out prominently, others have contributed

their quota, and it is a pleasure to notice the existence of a new factor which has made itself felt in connexion with the postal parcel trade this year; this is the sudden and comparatively large increase of parcels from Kansu and Shensi, indicating an increasing confidence in the Postal Service in these remote provinces. The increase of 724,700 kilos of parcels posted in Szechwan during 1919 is particularly noticeable, since the district showed a decrease of 700 kilos in 1918 as compared with 1917. The improvement cannot be credited to more peaceful conditions, for the nefarious activities of brigands have continued to impede safe transport and hamper trade. The export parcel trade in Manchuria has suffered a severe set-back during the year, there being a deficit of 110,300 kilos on the figures of 1918; this is due in great measure to the cessation of parcels from Russia (through Manchouli) to places in China. The total number of parcels posted throughout the country was 3,551,105, as against 2,738,090 in the previous year; the declared value was \$54,602,207, as against \$40,109,700, an increase of \$14,492,507; and the weight was 14,788,916 kilos, as against 10,850,034 kilos.

The increase in parcels posted applies to all three classes of parcels—ordinary, insured, and C.O.D.—as will be seen from the comparative table for 1918 and 1919:—

	ORDINARY.			INSURED.			C.O.D.		
	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.
		\$	Kilos.		\$	Kilos.		\$	Kilos.
1919 . . .	3,371,410	45,141,373	13,795,552	138,092	9,038,743	937,036	41,603	422,091	56,328
1918 . . .	2,601,100	32,023,800	9,936,300	120,770	7,929,800	894,300	16,220	156,100	19,434
Increase	770,310	13,117,573	3,859,252	17,322	1,008,943	42,736	25,383	265,991	36,894

For further information *re* "Trade Charge (C.O.D.) Parcels," see below.

## BUILDINGS AND LAND.

## (a.) Buildings.

**PEKING.**—The enlargement of the Directorate General building referred to in last year's Report was completed. Three sites were purchased in the Nanchihtze, Liulichang, and Kanshihchiaio sections of Peking City, and the buildings thereon adapted to serve as Sub-Offices. A new building was also purchased and altered to serve as the Director General's residence. The contract for the erection of the new Peking District Head Office in the Hu Pu Chieh was signed late in the year, and foundations were prepared.

**CHIHLI.**—The purchase of the commodious premises at Tientsin, built in 1915 by the Maritime Customs and rented to the Post Office, was effected during the year. A modern semi-foreign building standing on 2 *mou* of land on the Tungmalu has also been acquired and, after extensive alterations, now functions as the principal city Sub-Office. It is most conveniently situated in the business section of the city, and consequently does a thriving parcel business. A residence for the Postal Commissioner was purchased in December.

**HONAN.**—The site and building rented by the Post Office at the Kikungshan Summer Resort, together with the adjoining plot, have been purchased. The Post Office built only a few years ago at the busy railway junction of Chengchow having been found too small to deal with the increasing postal business, it has been enlarged and reconstructed on lines that make for economy and expedition in the handling of mails. The contract for the erection of a new District Head Office and two staff residences at Kaifeng has been signed, and work will commence in the spring of 1920.

**MANCHURIA.**—At Chichienho, on the southern bank of the Amur River, a small plot of land was acquired from the Government, and a Post Office has been erected thereon. In order to cope with the growing postal business at Tsenkinchai, a busy mining centre, a modern Post Office was erected on the site previously purchased. The outbuildings of the new main Office at Harbin have been completed and are temporarily used as a Sub-Office. The construction of the main building is now under consideration.

**SHANTUNG.**—The District Head Office and staff residences to which reference was made in the previous Report were duly completed; the former building was officially opened on the 2nd February 1920. The following brief description of this new District Head Office will be of some interest. The block, which covers an area of 22,000 square feet, is a brick building, with faced ashlar basement, wood floor construction, and red tile roof; the exterior is of red brickwork with stone trimmings. A tower, 90 feet in height, with a dome covered in ceramic tiles, surmounts the main entrance in the centre of the facade. Besides the basement, which is used for storage and heating plant, there are three storeys to the building. The ground floor accommodates the various mail departments; a large public hall, with counters 150 feet in length and three entrances on the main road, occupies the front portion. Offices for the administration of the district are situated on the first floor, with rooms for the Commissioner, Deputy Commissioner, Accountant, Secretaries, and clerical staff. Further office accommodation and rooms for archives are provided on the second floor within the mansard roof. Outhouses for lower employes, sheds for motor-lorries, repair shops, stables, and basket storage buildings are situated to the rear of the spacious loading yard.

At Chefoo a two-storied house with  $2\frac{1}{2}$  mou of land was purchased to serve as the Postmaster's residence.

**SZECHWAN.**—The site and modern building formerly rented as the Chungking Post Office, together with an adjoining site and building, were acquired during the year under review.

**KIANGSU.**—The three staff residences at Nanking were completed and occupied early in the year. The District Head Office is still uncompleted, this being due, as stated in the last Annual Report, to the modification of the plans rendered necessary owing to the acquisition of additional land. It is expected to be ready for occupation before the summer of 1920.

**SHANGHAI.**—The premises formerly occupied by the Post Office and used as the Rue Kraetzer Sub-Office were acquired.

**ANHWEI.**—The premises rented by the Post Office at Tatung, together with the adjoining premises forming one block, were acquired and are to be renovated and altered to suit postal requirements.

**KWANGSI.**—To meet postal needs at Wuchow a site was acquired on the bank of the river. The old building standing thereon is used temporarily as the First Class Office, but the intention is to replace it by a modern and up-to-date building as soon as circumstances permit.

(b.) Land.

Sites for future Office buildings have been acquired as follows: At Mei-cha Hutung, Peking City, and at Suanhwa in the Peking District; at Tientsin and Chinwangtao in the Chihli District; at Kaifeng and Tsiaotso in the Honan District; at Lanchow in Kansu; at Newchwang and Tsitsihar in Manchuria; at Lungkow in Shantung; at Kiukiang and Kuling in the Kiangsi District; and at Swatow in the Kwangtung District. In the Chekiang District sites were acquired at Ningpo and Wenchow, and leases in perpetuity were arranged with the railway authorities at Hangchow and Kashing. A site for a Commissioner's residence was also purchased at Harbin.

### ESTABLISHMENTS.

The following comparative table for the last four years shows the growth in the number of Major Establishments—Post Offices and Agencies:—

	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Head Offices.....	21	21	21	22
First Class Offices.....	32	34	36	37
Second Class Offices.....	990	1,078	1,152	1,286
Third Class Offices.....	368	338	333	344
Sub-Offices.....	205	212	221	243
Agencies.....	7,181	7,420	7,604	7,830
TOTAL.....	8,797	9,103	9,367	9,762

The increase of major establishments (395) is somewhat higher than last year; it represents 169 new Offices and 226 new Agencies. An increase in Head Offices from 21 to 22 will be observed; this is due, as shown above, to the division of the former Chihli District into two with Peking as the Head Office of a new Postal District which embraces the northwest corner of Chihli and extends through Mongolia as far as Kobdo, where it meets the Postal District of Sinkiang. The Shaohing and Kweihwa Second Class Offices were raised to the status of First Class Offices during the year, thus—with the removal of Peking Office from this

class—increasing the number of First Class Offices to 37. The total number of Second Class Offices stands at 1,286, as against 1,152 last year, an increase of 134; Third Class Offices at 344, an increase of 11; and Sub-Offices 243, as against 221 last year. As stated above, 226 new Agencies were opened during the period under review.

The parcel insurance system was extended to 34 additional Offices, the number of Offices handling insured parcels being 624 at the close of the year. These Offices are indicated by the numeral "1" in the "List of Offices" appended to the "Postal Guide."

Money Order Offices—indications "2a," "2," and "3"—increased by 167, the number of such Offices now functioning being 1,529, an increase of 167 as compared with last year.

Offices giving express delivery service—indication numeral "4"—increased by 23, bringing the total number up to 687. Insured letter facilities were extended to an additional six Offices—indication numeral "6,"—the total being now 103.

The following comparative table shows the extension in **Minor Establishments**—Town and Rural Box Offices and Rural Stations:—

MINOR ESTABLISHMENTS.

	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
Town Box Offices.....	2,254	2,342	2,433	2,488
Rural Box Offices.....	2,307	2,548	2,713	3,121
Rural Stations.....	...	...	...	6,986

**Town Box Offices.**—A small increase is noted under Town Box Offices; that the increase is not larger is due to the fact that the practice of replacing Town Box Offices by Stamp Sales Agencies, which in the past have been found satisfactory, is more and more being adopted. These Stamp Sales Agencies are opened in the immediate neighbourhood of pillar-boxes as the latter are planted.

**Rural Box Offices.**—Rural Box Offices show an appreciable increase over those of last year. They are subordinate to Agencies and are established generally on existing courier lines and at places where neither the population nor the postal business warrants the opening of a regular Postal establishment, i.e., an Agency. Honan alone opened 185 new Rural Box Offices.

**Rural Stations.**—Rural Stations are places at which there is no Postal establishment whatever, but where postmen call regularly to collect and deliver mail matter and parcels.

Hitherto it has been the practice to combine the data concerning Rural Stations and Rural Box Offices, but in view of the importance and the rapid increase of these comparatively new, economical, and much appreciated branches of postal enterprise, to allow of more effective control and to facilitate the checking of their progress, it has been decided to record their statistics separately. Shantung, Hunan, Chihli, Chekiang, and Honan are mainly responsible for the great increase shown under this heading, the figures being 1,580, 616, 292, 262, and 179 respectively.

**Savings Bank.**—On 1st July Savings Banks were opened at Tientsin, Peking, Taiyuan, Kaifeng, Tsinan, Hankow, Nanchang, Nanking, Shanghai, Anking, and Hangchow Offices, and since that date the system has been extended to 70 other places. The names of all these Offices are indicated by the numeral "8" in the "List of Post Offices" in Part II of the "Postal Guide."

## MAIL LINES.

COMPARATIVE TABLE OF MAIL LINES.

	5TH YEAR, C.H.M.K. (1916).	6TH YEAR, C.H.M.K. (1917).	7TH YEAR, C.H.M.K. (1918).	8TH YEAR, C.H.M.K. (1919).
	<i>Li.</i>	<i>Li.</i>	<i>Li.</i>	<i>Li.</i>
Courier Lines.....	421,000	432,000	449,000	467,000
Steamer and Boat Lines.....	64,700	68,600	69,800	72,000
Railway Lines.....	19,000	19,500	20,000	20,000
TOTAL.....	504,700	520,100	538,800	559,000

1 mile = 3 *li*.

**Courier Lines.**—The total length of courier lines shows an increase of 18,000 *li*, or 6,000 miles, over the figures of 1918. The increase is divided principally between Peking, Kansu, Manchuria, Shantung, Shansi, Szechwan, and Chekiang. A portion of the Peking increase is accounted for by the opening of a new line extending 700 *li* northwards from Kobdo through Wulangcum (烏蘭固木) to Wulianghai (烏梁海) on the Mongolian-Russian border and from Kobdo southwards via Hakosha (哈克沙) to Kuchengtze under Sinkiang. Kansu has contributed by the opening of a 730 *li* new courier line from Sining (西寧) through Tangar (塔爾灣) to Tulansze (都蘭寺) in Kokonor. In Manchuria the gap between Paohingchen (寶興鎮) and Aiguu (愛琿) on the Amur River (黑龍江) was bridged by the inauguration of an overland service between these points. From Aiguu the line was further extended to Chichienho (奇乾河), a place situated at the extreme northern limit of Chinese territory. These two latter extensions account for the increase of lines in the Manchuria District. For further particulars regarding this line, see the data given in Part II under "Manchuria."

As regards the lengths of courier lines between major establishments, Szechwan ranks first with 47,843 *li* (15,947 miles), Manchuria second with 46,947 *li* (15,649 miles), Kwangtung third with 33,837 *li* (11,279 miles), and Chihli fourth with 28,542 *li* (9,514 miles). To the total of 467,000 *li* of regular courier lines must be added a very considerable length of subsidiary lines connecting minor establishments and served by rural postmen. To these Honan contributes 18,822 *li*, Shantung 15,715 *li*, and Szechwan 2,530 *li*—a total for these three provinces alone of 37,067 *li*, or 12,355 miles. In most districts the mail lines were accelerated to cope with the increasing amount of mail matter passing over them. The light mail service between Urga and Kobdo was changed from a once-a-week to a tri-daily service, while the Ningsia-Wuyuan daily line was speeded up to a fast daily day-and-night line. The Tatsienlu-Batang service, which had to be suspended in January owing to military operations, was resumed in July.

**Steamer, Launch, and Boat Lines.**—An increase of these lines amounting to 2,200 *li* has to be recorded. Post-boat traffic on the Upper Yangtze continues to expand to proportions that call for special comment. The Ichang-Wanhsien-Chungking post-boat fleet was kept busy during the year and carried heavy mails weighing 1,839,505 kilos, or approximately 1,810 tons, while outside native craft conveyed 702,063 kilos, or 691 tons. Contract steamers carried 1,059,369 kilos, *i.e.*, 1,042 tons. Foreign gunboats, as in the past, also carried gratuitously heavy mails weighing 65,267 kilos, or 64 tons. The total of all steamer- and boat-carried mails was thus 3,666,204 kilos, or approximately 3,607 tons for the year, or 10,044 kilos, nearly 10 tons, per day. This total represents an increase of 106 per cent. over the figure of 1918. Three post-boats and one contract boat capsized, and two contract boats grounded on the rocks while negotiating the rapids. The Changteh-Chenyuan post-boat service worked fairly satisfactorily, although bandit activities made necessary its temporary suspension, and subsequently its diversion to Tungjen for a time. As already indicated, a new basis of remunerating coastal and riverine steamers for the carriage of interport mails was arranged with the various shipping companies during the year, and came into operation on the 1st January 1919. In this connexion, opportunity is now taken to express the thanks of this Administration for the excellent services rendered during the past 20 years by the various steamers so engaged, particularly those belonging to the "Combine," *i.e.*, the China Merchants' Steam Navigation Company, the China Navigation Company, and the Indo-China Steam Navigation Company, and for their part in the harmonious relations that have always characterised postal business connected with the transport of mails.

**Railways.**—During the year additional fast train services were added to the existing services on the Tsin-pu line. A night train service was also inaugurated on the Shanghai-Hangchow-Ningpo line. The Directors and officials of these lines have again laid the Administration under an obligation by providing postal accommodation on these extra trains, thus allowing additional mail services for the public benefit.

### TARIFF.

The following changes were introduced in the new Tariff for 1920:—

**Parcels for Japan, Korea, Leased Territory of Kwantung, Tsingtau: Tariff VII.**—In future, a uniform rate of postage of 30 cents per parcel, irrespective of weight, will be charged, in addition to Tariff VII, on parcels for Japan, Korea, and the Leased Territory of Kwantung, and Tsingtau, which have hitherto been liable to only the *single* domestic rate (double and other rates are not affected)—(Tariff II).

**Domestic Parcels.**—In order to meet the requirements of small merchants located in non-steam-served places, the limit of weight for parcels addressed to such places has been raised, as from the 1st January 1920, to 10 kilos (22 lb.). This privilege is now similar to that for steam-served places.

**Printed Matter originating in foreign countries addressed to non-steam-served places.**—The payment of the two cents per article on foreign printed matter originating in foreign countries for non-steam-served places in China has been discontinued, except in the case of foreign printed matter destined to places in Sinkiang, Mongolia, and Tibet.

### FINANCIAL RESULTS.

The following table shows the financial results for the past four years:—

PERIOD.	REVENUE.	WORKING EXPENSES ( <i>i.e.</i> , Capital Expenditure excluded).	SURPLUS.	DEFICIT.	CAPITAL EXPENDITURE ( <i>a.</i> ).
	\$	\$	\$	\$	\$
1916....	7,630,416.84	6,693,013.58	937,403.26	...	311,918.26
1917....	8,574,352.24	7,151,834.08	1,422,518.16	...	606,358.90
1918....	9,496,783.18	7,589,469.80	1,907,313.38	...	814,379.88 ( <i>b.</i> )
1919 ( <i>c.</i> )	11,230,000.00	8,290,000.00	2,440,000.00 ( <i>d.</i> )	...	1,258,000.00

(*a.*) *I.e.*, expenditure for sites and new property generally (buildings, furniture, mail-vans, boats, bicycles, pillar-boxes, safes, etc.).

(*b.*) Paid out of "Surplus."

(*c.*) Figures for 1919 approximate.

(*d.*) Actual surplus \$2,523,000, but \$83,000 applied to meet loss on working of Sinkiang (Chinese Turkestan); part of this is refundable.

As will be seen from the above, revenue for 1919 shows an increase of about 18 per cent. over that for 1918, while working expenses show an increase of about 9 per cent.

**Indemnities for Losses of Mail Matter and Parcels.**—Losses of mail matter and parcels were not so heavy as in 1917 and 1918, the country having been somewhat more, although not entirely, peaceful.

For detailed particulars concerning insured letters and parcels, see Appendices H, J, K, and L, on pages 35, 37, 38 and 39 respectively.

**Revenue Stamps.**—Sales for 1919 totalled \$67,033.67, as against \$72,971.40 for 1918.

**Money Orders.**—The following amounts were issued and cashed during the past four years:—

—	1916.	1917.	1918.	1919.
	\$	\$	\$	\$
Issued.....	15,965,800	21,523,300	35,335,800	43,816,000
Cashed.....	15,787,100	21,227,000	34,798,600	43,857,500

The average value of each money order issued in 1919 was \$18.90, and the total value issued increased by 24 per cent. over 1918. As in previous years, difficulties in the movement of funds owing to the disturbed state of affairs in some parts of the country, necessitated the restriction or suspension of the money order service, which otherwise would no doubt have shown a greater increase.

**Money Orders Issued to Chinese Labour Corps.**—Those issued to the British Emigration Bureau amounted to \$4,142,000, an increase over 1918. As, however, the labourers are being



rapidly repatriated, there will be a large decrease under this heading during 1920, by the end of which year it is probable that all the coolies will have been repatriated. The total amount of money orders issued to the French Authorities was \$861,000.

**Money Orders for Prisoners of War.**—During the year, 123 money orders, representing \$3,491.56, were issued free of the usual money order fees to the German and Austrian prisoners of war interned at Nanking (Kiangsu).

For detailed particulars concerning money order transactions, see Appendix N, on page 41.

**Money Order Service with Macao.**—Money orders issued in China during the year amounted to \$644.30, and money orders cashed in China to \$124.26.

**Money Order Service with Dutch East Indies.**—This service commenced on the 1st November 1919. During the two months it was in operation (up to the end of the year) money orders issued in China amounted to \$28.58, and money orders cashed in China to \$398.80.

**Trade Charge (C.O.D.) Parcels.**—The total sums collected and refunded during 1919 were \$436,300 and \$404,800, as compared with \$134,200 and \$126,000, respectively, for 1918.

#### RELATIONS WITH FOREIGN ADMINISTRATIONS.

**General.**—The relations of the Chinese Administration with the foreign Postal Administrations have continued to be friendly and cordial.

The internal conditions of Russia having remained very much disturbed during the whole year, the Transsiberian Railway was not availed of for the transmission of mails to Europe, Sinkiang, and Mongolia. The line which at the beginning of the year was open as far west as Asha, a station situated between Cheliabinsk and Ufa, was not available farther than Omsk in October and Irkutsk on the 1st December 1919.

**Parcel Services.**—Following upon the cessation of hostilities, several of the restrictive measures imposed by the war were cancelled during the year.

The ordinary service to and from the Post Offices in the occupied territories in Mesopotamia (Iraq) was resumed on the 1st January 1919.

The parcel service by British steamers to Norway, Sweden, Denmark, Holland, Spain, and Switzerland was resumed in March 1919.

The parcel service with British East Africa and Uganda, Egypt, Abyssinia, Eritrea, the French Somali Coast, Italian Somaliland, Portuguese East Africa, and Zanzibar was resumed in September 1919.

The London Post Office commenced the closing of direct parcel mails to Canton on the 6th May 1919.

The parcel service between Harbin and places in Manchuria situated north of Moukden and the United States of America, which had been suspended since the 14th May 1917, was resumed on the 1st August 1919.

On the 22nd October 1919 the Chinese Post Offices began accepting parcels for Germany and Austria (provinces of Styria, Carinthia, Northern Tyrol, Vorarlberg, Salzburg, Lichtenstein, and Galicia only).

The parcel service with Russia, which was suspended on the 13th March 1918, remained suspended during the whole year.

The parcel service with Bolivia, Columbia, Costa Rica, Cuba, Ecuador, Dominican Republic, Hayti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Salvador, and Uruguay remained suspended during 1919.

**Exchange Services.**—As in the preceding year, difficulties attending the transmission of parcels by the South Manchurian Railway caused this Administration to suspend the acceptance of parcels for places north of Moukden from the 25th February to the 7th April 1919.

The Chinese Post Offices have accepted mail matter for Czecho-Slovakia, Jugo-Slavia, Poland, and Alsace-Lorraine, at Union rates of postage, since the 6th May 1919.

The traffic on the Ussuri Railway was resumed in July 1919, and, in consequence thereof, the exchange of mails with the Russian Post Office at Hulin (Iman), which had been suspended on account of the interruption of the railway service, was resumed.

The Postal Administration of French Indo-China notified this Administration on the 1st September 1919 that the transit of closed mails through Indo-China, which had been suspended owing to the war, was again admitted.

The Chinese Post Offices started accepting mail matter for Germany and Austria on the 9th August 1919.

Since the 14th October 1919, mails for Russia in Europe have been forwarded at sender's risk by the sea route *via* Suez.

**International Insured Letter Service.**—The Chinese Minister in Switzerland having notified to the Swiss Federal Government the adhesion of China to the Agreement of Rome for the Exchange of Insured Letters and Boxes, to take effect on the 1st January 1920, the countries participating in the exchange were notified on the 7th June by the Swiss Federal Council.

**International Money Order Service.**—The Chinese Minister in Switzerland having notified to the Swiss Federal Government the adhesion of China to the Agreement of Rome for the Exchange of Money Orders, to take effect on the 24th April 1920, the countries participating in the exchange were notified on the 7th June by the Swiss Federal Council.

**Agreements.**—By mutual consent, the Sino-American Parcel Convention of 1919 was altered to provide *inter alia* for: (a) the collection of a demurrage fee from the addressees of undelivered parcels; (b) the raising of the limit of weight and dimensions of parcels for or from steam-served places in China; (c) the collection of a fixed tax on parcels originating in the United States of America for places situated north of Moukden and in Yunnan. These dispositions were put into operation on the 1st August 1919.

An Agreement for the Exchange of Money Orders was concluded with the Postal Administration of the Dutch East Indies. The Agreement became operative on the 1st November 1919.

An Agreement for the Exchange of Money Orders was concluded with the Postal Administration of Hongkong. The Agreement comes into operation on the 1st January 1920.

A Postal Agreement was concluded with the Postal Administration of Macao. The Agreement became operative on the 1st December 1919.

### STAFF.

**Foreign Staff.**—At the end of the year the staff consisted of 18 Commissioners, 16 Deputy Commissioners (of whom 14 were acting as Commissioners), 71 Assistants (one of whom was acting as Commissioner and 15 as Deputy Commissioners), one Proof Reader, four Postal Officers, and one Transport Officer.

Of these employes, two, although demobilised before the end of the year, had not been able by that date to return to service, but were either *en route* or on the eve of leaving for China.

With the return to duty of those previously on war service, opportunity has been taken to grant furlough in rotation to employes long overdue. With the working-off of those deferred leaves, the gradual resumption of the normal course of staff duties will be permitted.

**Chinese Staff.**—At the end of December 1919 the Chinese staff consisted of six Deputy Commissioners (two of whom were acting as Commissioners in charge of districts), 52 Assistants, 1,112 Clerks, 2,599 Yu-wu-shêng, 2,002 Sorters, 7,830 Agents, 5,379 Postmen, 7,042 Couriers, 431 *Laodahs*, Sailors, etc., 595 *T'ingeh'ai*, and 1,250 Miscellaneous, a total of 28,298, as against 26,933 at the end of 1918.

Withdrawals from the Service during the year of employes of and above the rank of Yu-wu-shêng through resignations, men being paid off or invalided, dismissals, and deaths, numbered 489. The number of men of and above the rank of Yu-wu-shêng appointed during the year was 511, and five Clerks were successful in the annual examination for the rank of Assistant.

## Part II.

**PEKING.**—The year under review has been marked by a steady increase of all classes of mail matter and parcels dealt with. The opening of new Sub-Offices, improvements in the local delivery and pillar-box clearance services, the extension of the delivery service over wide areas in the country around Peking with 106 Rural Box Offices and Rural Stations, and the opening of new courier lines inland to connect newly established Offices or to accelerate existing services have greatly contributed to this marked increase of business. The net profits for the year are high, although no effort or expense was spared to extend postal communications wherever they appeared to be needed, and to improve the appearance of Offices wherever this was found advisable. The staff was naturally called upon to exert itself to cope with the increasing work, which was, moreover, greatly complicated by floods. These interrupted the Kin-han and Kin-sui Railway lines and necessitated the establishment of emergency transportation services that made it just possible to maintain communications, although at the cost of much labour and expenditure. That the staff was not increased in proportion to the amount of mail matter and parcels handled is due to the increase of efficiency, which was obtained by the removal of inefficient employes and the raising of the standard of education by the encouragement of studies and by close personal attention to the work of all employes. It is expected that, with the completion of the new Head Office building, which was begun on the 24th October, it will be possible to centralise the work in such a way as to further increase the efficiency of the staff. 11 Offices and 30 Agencies were transferred under the control of the Peking Head Office on the 1st July, when Peking was raised to the status of a District Head Office and separated from the Chihli District. In spite of the interruption of the parcel service for all places north of Moukden, Changchun, etc., on several occasions during the year, the number of parcels posted was far in excess of that reported last year. However, the total weight of these parcels is less than last year owing, apparently, to the restriction placed on the weight of parcels destined to places north of Moukden and to the nature of the goods handled.

**CHIHLI.**—The principal event of the year was the transfer of all Postal establishments in Mongolia, Hsinghotao (興和道), Kupehtao (口北道), and part of the Chingchao area (京兆區) to a new Postal district with its Head Office at Peking. The change was made on the 1st July, but, for statistical purposes, etc., is treated as having been effective from the beginning of the year. During July several sections of the district were flooded, entailing a readjustment of the mail services until the floods subsided. On the 18th July the Peking-Hankow Railway bridge across the Shaho (沙河), near Sinto (新樂縣), was destroyed by floods, a special staff being engaged to carry the mails across the gap until through traffic was resumed on the 25th September. 12 couriers and postmen died of cholera in August. One courier was severely wounded by armed robbers and his mail carried off. In four other cases of armed robbery no loss of mails occurred. With the above exceptions, the year was uneventful, nearly all branches of postal work showing satisfactory growth. 11 new Offices were opened. Post Offices have been established at 109 of the 135 *hsien* cities in the present Chihli District. The parcel business was active, the revenue from parcels despatched increasing from \$291,000 to \$378,000. Attention was paid to the money order business, the fees to the public being reduced and 30 Offices added to the money order list. The money order transactions of the new Chihli District exceeded \$10,500,000.

**SHANSI.**—The Shansi Province has had peace throughout the year, and brigandage is practically unknown. This peaceful condition was particularly noticeable in the K'ou-wai (口外) area, which, though not controlled by the Shansi Provincial Government, is included in the Shansi Postal District. The explanation of this state of affairs is that the K'ou-wai brigands found opportunity for more lucrative and unrestricted operations in Shensi and therefore moved to that province. Despite this generally peaceful state of affairs, postal operations cannot be said to have advanced to any great extent, the increases shown being generally small. Nor can any great increase be expected for some time, as the province is a poor one—mainly agricultural—and its people unlettered. However, there are indications that its vast mineral wealth will be tapped in the near future, Sino-Occidental companies being proposed for this purpose.

Once these are in operation, the wealth of the province must increase. For purposes of better administration, the various *hsiens* (縣) were subdivided into administrative sections—*ch'ü* (區)—under the authority of *Ch'ü Chang* (區長), the total being 425. The request having been made that these be postally connected, the matter was taken in hand, and by the end of the year two-thirds of this number had been linked up, most of the remainder being places situated on the provincial frontiers or in more or less inaccessible spots. These will be attended to in the coming year. This extension accounts for the large increase in the number of Rural Box Offices and rural delivery sections. In the early part of the year it was decided to improve the native sheep by cross-breeding, and 1,000 merino sheep were imported from Australia. Most of these were placed in charge of a foreign expert, a ranch having been established outside the city wall of Taiyüan with subsidiary ranches in the north and south. A similar experiment will be made gradually with cattle. The Agricultural College has been extended, and now possesses excellent buildings with a large amount of land for experimental purposes. Attention has been paid here and at other places to the cultivation of the mulberry tree. This has been done at the instigation of the Tuchün, who is also stated to be importing cotton seeds from America to improve the crop in the south, and a cotton factory is under discussion. A scheme is under consideration for the tapping of the Fen River by canals to irrigate the plain in the neighbourhood of the capital and to provide power for an electric plant. The Tuchün has his scheme prepared for the disbandment of surplus troops and only awaits sanction. During the past year the soldiers have had lessons in various handicrafts to fit them for civil life, but it is believed the Tuchün wishes to employ large numbers of demobilised troops on the building of modern roads. By all means possible, the Higher Authorities have endeavoured to keep Shansi free of narcotics, and in this work the Post Office has co-operated as in previous years. In all, seizures of five parcels containing morphia and of 19 containing opium were made, but it is probable that postal channels are now avoided, as it is known that a close scrutiny is maintained. The approaches from Shensi to Shansi are most closely guarded, every incoming traveller being thoroughly questioned and searched. A branch of the International Anti-Narcotics Society was founded here during the year, all the Higher Authorities giving their active support. In the K'ou-wai area the country is being opened up, a Motor Transport Company having been formed and already operating on part of the route between Kwei-hwa and Paotowchen. When the new cars arrive, a daily service will be maintained. The intention is that this motor service shall eventually be extended through to Tihwa. The censorship of mail matter is still in force on account of the unsettled state of China. Only three cases of loss of mails due to robbery have to be reported. In each case the culprits proved to be poverty-stricken refugees from other provinces. The parcel traffic has shown a steady increase, those outgoing being 2,633 more than last year. The growth in trade charge parcels received is worthy of note, most of them coming from Hangchow and its neighbourhood. Financially, the result bears out what is said above as to the lack of increase in postal operations, but in a district almost wholly served by courier lines, even a small surplus is creditable, particularly when the extension made during the year and existing conditions are considered.

**HONAN.**—On the cessation of hostilities the province was looking forward to a period of peace and prosperity. These fair prospects were, however, blighted by the unprecedented rains and consequent disastrous floods, which exacted a very heavy toll in life and property. The nefarious activities of the bandits continued throughout the province, paralysing trade and destroying tranquillity. Epidemics of choleraic diarrhoea and influenza also prevailed during the year. In spite of these adverse circumstances, the results achieved by the Post Office, financially and otherwise, are the most satisfactory and the highest on record. Great activity prevailed throughout the whole year. Many new rural delivery services were inaugurated. Courier lines were reorganised with a view to greater speed, frequency, and regularity. The number of establishments in the province was materially increased, and wider money order and express delivery facilities were placed at the disposal of the general public. The town post delivery and clearance of pillar and letter-box systems were uniformly improved upon at all Second and Third Class Offices. The results thus obtained are highly gratifying. The Honan silk industry suffered heavy losses during the floods in the silk-producing regions. The political situation in Siberia, the chaotic condition of the currency, and the heavy likin levies—5 per cent. *ad valorem*—notwithstanding, the parcel traffic in Honan shows remarkable progress. The Honan silk and felt-cap merchants would seem to

lack the dashing enterprise of the Hangchow and Shanghai firms which send trade parcels, thereby enormously extending their "C.O.D." business. In response to the warm reception accorded by the public to the postal money order system, every endeavour is being made to extend facilities to as many Second Class Offices as possible. The Government and native banks have mostly suspended operations at inland places owing to unsafe roads and, possibly, stagnant trade. The Post Office thus supplies a real want, and the ever-increasing figures for the money order transactions bear vivid testimony to the reliability, efficiency, and usefulness of this branch of the popular Service. Railway and courier lines were seriously interrupted during the periods of exceptional floods. Congested mails were efficiently handled and cleared, sometimes by devious routes, by the staffs concerned. Great assistance was rendered by the Kin-han and Tao-ching Railway Administrations during the periods of interruption and when cases of delay arose, and the thanks of the Postal Administration are formally expressed for their interest and help. There were 20 cases of highway robbery, and six other cases of theft of mails. Two couriers lost their lives and two were seriously wounded in the performance of their duty. Vigorous measures and constant vigilance on the part of the staff resulted in the timely detection of attempts at smuggling of opium and contraband articles under the protection of heavy mail postal caravans. 47 cases of seizure of prohibited articles are recorded. All parcels and articles of contraband seized in the province were brought up to the capital and burnt publicly in the presence of the High Provincial Authorities, the gentry, and the people. Industrial enterprises in Honan are not lacking; projects for the construction of cotton yarn mills, albumen factories, oil mills, etc., are well advanced. The authorities also have the intention of voluntarily opening Chengchow as a mart. Preparations are in progress, too, for the inauguration of "motor traffic"—for passengers and goods—on certain roads in Honan.

**SHENSI.**—The year opened with fighting still in progress within the province between the Northern and Southern troops. Hostilities were brought to an end only upon the occupation of Chowchih (整屋), Huhsien (鄜縣), Kishan (岐山), Fengsiang (鳳翔), and Kienchow (乾州) by the Northern soldiers and on the appointment of the Demarkation Commissioner by the Central Government about the middle of March. Though actual hostilities ceased between the contending parties about this time, the activities of *t'u-fei* continued throughout the year; towns and unprotected villages were raided, looted, and eventually destroyed by fire, while respectable men, women, and young girls were carried off and held for ransom. If the money was not forthcoming at a fixed date, the poor unfortunates were tortured and sometimes put to death. The Post Office suffered somewhat from these depredations, two Offices, 16 Agencies, and two Rural Box Offices having been looted, while the smaller establishments lost both official funds and their own private effects. In practically all of the larger cities, business is slowly but surely returning to its former conditions, while most of the Agents who deserted their posts last year have returned and resumed their work as Postal Agents. In the early part of the year, at the special request of the Provincial Authorities, certain courier services were temporarily suspended on account of hostilities and *t'u-fei* activities, but before the end of March all lines were restored to normal conditions. Robberies of mails and parcels have been of less frequent occurrence during the past year than in 1918. The rainy season in Shensi this year commenced earlier than usual and has been very disastrous, as well as being of longer duration. Both the wheat and the cotton crops suffered to a great extent. This calamity, added to that of the roads being infested with *t'u-fei*, seriously affected the local trade during the greater part of the year, while the reckless commandeering by the military of all carts and animals during the first seven months also had its ill effect upon the commerce of the whole province. Had not the Military Governor come to the rescue, the provincial trade would have been destroyed. He undertook to be responsible for the keeping of the main roads open to traffic, and prohibited, on penalty of death, the reckless commandeering of carts and animals by the troops. As a consequence, in many of the market towns in Shensi, commercial life is gradually being restored. The influenza epidemic has again this year claimed many victims, while another serious epidemic affecting the throat—not diphtheria, however,—has likewise carried off a large number, those affected having a swelling in the throat, with high fever, and dying within a few hours. A number of Postal employes were affected by influenza, but none died. The work went on without interruption notwithstanding the temporary shortage of staff. All categories of mail matter, as well as parcels handled, have shown a substantial increase during the year. Money orders issued show a noteworthy increase of 80 per cent. over the figures of the preceding year, while the amount of money orders cashed remains practically on the same level.

**KANSU.**—Postal facilities have been extended to Kokonor, or Tsinghai (青海). Developments are being undertaken by the Provincial Authorities with a view to opening up to trade this practically unknown district with its products of wool, furs, deer-horn, and musk. On the Tibetan boundary, where no Chinese Authorities were formerly stationed, but where only Mongolian princes and nomadic Tibetan chieftains held sway, the authorities contemplate building *yamén*, and an official under the title of Li-shih-yuan (理事員) is now stationed there. As in ancient days, the people in Kokonor do not use money, but barter their goods. There are very few houses in Tsinghai, the inhabitants dwelling in tents. The Third Class Office at Tulansze (都蘭寺) is for the time being located in a temple. The construction of houses is to be undertaken at the stages along the main road from Tangar to Tulansze and thence to Yushu (玉樹). The distance from Tulansze to Yushu is said to be some 2,000 *li*. An official has also been appointed to the latter place. It is hoped that postal extension will eventually be made to Yushu to meet the need of officials and residents in this new district. The peculiar difficulty of the Kansu District is to obtain locally good employés of the Yu-wu-shéng (郵務生) grade who realise the importance of their duties and responsibilities. Consequently, since June an attempt has been made to train the junior Yu-wu-shéng in two classes. Since the inauguration of these, the juniors seem to take more interest in their duties and possess a better knowledge of postal work than before they joined the classes. At the end of the year in the Lanchow Office there are ten Yu-wu-shéng who can read and write English addresses and do simple work in English, as against four at the end of 1918. On the 28th July the Kaichow Kan Second Class Office was again looted by brigands, the first occurrence having taken place in March 1917 (*vide* Annual Report for 1917). The Postmaster died on the 11th August, probably as a result of his experiences when the city was looted.

**SINKIANG (Chinese Turkestan).**—In a province with a population of less than 3,000,000, with no manufactures, with its natural resources undeveloped, and with approximately only 2 per-cent. of its area under cultivation, postal extension cannot but be slow and limited, especially when the educational standard of the majority of the inhabitants is very low. Although the province has been free from epidemics, floods, and the like hindrances to postal work, the continued unsettled condition of Siberian Russia has brought about a feeling of uneasiness. On three occasions during the year Russian forces, of one faction or another, have raided the province, presumably for food supplies. On one of these occasions 11 Chinese subjects were killed in the conflict which ensued. Many Russian refugees have found an asylum in the Ili (伊犁) and Tabcheng (塔城) regions during the whole of the year; and during November, after the temporary success of the anti-Bolshevik forces in Ferghana (佛哈罕) had been followed by defeat, other refugees arrived on the Russo-Chinese frontier west of Kashgar (疏附), seeking shelter under Chinese protection. Within the province, careful and efficient steps have been taken to prevent any disturbance which the Russian turmoil might possibly engender amongst the diverse population. Notwithstanding these precautions, an insignificant and abortive rising of Chantows occurred near Kuche (庫車), which was, however, quickly suppressed. On this occasion several mails were burned by the local mob. The only other disturbing element, which originated within the province, was the mutiny of the Chenghwazze (Altai) garrison during March. This trouble quickly passed over, and the Altai region was brought under the direct control of the Sinkiang officials; since then a more settled state of affairs has obtained, which is especially noticeable in the greater protection afforded to Postal couriers on the Mongolian lines. Robberies of mails by nomadic Hassas or Mongols have also been less frequent. On the three occasions when Postal couriers were held up, only their animals were stolen, the mails being left untouched. An extension has been brought about by the linking of the Chenghwazze-Kobdo line with Kuchengtze (古城子) by means of a tri-daily service which connects with the northern line at Hakosha (哈克沙), 830 *li* from Kuchengtze, where a Postal employé lives in a Mongol tent in order to control the couriers on the Mongolian lines as far as Kobdo. Postal activities in other connexions have been directed to the improvement of existing courier lines. It is not necessary to reiterate the almost insurmountable hardships with which couriers have to contend in this district, but it is satisfactory to note that the year has been free from mishaps except for one instance when a courier was lost for four days in the desert, having missed his way during a severe snowstorm. He was eventually found in an exhausted condition from exposure and starvation. Sinkiang consists of large tracts of unproductive and uncultivable land, dotted at long and irregular intervals with

fertile oases on which a city, town, or small village is to be found, and, as all important places are postally connected, there is no demand for the opening of additional Offices or Agencies. Two Rural Box Offices have, however, been opened at Shawanshih (沙灣市) and Ssukeshu (四棵樹) respectively. Three additional Town Box Offices have been opened during the year in Tihwa and one each at Kashgar (疏附) and Soche (莎車). Frequent inspections have been carried out along all lines within the district with good results, which were reflected in the improved times taken in the transmission of mail matter. Certain postal connexions within the district have been shortened, and these reductions, taken into account in reckoning the length of the new postal line between Kuchengtze (古城子) and Hakosha (哈克沙), give a net extension of courier lines amounting to 785 *li*. Certain adverse conditions have affected the parcel traffic, among them the boycott propaganda in other provinces and the establishment of a regular transport service across the Mongolian "Grass Lands." There has therefore been a falling-off in the number of postal parcels imported into the district. During the previous year, local merchants relied entirely on the Post Office as a means of transport for their merchandise. Trade with Russia is still at a standstill, and there has been a further accumulation of local stocks of wool and cotton—the only large export products of the province. It is difficult to estimate the financial loss to the province wrought by the suspension of the Russian trade, and, as imports have not been received from that country for the last four years, prices of all commodities have increased to a surprising extent.

**MANCHURIA.**—A general review of conditions in this district shows that the influence of the war has been felt more acutely than ever during the year 1919. During August a strike of the employés on the Chinese Eastern Railway broke out, the men demanding to be paid in Romanoff notes and given a 50 per cent. increase in wages; in consequence, communications between Kwanchengtze and Harbin were blocked for nearly a month. The increased activities of armed brigands throughout the three provinces also severely hampered the free movement of merchandise and generally discouraged business. During autumn Manchuria was visited by the world-wide influenza epidemic, which caused many deaths among the people. Some Chinese Postal employés succumbed, and many of the staff were for a time on the sick list. Despite these unfavourable circumstances, the work of the Post Office has proceeded apace. At the time of the strike of the Chinese Eastern Railway staff, the Post Office proved itself able to adapt itself to the existing circumstances and to carry on successfully. During the year new courier lines were established, existing services accelerated, new Offices built, and other improvements effected. As predicted in the last year's report, the inauguration of a continuous courier line between Suiytan and Chichienho, a distance of more than 4,000 *li*, was completed during the year by the addition of two courier lines, the Chinshanchen-Aisimen and the Aigun-Kwanyinshan, to link up the lines previously established in this frontier region. The inauguration of this extensive line is regarded as a blessing by the people in the towns connected, who, having been practically isolated from the outer world, now find that postal facilities are proving for them not only a means whereby they may correspond with other parts of the country but also a medium for the promotion of local trade. As this line traverses, in many parts, very desolate regions, it is run with much difficulty and at heavy loss to the Service, but this fact has been made subordinate to the interest of the people and the requirements of the local officials, to which the Service aims to adapt itself. At the close of the year a proposal was mooted for the establishment of a Central Bank of Manchuria to be called "Tung San Sheng Yin Hang" (東三省銀行), with a capital of \$1,000,000, with head office in Moukden and branch offices in Kirin and Heilungkiang, etc. Such a Bank, if established, would undoubtedly help to improve the status of the local paper currency, which has been a source of great difficulty in postal transactions.

**SHANTUNG.**—The conditions in Shantung as regards brigandage have shown a marked improvement, and, on the whole, there has been little difficulty in maintaining regular courier services in all parts of the province. Three couriers were slightly injured by robbers. An epidemic of cholera broke out during the summer and caused two deaths amongst our Postmasters. The whole net of courier lines has been reorganised in the course of the year, resulting in a more rapid and more frequent service for most places in the district. All the main routes have been provided with day-and-night services and have been made as straight and as short as possible by cutting off all curves and angles, places not on the straight line being served by branch lines. 3,388 *li* have been added to the existing courier lines

and 1,333 *li* have been abolished. The fast and straight *trunk lines* follow the main trade routes in the province, and almost all the *hsien* cities are served by these fast lines. At all *hsien* cities, except where Agencies formerly functioned, regular Offices have been established. 43 new Money Order Offices and 137 Rural Box Offices have been opened. A commencement has been made with the systematic development of rural delivery and collection services for all the villages in Shantung. Starting with Licheng (Tsinan), the system is gradually extended from *hsien* to *hsien*. Already, 36 *hsien* have been developed in this manner, each *hsien* being divided into three or more rural delivery sections. The total length of routes covered by the rural delivery and collection service amounts already to 15,715 *li*, giving a regular service to 1,580 villages. 76 rural postmen have been engaged to maintain these services. Some of them are paid regular monthly wages; others are, as an experiment, paid by the number of *li* covered per trip. The system of paying so much per *li* is naturally fairer, as the routes and the daily journeys of the men vary. It is probably also an advantage for these men to receive payment at the end of each trip, as they are thus in a position to meet their petty current expenses. Their pay per *li* for each trip added up, in monthly totals, amounts to ordinary courier wages. Most of these rural delivery services have existed only for a short time and it is yet too early to judge of the possibility of future revenue, but already they would seem to have justified the required expenditure. During the period from April to October, the sale of stamps by rural postmen amounted to \$1,047.89, while the total pay of the same men amounted to \$1,601.10. As, however, 38,834 ordinary and 4,266 registered letters were delivered, it is fair to assume that most of these letters were replies to letters collected by rural postmen, and thus letters which would not have been posted if the rural delivery service had not been established. If this is taken into account, it may be said that the rural delivery service already pays its expenses. The special delivery fees collected on letters from the Tsingtau Emigration Bureau for out-of-the-way places has also been considerably reduced, as, where special messengers were formerly required, the Post Office is now itself able to undertake delivery.

**SZECHWAN.**—Szechwan has suffered much during 1919 from its peculiar political or, rather, military situation. It is doubtful if ever in the history of any country such an anomalous condition of affairs has existed. In the east are found Honan, Hupeh, and Yunnan troops, in the south-east Kweichow troops, in the south and south-centre Yunnan troops. The whole province is overrun by well-armed *t'u-fei*. They infest the waterways, and the depredations committed by them during the year have been numerous. Boats loaded with cargo fall an easy prey to them, and they do not stop at murder. They are responsible for the death of four couriers and the crippling for life of another. One Second Class Office and eight Agencies were looted by them, each case being accompanied by either whole or partial loss of official funds. Innumerable hold-ups of couriers and boats were recorded, but in only two instances were the losses of mail matter serious. With such conditions prevailing, it is not strange that the prices of all commodities have increased and the cost of living has been enhanced by at least 100 per cent. and, in some places, it is safe to add, by 200 per cent. Despite all the attending adversities, however, postally the year closed as the most prosperous in the history of the district from every point of view. Particular mention may be made of the parcel business, which increased by over 100 per cent., whilst the financial results have been very favourable.

**HUPEH.**—Postal results in Hupeh for the year 1919 may be regarded as very satisfactory. Encouraging progress has been made in every field of endeavour; new Offices have been opened, and mail communications improved generally. The parcel trade has shown very marked improvement. Steamers and railways have maintained regular runnings, the frequent services of steamers upon the Upper Yangtze offering much improved communications with West China. In this regard it is confidently expected that upper-river connexions will be greatly facilitated during 1920, upon the completion of several modern vessels now being built. Courier lines have been improved as opportunity offered. Towards the close of the year a fast day-and-night service between Siaokan and Ichang, along the embankment of the Hankow-Ichang Railway, was established, thus giving Ichang and, later on, Wansien an accelerated twice-daily service of important mails from the Wu-han cities and other centres. To facilitate the transport of mails at Hankow, two motor-lorries and a steam-launch have been provided and have proved highly advantageous and economical. Conditions inland have shown a tendency to become more normal, though bandits are

still reported here and there. There has been no fighting between Northern and Southern armies, but the troops still in occupation of a large portion of South-western Hupeh have done some intermittent fighting among themselves and with the people. Two couriers were killed while passing through Sanlihuang (三里荒), at that time in the zone of hostilities. Since this section of the province is still troubled by bands of robbers, the situation remains very unstable; the money order service has been resumed in Shihnan, and the sale of stamps is again possible at most of its Agencies, but postal work generally is still greatly handicapped. One of the severest floods on record visited the province during the summer months, caused by the unusually heavy rains. Rivers and lakes flooded the surrounding lowlands, inundating thousands of acres of grain, the oncoming water varying from two to twenty feet in depth. At some places postal work had for a space to be carried on with water waist-deep in the Office; at others the Office had to be moved to higher ground and work done under difficulties in the naturally very crowded higher sections of the cities. The breaking of the embankment of the Han River greatly aggravated the disaster all through that section, leaving thousands of the inhabitants homeless and penniless. Courier lines through all the inundated districts were naturally disorganised, and mail services suffered unavoidable delays, the couriers having either to be sent by circuitous routes through miles of mud or provided with boats and improvised rafts for travelling over the submerged roads. The water began to subside in September, and by the middle of October the flood was over, but its effects are still very noticeable. In order to ascertain the damage caused by the flood, Postmasters were instructed to investigate and report. While the results of these investigations cannot be considered as accurate, they are quoted as perhaps the best estimates available and are as follows: loss of human lives, 431; loss of domestic animals, \$50,000; damage to buildings, \$450,000; loss of crops, \$8,000,000. The staff in the district was increased from 1,322 to 1,449, and salaries were adjusted to meet the higher cost of living. Financial results show a substantial working balance of receipts over expenditure, and it is expected that, given peaceful conditions and the consequent favourable economic conditions, the Post Office will be able to make further extensions and improvements during the coming year.

**HUNAN.**—From a postal point of view, conditions throughout the province during the year have been almost as unfavourable as during the preceding year, when a state of civil war prevailed in Hunan. Although active military operations have been suspended during the entire year, both Northern and Southern armies have remained in occupation, separated by a neutral zone which extends latitudinally across the province, but leaves most of the great trade centres in the hands of the Northerners. The result has been that whilst the towns have been crowded with soldiers, large sections of the country have been overrun by *t'u-fei* who plundered and killed whenever an opportunity presented itself. A further hindrance to the return of normal conditions and the revival of trade has been the depreciation and repudiation of the paper currency with which the province was flooded, involving all classes in heavy losses and reducing many formerly wealthy families to a state of penury. With the cessation of the World War, which was shortly afterwards followed by a truce between the opposing forces in Hunan, the hopes of a rapid improvement in the export trade due to the release of shipping and the reopening of foreign markets seemed bright, but have not been realised owing to the unprecedented rise in the value of silver depreciating the market quotations of export commodities below the actual cost of their production, involving both the producers and the dealers in heavy financial loss. The tea trade, which formerly brought large revenue to the Government and wealth to the province, is threatened with entire extinction. Formerly, the export of rice constituted an important part of the trade, but lately very little rice has been exported, and many rice mills are on the verge of bankruptcy. An abnormally prolonged period of lower water in the Siang River has brought the water carriage of coal from the Pingsiang collieries to a standstill. These facts, coupled with the absence of most of the wealthier families who left the province for places of refuge at the time of the fighting and have postponed their return owing to the condition of affairs, account for the unfavourable state of the trade of a province which is potentially one of the wealthiest in China both in minerals and agriculture. In spite, however, of the very unfavourable conditions, both political and commercial, postal transactions show some expansion. This has been due in large measure to the presence in the province of the Northern armies and their followers. A commencement was made during the year with the systematic organisation of circular rural delivery services to small towns and villages hitherto outside the sphere of postal operations, and 37 rural delivery circuits, reaching 616 places hitherto without postal facilities, were operating before the close of the year. The results, though small at first, are very

promising, and a further expansion of the system is contemplated during the coming year. The deferred systematic inspection of Inland Offices and Agencies was also commenced, and 15 Offices and 36 Agencies were inspected during the year. At the Head Office increased facilities were offered for late-posting in connexion with the train leaving Changsha every night for Wuchang, and a late clearance of street pillar-boxes was arranged for the same reason. Some attempts were made to smuggle opium in the mails, but the vigilance of the staff resulted in 13 seizures of opium concealed in seven instances in parcels, in three instances in ordinary letters, and in three other instances in registered letters.

**KIANGSI.**—The remarks regarding last year's activities are equally applicable to this year's working. The North and South are still at variance as the year closes, but no specially noteworthy circumstances have occurred as a consequence. Mail traffic has been maintained without interruption throughout the year. Many of the soldiers from other provinces were sent back during the year, and this reduced the issue of money orders to military men. The relations of the Postal staff with the troops were not marked by any unfriendly incidents. The financial strain continues to be experienced, and there is difficulty in finding money for the support of the soldiers. Silver coins tend to disappear owing to the high price of silver, and their place is supplied by an increased issue of paper currency, which, however, still keeps its face value and circulates freely. Copper cash have long ago disappeared and have been replaced by *tiao* notes which are valued at 2,400 cash to the dollar. Postal extension went on during the year according to plan, special attention being paid to the opening of Rural Box Offices. This system may now be said to be definitely established. Motor-boats commenced to run between Nanchang and Kanchow Ki with great success in spite of the difficulties of navigation, but results were marked by the burning of one of them, resulting in considerable loss of life and destruction of mails. When the river is dredged and otherwise improved, the facilities it offers for development of trade will be immensely increased and will add materially to the prosperity and progress of the province.

**KIANGSU.**—1919 has been, both financially and otherwise, the most prosperous year on record. Not only has the Postal Service in Kiangsu greatly benefited by the increase in trade, but other Government institutions, as well as merchants, can show large amounts to their credit. Mail matter and parcels posted show an increase of 16 per cent., and stamp sales have risen by 21 per cent. Peaceful conditions within the province have been largely the cause of this happy result; it is possible to say this in spite of the fact that *t'u-fei* have been active. These undesirables have had their field of operations restricted, owing to firm action on the part of the authorities. On the 27th May about 80 bandits attacked a Lung-hai train when passing Yangtsih and were repulsed by rifle-fire from soldiers acting as escorts; several of the attackers were killed and some taken prisoners. The train suffered from gun-fire, but no injury was done to the mails. The parcel trade has made large strides as compared with the previous year, a fact which was doubtless due to the increased connexions opened up all over China proper. At Chinkiang and Soochow the parcel trade with Korea continued briskly for the greater part of the year, but slumped in October owing to political unrest and a serious increase in the Korean import duties. After a year's inactivity, parcel trade with Hunan was resumed. A reorganisation of the distribution of staff, and of the work of supervision of the delivery service in Nanking was taken in hand during the year. Linguist Sorters were appointed, trained, and put specially on train sorting duty to expedite the delivery of express and ordinary mail matter from places along the Tientsin-Pukow Railway. Motor traction proved exceedingly useful in accelerating delivery. Nanking being a large transmission station and the terminus of three railway systems, approximately 571,392 bags and 84,244 baskets were received and despatched on railways, steamers, launches, junks, sampans, and wheelbarrows. In order to cope with this work, it is necessary to have a continuous staff on duty, and day-and-night watches take turn and turn about. Smuggling of mail matter is to a certain extent still carried on by the *min-chü*, and one large seizure was effected at Tanyang in February. Kidnapping continues to be a common occurrence around certain places in the north of the province, with the result that village gates are closed early at night. A wheelbarrow mail service was established between Siaohaichen and Sitwan. All the shops in the capital and large towns of Kiangsu closed their doors on the 6th June in sympathy with the agitation to enforce certain political measures; they reopened again on the 10th. The temporary effect on postal business was marked, but matters readjusted themselves shortly afterwards.

Fire broke out in the fore-hold of the s.s. *Kiangfoo* at Pukow and caused serious damage to the ship; fortunately, all mails were removed in time. Much improvement has been effected in office accommodation at Wusih, Kiangyin, Changchow Ku, and Tsingkiangpu to make provision for the ever-increasing postal business. The Yangchow Office was removed to a fine new building with good frontage, situated in the heart of the business centre. This move has been welcomed by all. Similar improvements are required at other Offices, and will be progressively introduced as soon as circumstances permit. As a new business suburb is springing up in Suchow, it was found necessary to open an additional Sub-Office outside the South Gate to cope with the work.

**SHANGHAI.**—The year in Shanghai has again been a successful one, although many causes have combined to militate against smooth working. The number of articles of mail matter posted was over 71 millions, a total greater than that for all China in 1907. Articles posted for local delivery greatly increased in number, while those collected from letter-boxes, pillar-boxes, etc., were almost doubled, giving striking testimony to public confidence in these useful auxiliaries. The special late night collection introduced in 1918 continues to be very popular, as it enables distribution to be made by the first delivery on the following morning. On parcels handled there was a substantial advance, which would have been greater but for the adverse exchange conditions, the internal disorder in important interior markets, and the effect on trade of the boycott of certain foreign products. Though a general strike of Shanghai shopkeepers, due to political agitation, took place in June, and though at the same time the employes of many factories and public institutions refused to work, the Shanghai Post Office was able to carry on without interruption. The year closed with a surplus greater than that of 1918 by 56 per cent.; of this surplus Inland Offices and Agencies accounted for fully a third. To the great educational value of their official duties, the Shanghai postmen have had superadded, during the past year, a certain amount of extra-mural training in special classes. By these classes the men have been incited to self-help, and the result has been a raising of the qualifications of the whole postmen staff.

**ANHWEI.**—Although the past 12 months have been comparatively quiet, yet the province has to record its quota of misfortunes. Roving bands of *t'u-fei* have again been active, their haunts being the less frequented roads. Looting has occurred at many places, but, fortunately, no postal losses are recorded under this heading. Measures taken against these pests appear to be futile, as they continue to flourish. Owing to the prevailing unrest and the feeling of uncertainty engendered thereby, censorship has been exercised at all the large centres during the greater part of the year. In April an incipient outbreak occurred in the camp near the East Gate of Anking, where some 50 soldiers got out of hand and commenced looting the large shops near by. Later they fled southwards, continuing their depredations along the roads traversed. Forty of them were afterwards captured, brought back and executed outside the city gate. In May the boycott became effective. As a means of restraint upon the students, martial law was enforced at many places. Plague, cholera, and influenza have been prevalent throughout the district, and each one of these epidemics has exacted its toll of life. Influenza is still rampant, and in a virulent form. Fire, too, has caused considerable damage on three occasions. In April a serious conflagration broke out at Pengpu (蚌埠) in the north of the province, and, owing to the nature of the material used by builders there, 600 shops and 600 houses, representing the business part of the town, were destroyed in a few hours, the damage being estimated at five million dollars. Again, in October a second fire broke out in another section of the same town. Owing to a strong wind, the flames spread so rapidly that 150 shops, the Post Office, and the Chen Shou-shih's (鎮守使) Yamen were burnt out in a very short time, there being no chance to remove the greater part of the mails and parcels awaiting transit by rail and launch. On this occasion six bags and four covers of mails and parcels were destroyed. Despite this drawback, business was resumed the following day in temporary premises. In the same month a fire occurred at Linwaikwan (臨淮關), resulting in the destruction of 53 houses. In June steamer communications were interrupted for three days owing to the strike of the foreign officers and engineers. The months of May and June brought in the wet weather, when torrential rains followed each other in rapid succession, causing an overflow of the waters in the low-lying areas. The 7th and 8th months saw the waters of the Yangtze at their height, and this added to the destruction already caused by floods due to abnormal rains. During such periods, night travelling by couriers has to be restricted, it being impossible for them to travel except

in the daytime, and, even then, it is only a thorough knowledge of the roads which enables them to make any progress at all across the temporarily submerged areas. During the period of flood the launches are not allowed to ply to and fro, as the backwash causes great destruction of the dykes. In August the vicinity of Chuyi (盱眙) was visited by a plague of locusts which ate up all the crops. Notwithstanding the foregoing adverse conditions, postal business has materially improved under every heading, the results for the year showing a 30 per cent. surplus over those of the preceding 12 months.

**CHEKIANG.**—Notwithstanding the friction between the North and the South, Chekiang has remained more or less in a quiet state. The death of the Military Governor, YANG SHAN-TE (楊善德), which occurred in August, caused some unnecessary alarm, but the appointment of LU YUNG-HSIANG (盧永祥) to the post had a soothing effect, and conditions soon became normal again. Boycott agitations and students' strikes in various parts of the country have made their influence felt in Chekiang, especially at Hangchow, Ningpo, and Wenchow. There still is a good deal of unsettled feeling in the larger towns and centres of education, and some of this has filtered, through the medium of agitators, into the rural areas, where the present situation is perplexing and even somewhat pathetic. An epidemic of choleraic diarrhoea made its appearance in August, claiming many victims throughout the province; several of the postmen died from its effects. Three highway robberies resulting in losses of mails have to be recorded. The town of Chiaoki (嵒溪) was looted by robbers in August, the Rural Box Office suffering considerable loss. 17 seizures of smuggled *min-chü* mails were effected; fines were inflicted in each case. The special privilege was granted to several *Hsin K'uo*, or runners, of sending their mails in clubbed packages through the Post Office between Ningpo (寧波) and Ninghai (寧海), between the latter place and Hangchow, and between Siangshan Che (象山) and Ningpo, and *vice versa*. The Ningpo express service was reorganised, eight postmen being added to this special staff. The Mokanshan Summer Resort Office was closed for the winter on the 16th December. A Box Office was opened and served by a courier line to Sankiaopu.

**FUKIEN.**—The misfortunes mentioned as having been suffered by Fukien in last year's report continued during the present year. Political unrest and brigandage not only impeded postal progress but caused great suffering and loss to the people; severe epidemics of plague and cholera raged throughout the district, in many cases wiping out whole families, whilst several members of the staff were affected and four died. An extremely severe typhoon struck Fukien in August and wrought considerable damage. The Postal staff was not unaffected by this calamity, three members of a Sorter's, and two members of an Agent's, family being killed. Notwithstanding the many set-backs to postal progress, the results for the year under review are the highest yet recorded and show what may be expected when peaceful conditions prevail. The issue of money orders increased by 32½ per cent., thus bringing the amount of money orders issued and cashed to the sum of 2½ millions. Parcels posted increased from 92,100 to 148,200, and their value from half a million to over a million dollars. The chief hindrance to regularity was brigandage, and although efforts were made by the officials to clear certain routes, matters became just as bad as soon as the soldiers were withdrawn. 37 cases of brigandage were reported, resulting in 15 losses of mails, the most serious of which was the robbery at Tsaichang (萊蕪), 22 *li* from Shuikow (水口), in which 195 ordinary parcels, valued at over \$3,000, were lost. This service had to be suspended from the 14th June to 31st July, and since its resumption all sendings have been escorted by soldiers between Shuikow and Yenping (延平). On many occasions couriers were stopped, but the mails were released on explanations being given. The couriers, however, were stripped, and even the few coins they carried to provide themselves with food *en route* were taken. Kidnapping was also freely indulged in, and if the ransom demanded was not paid, there was no hesitation in shooting the captured one. On one occasion a brigand ordered one of our couriers to deliver six letters demanding ransoms for persons held by them. On another, after opening the mails and finding no valuables, the brigand chief gave the courier his card to give to the Postmaster to show who was responsible for opening the mails. The Min Conservancy work started during the year. It is expected to be finished within three years, when coasting steamers should be able to come right up the river to Foochow.

**KWANGTUNG.**—Conditions in the Kwangtung Province during 1919 were much more favourable to progress than in the two preceding years, and it was therefore possible to carry on postal work with

greater success and fewer interruptions than had been the case for some time. Robberies from couriers show a marked decrease, there being only 55 cases, as against 107 in 1918. 41 of these involved losses of mails, and one, loss of funds. One man was murdered, and in seven instances couriers were wounded. The Yingtak, Linchow, Linping, and Hoyin districts were the most disturbed. 25 cases of robbery occurred at Agencies and Rural Box Offices, as against 50 in 1918. 13 of these were committed by disbanded soldiers. The Hokshan Second Class Office was visited by thieves, and Postal funds and stamps amounting to \$248.68 and \$114, respectively, were lost. Gambling is unfortunately still permitted, and flourishing gambling-houses are everywhere in Canton. The summer floods were much less disastrous than usual, very few interruptions of courier lines being recorded, but on one occasion a typhoon dislocated mail connexions for a few days. An explosion in a magazine, 120 yards from the Kiungchow First Class Office, caused much damage to that Office, and also the loss of eight lives, but no Postal employes were hurt. In Canton itself, under a progressive Municipal Council and Chief of Police, there is great activity. The old city wall has been demolished, and in its place broad and good roads—from 60 to 100 feet wide—are rapidly being constructed under the supervision of Chinese engineers with European training and experience, and it will shortly be possible to reach almost all the more important parts of the city by motor-car, of which there are already several in use. A tramway has been contracted for, and the necessary machinery is now being purchased. The Post Office has naturally taken advantage of these improvements to open new Sub-Offices in busy centres, to establish bicycle connexions between these and the Head Office, and to plant modern pillar-boxes in place of the old wall-boxes. The Provincial Authorities were approached and asked to help in the matter of a site, on one of the new main roads, for the City Sub-Office, and showed their interest in the Service by letting us have an excellent site on the corner of two 60- and 80-ft. roads for half the minimum reserve price. On this an Office will shortly be erected. During the coming year it is intended to erect a new building for the First Class Office at Swatow, and an Office at Samsui. In spite of the competition of the *min-chü*, it is expected that 1920 will be postally a successful year.

**KWANGSI.**—During the year 1919 Kwangsi continued to maintain independence of the Central Government. The activities of robber bands and consequent dull trade retarded postal development, and the sudden depreciation in June of the local paper currency influenced Postal revenue, which suffered through the high remittance fees charged by bankers for the moving of surplus funds. At Wuchow, on or about the 6th November, \$100 Kwangsi notes realised \$83.70 small silver coin, while at Nanning the value of \$100 small coin notes realised only \$85.49 in small silver coin. Later the notes slightly recovered their value, but at the end of December the value of notes at Wuchow was 85.61 silver and at Nanning 86.39 silver. During the year, there occurred 43 cases of couriers being held up by bandits, but only in 21 cases were robberies perpetrated, resulting in the loss of 98 mails; there was also a case of a post-boat being pirated, and four cases of Agencies or Box Office being looted. In nearly all cases couriers suffered personal loss of food-money or other belongings; there were two cases in which they were killed and four other instances where they were wounded. The local authorities have displayed interest in the Postal Service and its mail lines by rendering protection at many places; in several instances robbers have been captured and, having admitted complicity in mail robberies, shot. During the latter part of the month of April and the early part of May, the river was so low that motor-boats could not run between Nanning and Poseh; between Nanning and Lungchow boats took eight days and more; on the Wuchow-Nanning line ordinary-sized motor-boats could proceed only as far as Kweih sien, while from Kweih sien to Nanning navigation was possible only for motor-boats of the smallest size. It is stated that never before has the water fallen so low in the river. For a time, therefore, arrangements had to be made to forward mails to Poseh and Lungchow and intermediate places by *overland* route, while a few mails actually came overland from Kweih sien *via* Luhü (蘆墟) to Nanning. Fortunately, as the result of a long-deferred rainfall, the river commenced to rise on the 18th May. The lateness of the spring rains, however, made the first rice crop a failure, and rice rose unprecedentedly in price, entailing great hardship upon the poorer classes. Fortunately, about August, prices began gradually to fall, and the second crop proved fairly good. All things considered, the results for the year under review, both statistical and financial, have been very satisfactory. This is the second year that Kwangsi records a surplus in place of a deficit. Compared with the previous year, money orders issued showed an increase of 12 per cent., while money orders cashed showed an increase of 38 per

cent. Parcels posted in Kwangsi showed an increase of 45 per cent. Mail lines increased by 63 *li*. For the first time, it has been possible this year to divide the district into sections with an Inspector in each. Provisionally, the inspecting sections are four in number; time and experience will suggest what modifications are necessary. It is hoped to maintain regular inspections throughout the district during 1920 and, if necessary, open up to postal communication places where no Postal establishment has yet functioned. In this connexion it is important to note that there are large tracts in the province occupied by aborigines who neither speak nor read Chinese.

**YUNNAN.**—The year has been for Yunnan one of commercial and financial tribulations, which have considerably affected money order transactions between Yunnan and other provinces. Owing to an adverse exchange and lower home quotations, the tin from Kokiuchang, which represents the greater part of Yunnan's exports, has not been sold, and this province, which was formerly a creditor on the coast markets, especially in Hongkong, has now become a debtor. Exorbitant exchange rates were charged by banks in Yunnanfu for money transfers to the coast. This considerably affected the economic life of Yunnan, and one of the many results has been an excessive increase in the value of necessaries. There have been occasions when the Yunnanfu Post Office had to pay to local banks commissions as high as 30 per cent. to transfer surplus funds to Shanghai. The year under review has been for the Postal Service in Yunnan a year of progress. The hopes held out at the end of last year were fully realised, and Yunnan has now taken its place among the self-supporting districts. Postal receipts increased by 63 per cent. The number of articles of mail matter posted has increased by 300,000, and of parcels posted by 10,000. The total length of courier lines was increased by 750 *li*, and existing courier lines were accelerated on a length aggregating 1,730 *li*. Four new Offices and nine Agencies were opened. Three Inland Offices and a Sub-Office were removed to more suitable locations. Postal extension in Yunnan, where immense tracts of land are inhabited by local tribes ignorant of the outer world, cannot be so rapid as in other provinces. At the close of 1919 the number of Postal establishments—Rural Box Offices excluded—was 232, which gives an average of a Postal establishment to every 40,000 inhabitants. It is necessary to remark here that, out of 9,800,000 inhabitants for the whole of Yunnan, about three and a half millions are represented by numerous tribes, such as the Shans, Lolos, Miaoze, etc., whose only occupation is the cultivation of the fields surrounding their villages, and this only to a sufficient extent to provide them with their daily food. To them trade and postal facilities have as yet no meaning. As during the previous year, the inland transport of mails has suffered much from bands of robbers who were very active, especially in Western Yunnan. 35 cases of highway robbery, resulting in considerable losses of mails, were recorded, and the Yüankiang (元江) Inland Office was looted, involving a loss of Postal funds. A famine caused by drought prevailed for several months in Northern Yunnan, and much difficulty was experienced in maintaining regular courier trips over the stricken area. The rainy season having been less severe than last year, interruptions on the Yunnan railway line were few. The Ko-pi Railway commenced traffic on the Pishihchai-Mengtze section, but construction work towards Kokiuchang and Linan has been slow, and it is difficult to say when these two places will be reached by rail. Consequent upon the cessation of censorship of mails in Tonkin, due to the end of the European War, Yunnan resumed in August the exchange of closed mails with Offices on the coast. This report would be incomplete did it not mention that the Postal authorities in Yunnan have always received the utmost support from the Yunnan officials when they were asked for assistance on account of roads being infested by *tu-fei* or in difficulties of any kind.

**KWEICHOW.**—In many respects 1919 has been a record year in the history of Kweichow. Political trouble, widespread famine and brigandage—as well as epidemics of more or less severity along the Kweichow-Kwangsi border—have made the lot of the province a hard one. Worst of all has been the famine, which has been prevalent in most parts of Kweichow since June last. The prices of rice and maize have been increased by 400 and 600 per cent. as compared with previous years, and the cost of living is now causing the greatest apprehension, the lower classes of the people suffering especially, as the cost of their principal form of diet is practically beyond them. They have been forced to take *congce* cooked with vegetable leaves as a substitute for their usual food. On account of the disturbed conditions in Western Hunan, post-boats plying between Chenyuan (鎮遠) and Changteh (常德) were frequently attacked by

robbers, and serious losses resulted. In the summer the situation was so bad that the fast, newspaper, and heavy mail services were diverted from the existing trade-route to Tungjen (銅仁). The fast and newspaper-mail services reverted to the old route in October, but not the post-boat service. There were four important robberies of parcel mails in 1919, but thanks to the support rendered by the authorities, the incoming and outgoing parcel mails between Kweiyang and Tungjen were latterly transported under military escort while passing the danger zone, a distance of some 400 *li*. Without the arrangements made by the Tuchün, the maintaining of the parcel service would have been impossible. Trade in general was stagnant. Widespread brigandage and the entire suspension of remittance services with other provinces from July last were the principal causes. The Post Office was the only channel for remitting small sums of money, but in the latter half of the year, bank-charges were kept close to the rate of 10 per cent. These adverse conditions notwithstanding, an improvement of over 20 per cent. in revenue has to be reported. Much better results would be achieved if the country were freed from the depredations of bandits.

H. PICARD-DESTELAN,  
*Co-Director General.*

DIRECTORATE GENERAL OF POSTS,

PEKING, 1st January 1920.





APPENDIX C.

MAIL MATTER POSTED DURING 8TH YEAR, C.H.M.K. (1919).

Table with columns: Districts, Letters (Franked, Un-franked), Postcards (Single, Reply), News-Papers and Printed Matter, Commercial Papers, Samples of Merchandise, Free Correspondence (Letters, Other Articles), Total, Registered Articles, Express Articles, Insured Letters, Articles Posted for Local Delivery.

TOTAL ...

APPENDIX D.

MAIL MATTER IN TRANSIT DURING 8TH YEAR, C.H.M.K. (1919).

Table with columns: Districts, Letters (Franked, Un-franked), Postcards (Single, Reply), News-Papers and Printed Matter, Commercial Papers, Samples of Merchandise, Free Correspondence (Letters, Other Articles), Total, Registered Articles, Express Articles, Insured Letters, Articles Posted for Local Delivery.

TOTAL ...

## APPENDIX E.

SUMMARY OF MAIL MATTER DEALT WITH DURING 8TH YEAR, C.H.M.K.  
(1919), WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

DISTRICTS.	MAIL MATTER			TOTAL, C.H.M.K., 8TH YEAR (1919).	TOTAL, C.H.M.K., 7TH YEAR (1918).
	Received.	Posted.	In Transit.		
Peking (local).....	38,726,750	17,647,956	20,693,400	77,068,106	181,745,096
Chihli.....	61,139,403	25,808,339	32,621,900	119,569,642	
Shansi.....	12,289,304	5,264,051	7,428,680	24,982,035	24,470,703
Honan.....	26,322,877	11,248,362	13,582,700	51,153,939	43,142,309
Shensi.....	9,099,600	3,450,900	4,267,100	16,817,600	11,562,800
Kansu.....	2,698,800	1,425,600	1,161,300	5,285,700	5,055,700
Sinkiang.....	794,700	521,200	257,500	1,573,400	1,634,400
Manchuria.....	57,349,879	30,076,384	29,002,100	116,428,363	105,699,005
Shantung.....	35,107,540	16,274,273	21,852,200	73,234,013	61,461,286
Szechwan.....	31,222,300	18,299,800	12,284,800	61,806,900	49,417,100
Hupei.....	31,589,691	15,205,890	14,556,700	61,352,281	56,879,064
Hunan.....	17,348,545	8,686,277	7,581,100	33,615,922	29,119,000
Kiangsi.....	20,584,782	8,882,050	11,670,900	41,137,732	39,326,577
Kiangsu.....	52,043,850	28,219,356	21,208,000	101,471,206	91,802,009
Shanghai (local).....	46,568,991	71,376,829	12,867,900	130,813,720	115,852,535
Anhui.....	19,886,183	9,428,561	8,519,410	37,834,154	33,402,083
Chekiang.....	30,001,043	17,776,480	12,223,200	60,000,723	54,036,474
Fukien.....	16,809,782	8,586,790	9,002,800	34,399,372	30,126,252
Kwangtung.....	46,812,869	34,369,147	24,970,200	106,152,216	104,977,964
Kwangsi.....	6,492,943	3,002,041	3,395,800	12,890,784	12,479,478
Yunnan.....	4,956,205	2,635,806	2,434,400	10,026,411	9,884,206
Kweichow.....	3,384,500	1,736,900	1,757,800	6,879,200	6,237,200
GROSS TOTAL.....	571,230,537	339,922,992	273,339,890	1,184,493,419	1,068,311,241
DEDUCT, IN TRANSIT.....	273,339,890	...	...	273,339,890	245,388,450
NET TOTAL.....	297,890,647	339,922,992	273,339,890	911,153,529	822,922,791

## APPENDIX F.

NUMBER OF ARTICLES POSTED FOR LOCAL DELIVERY DURING 8TH YEAR, C.H.M.K.  
(1919), WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

DISTRICTS.	LETTERS.	OTHER ARTICLES.	TOTAL, C.H.M.K., 8TH YEAR (1919).	TOTAL, C.H.M.K., 7TH YEAR (1918).
Peking (local).....	1,464,600	1,190,600	2,655,200	5,196,000
Chihli.....	910,300	1,512,200	2,422,500	
Shansi.....	16,100	2,000	18,100	13,100
Honan.....	150,600	68,700	219,300	71,500
Shensi.....	17,700	7,200	24,900	16,600
Kansu.....	2,300	...	2,300	1,700
Sinkiang.....	300	...	300	400
Manchuria.....	275,900	89,800	365,700	349,400
Shantung.....	111,400	50,300	161,700	148,100
Szechwan.....	421,900	69,100	491,000	418,600
Hupei.....	1,011,100	219,600	1,230,700	1,045,800
Hunan.....	127,500	25,400	152,900	176,200
Kiangsi.....	95,900	26,300	122,200	104,400
Kiangsu.....	810,300	439,100	1,249,400	1,231,000
Shanghai (local).....	5,368,000	1,979,400	7,347,400	5,955,300
Anhui.....	46,300	2,600	48,900	42,100
Chekiang.....	566,900	288,800	855,700	749,600
Fukien.....	188,800	26,100	214,900	150,300
Kwangtung.....	3,152,900	90,200	3,243,100	3,198,700
Kwangsi.....	14,600	6,000	20,600	15,900
Yunnan.....	24,300	800	25,100	13,000
Kweichow.....	45,400	10,700	56,100	51,300
TOTAL.....	14,823,100	6,104,900	20,928,000	18,949,000

APPENDIX G.

NUMBER OF ARTICLES COLLECTED FROM LETTER-BOXES, BOX OFFICES, AND PILLAR-BOXES DURING 8TH YEAR, C.H.M.K. (1919), WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

DISTRICTS.	LETTERS.	OTHER ARTICLES.	TOTAL, C.H.M.K., 8TH YEAR (1919).	TOTAL, C.H.M.K., 7TH YEAR (1918).
Peking (local).....	4,567,600	1,389,400	5,957,000	8,047,700
Chihli.....	2,619,900	619,600	3,239,500	207,500
Shansi.....	209,500	14,000	223,500	1,342,100
Honan.....	1,775,200	282,900	2,058,100	324,400
Shensi.....	339,500	48,400	387,900	59,600
Kansu.....	82,500	300	82,800	6,400
Sinkiang.....	9,500	...	9,500	4,320,200
Manchuria.....	4,177,900	467,800	4,645,700	1,349,200
Shantung.....	1,471,400	75,400	1,546,800	1,146,800
Szechwan.....	1,083,600	173,700	1,257,300	2,911,200
Hupei.....	2,924,200	367,500	3,291,700	1,533,400
Hunan.....	1,612,400	217,400	1,829,800	841,500
Kiangsi.....	684,600	264,700	949,300	7,060,400
Kiangsu.....	4,951,700	2,212,100	7,163,800	16,041,400
Shanghai (local).....	16,837,300	2,668,700	19,506,000	1,095,600
Anhui.....	1,124,800	64,800	1,189,600	4,085,800
Chekiang.....	2,769,600	1,661,300	4,430,900	892,900
Fukien.....	1,193,600	103,200	1,296,800	10,977,300
Kwangtung.....	11,081,500	465,100	11,546,600	396,900
Kwangsi.....	384,100	16,000	400,100	73,600
Yunnan.....	148,400	4,400	152,800	134,600
Kweichow.....	133,300	40,600	173,900	
TOTAL.....	60,182,100	11,157,300	71,339,400	62,848,500

APPENDIX H.  
COMPARATIVE TABLE SHOWING NUMBER AND VALUE OF INSURED LETTERS POSTED DURING 1916-1919.

DISTRICTS.	C.H.M.K., 5TH YEAR (1916).		C.H.M.K., 6TH YEAR (1917).		C.H.M.K., 7TH YEAR (1918).		C.H.M.K., 8TH YEAR (1919).	
	Number.	Insured for \$	Number.	Insured for \$	Number.	Insured for \$	Number.	Insured for \$
Peking (local).....	10,856	549,627	10,562	699,094	9,033	907,408	4,356	205,344
Chihli.....	691	31,900	96	5,531	44	2,645	3,339	129,563
Shansi.....	2,949	170,991	1,486	101,020	526	22,645	31	1,497
Honan.....	...	...	...	...	...	...	362	18,032
Shensi.....	...	...	...	...	...	...	...	...
Kansu.....	...	...	...	...	...	...	...	...
Sinkiang.....	...	...	...	...	...	...	...	...
Manchuria.....	7,598	293,771	5,636	441,988	5,206	515,260	4,384	351,177
Shantung.....	1,885	82,570	1,475	70,510	1,056	51,582	973	50,079
Szechwan.....	...	...	...	...	...	...	...	...
Hupei.....	1,717	83,127	1,552	78,152	1,237	51,378	1,090	51,499
Hunan.....	...	...	...	...	...	...	77	9,139
Kiangsi.....	1,076	49,521	499	13,130	272	6,524	150	3,650
Kiangsu.....	1,295	65,870	1,149	55,483	1,053	56,454	656	41,286
Shanghai (local).....	2,909	140,977	3,064	283,694	3,042	367,314	2,929	386,255
Anhui.....	130	4,486	87	5,193	72	4,370	61	4,229
Chekiang.....	1,007	33,473	694	27,312	747	35,264	480	21,709
Fukien.....	1,681	78,057	1,467	76,666	1,223	74,975	990	67,049
Kwangtung.....	2,113	96,383	4,470	268,122	5,218	322,925	5,647	401,177
Kwangsi.....	...	...	...	...	...	...	141	8,921
Yunnan.....	...	...	3	150	26	740	6	930
Kweichow.....	...	...	...	...	...	...	...	...
TOTAL.....	35,999	1,680,753	32,140	2,125,685	28,778	2,420,009	25,672	1,751,536

COMPARATIVE TABLE SHOWING AMOUNTS OF MAIL MATTER POSTED BY MIN-CHÜ DURING 1916-1919.

Districts.	C.H.M.K., 5TH YEAR (1916).		C.H.M.K., 6TH YEAR (1917).		C.H.M.K., 7TH YEAR (1918).		C.H.M.K., 8TH YEAR (1919).	
	Number of packages.	Weight. Kilos.	Number of packages.	Weight. Kilos.	Number of packages.	Weight. Kilos.	Number of packages.	Weight. Kilos.
Peking (local).....	5,600	1,160	5,420	1,193	4,850	1,336	2,410	573
Chihli.....	200	18	200	16	150	11	200	700
Shansi.....	1,900	185	1,900	152	1,800	155	1,800	150
Honan.....	...	...	...	...	...	...	...	...
Shensi.....	...	...	...	...	...	...	...	...
Kansu.....	...	...	...	...	...	...	...	...
Sinkiang.....	...	...	...	...	...	...	...	...
Manchuria.....	20	1	...	...	...	...	...	...
Shantung.....	97	8	154	19	18	1	22	3
Szechwan.....	...	...	900	300	1,400	350	1,500	280
Hupoh.....	27,700	2,623	27,900	2,797	26,300	2,432	25,600	2,774
Hunan.....	700	300	800	180	550	70	700	70
Kiangsi.....	22,100	1,890	22,500	2,000	22,600	1,700	24,400	1,850
Kiangsu.....	41,800	5,923	42,300	5,431	39,300	5,892	39,000	6,144
Shanghai (local).....	16,800	1,200	16,600	1,100	16,500	1,200	17,400	1,300
Anhui.....	3,300	620	3,300	540	4,200	600	6,400	700
Chekiang.....	8,800	3,100	14,800	4,100	16,500	4,300	20,500	4,900
Fukien.....	14,700	3,180	15,000	3,050	13,900	3,000	13,100	2,900
Kwangtung.....	...	...	...	...	...	...	...	...
Kwangsi.....	...	...	...	...	...	...	...	...
Yunnan.....	...	...	...	...	...	...	...	...
Kweichow.....	...	...	...	...	...	...	...	...
TOTAL.....	155,417	20,808	161,464	21,388	156,668	21,537	163,812	23,294

PARCELS RECEIVED DURING 8TH YEAR, C.H.M.K. (1919).

Districts.	ORDINARY PARCELS.			INSURED PARCELS.			C.O.D. PARCELS.			TOTAL.	
	Number.	Value.	Weight. Kilos.	Number.	Insured for \$.	Weight. Kilos.	Number.	Sum to be recovered \$.	Weight. Kilos.	Number.	Weight. Kilos.
Peking (local).....	547,170	8,374,886	2,489,690	20,490	1,481,960	121,190	4,060	50,630	6,150	571,720	2,617,030
Chihli.....	761,000	8,241,400	2,389,200	20,400	1,933,300	127,700	3,900	54,100	13,100	783,300	2,530,000
Shansi.....	261,900	2,132,800	1,228,000	2,760	113,300	145,300	590	9,900	1,190	265,250	1,243,720
Honan.....	491,800	8,338,000	1,416,700	5,900	280,600	33,600	7,250	82,400	9,700	504,950	1,460,000
Shensi.....	765,000	7,018,800	2,629,300	...	...	...	...	...	...	765,000	2,629,300
Kansu.....	109,400	1,183,100	425,300	...	...	...	...	...	...	109,400	425,300
Sinkiang.....	8,600	108,100	34,700	...	...	...	...	...	...	8,600	34,700
Manchuria.....	902,100	10,528,300	4,014,900	47,600	3,223,100	237,800	3,800	43,600	12,000	953,500	4,264,700
Shantung.....	359,000	3,234,500	1,141,900	3,200	204,800	14,600	6,000	80,200	8,200	368,200	1,164,700
Szechwan.....	290,300	3,116,100	1,484,900	4,300	190,300	375,000	700	7,900	2,200	295,300	1,862,100
Hupoh.....	419,800	5,488,452	1,350,891	22,400	1,399,555	167,139	5,100	50,662	6,294	447,390	1,524,324
Hunan.....	215,800	3,868,000	737,800	20,200	1,101,100	133,918	12,600	161,100	11,200	248,600	882,918
Kiangsi.....	190,900	1,487,300	697,500	11,300	372,300	52,600	2,400	12,700	5,000	204,600	755,100
Kiangsu.....	466,600	6,521,100	1,431,800	13,900	611,100	94,800	4,100	36,000	6,700	484,600	1,533,300
Shanghai (local).....	322,100	8,321,433	1,172,600	35,800	1,992,007	165,700	12,200	228,601	21,000	370,100	1,357,300
Anhui.....	224,500	2,375,900	570,200	2,300	120,800	10,100	1,700	18,300	2,800	228,500	583,100
Chekiang.....	184,700	2,691,800	559,500	17,250	1,586,500	76,200	800	5,300	1,000	202,750	636,700
Fukien.....	286,900	3,195,600	1,205,200	8,500	299,600	42,600	1,400	29,900	3,100	296,800	1,250,900
Kwangtung.....	204,200	6,443,800	934,600	7,800	595,800	59,100	650	22,300	1,820	212,650	995,520
Kwangsi.....	72,100	711,150	400,600	1,020	72,200	6,200	500	8,750	600	73,620	416,400
Yunnan.....	76,400	874,400	437,200	15,300	1,028,800	135,300	...	...	...	91,700	572,500
Kweichow.....	42,100	402,700	124,200	...	...	...	...	...	...	42,100	124,200
TOTAL.....	7,202,370	94,687,615	26,885,681	260,420	16,517,122	1,866,077	67,750	89,3343	112,054	7,530,540	28,863,312

APPENDIX K.

PARCELS POSTED DURING 8TH YEAR, C.H.M.K. (1919).

DISTRICTS.	ORDINARY PARCELS.			ISSUED PARCELS.			C.O.D. PARCELS.			TOTAL.		
	Number.	Value.	Weight.	Number.	Insured for	Weight.	Number.	Sum to be recovered.	Weight.	Number.	Value.	Weight.
		\$	Kilos.		\$	Kilos.		\$	Kilos.		\$	Kilos.
Peking (local).....	266,340	2,678,340	736,930	2,100	105,500	6,580	190	1,950	230	268,630	2,785,770	743,760
Chihli.....	478,000	5,992,100	1,949,100	2,300	124,300	12,300	1,800	14,100	1,900	482,100	6,130,500	1,963,300
Shansi.....	43,300	181,000	152,200	30	560	70	3	40	9	43,333	181,600	152,279
Honan.....	155,200	1,722,700	578,000	196	7,220	684	...	...	...	155,396	1,729,920	579,584
Shensi.....	62,500	781,800	221,600	...	...	...	...	...	...	62,500	781,800	221,600
Kansu.....	21,500	269,800	83,900	...	...	...	...	...	...	21,500	269,800	83,900
Sinkiang.....	1,100	12,000	4,300	...	...	...	...	...	...	1,100	12,000	4,300
Manchuria.....	261,300	2,868,300	776,800	3,400	164,400	13,400	...	...	...	264,700	2,972,700	790,200
Shantung.....	220,100	2,204,500	724,400	1,900	212,700	9,900	...	...	...	222,000	2,417,200	734,300
Szechwan.....	225,300	2,002,400	1,281,000	2,300	56,800	14,500	...	...	...	227,600	2,059,200	1,295,500
Hupoh.....	197,100	1,730,807	749,752	1,026	48,965	2,202	600	6,919	679	198,726	1,786,691	752,633
Hunan.....	53,600	462,800	134,900	320	6,500	450	...	...	...	53,920	469,300	135,350
Kiangsi.....	55,700	289,800	185,500	900	13,000	2,900	200	1,000	800	56,800	303,800	189,200
Kiangnan.....	289,000	6,160,000	802,800	50,400	3,634,800	397,600	200	300	200	339,600	9,793,000	1,200,600
Shanghai (local).....	479,900	8,314,646	3,112,300	52,700	3,533,398	322,700	11,100	116,532	24,000	543,700	11,964,576	3,459,000
Anhui.....	57,100	272,300	105,400	...	...	...	...	...	...	57,100	272,300	105,400
Chekiang.....	158,300	6,395,900	568,800	11,200	594,300	94,900	27,400	281,200	28,400	196,900	7,271,400	692,100
Fukien.....	146,900	1,068,800	577,600	1,200	11,900	1,900	100	100	100	148,200	1,080,800	579,600
Kwangtung.....	132,800	1,152,800	757,300	7,700	445,100	55,300	10	50	10	140,510	1,597,950	812,610
Kwangsi.....	12,870	83,300	35,750	20	1,400	50	...	...	...	12,890	84,700	35,800
Yunnan.....	35,300	327,900	189,400	400	79,900	1,600	...	...	...	35,700	407,800	191,000
Kweichow.....	18,200	229,400	66,900	...	...	...	...	...	...	18,200	229,400	66,900
TOTAL.....	3,371,410	45,141,373	13,795,552	138,092	9,038,743	937,036	41,603	422,091	56,328	3,551,105	54,602,207	14,788,916

APPENDIX L.

PARCELS IN TRANSIT DURING 8TH YEAR, C.H.M.K. (1919).

DISTRICTS.	ORDINARY PARCELS.			ISSUED PARCELS.			C.O.D. PARCELS.			TOTAL.		
	Number.	Value.	Weight.	Number.	Insured for	Weight.	Number.	Sum to be recovered.	Weight.	Number.	Value.	Weight.
		\$	Kilos.		\$	Kilos.		\$	Kilos.		\$	Kilos.
Peking (local).....	374,000	4,073,700	1,662,290	3,800	231,000	18,100	1,110	11,900	2,330	378,910	4,682,720	1,682,720
Chihli.....	412,400	4,520,000	1,040,900	8,400	884,300	49,400	1,300	7,000	2,700	422,100	5,093,000	1,093,000
Shansi.....	118,600	713,900	424,700	...	...	...	...	...	...	118,600	424,700	424,700
Honan.....	273,700	2,331,900	752,100	1,100	32,690	5,870	750	10,600	940	275,550	758,910	758,910
Shensi.....	396,400	3,602,100	1,296,400	...	...	...	...	...	...	396,400	1,296,400	1,296,400
Kansu.....	50,700	517,000	184,800	...	...	...	...	...	...	50,700	184,800	184,800
Sinkiang.....	3,100	40,400	6,100	...	...	...	...	...	...	3,100	6,100	6,100
Manchuria.....	484,400	4,821,500	1,583,500	22,400	1,286,200	109,900	1,400	13,900	4,800	505,200	1,698,200	1,698,200
Shantung.....	194,100	1,719,300	473,100	1,100	59,200	37,000	1,200	16,600	1,400	196,400	478,200	478,200
Szechwan.....	112,600	831,400	326,800	100	4,100	400	...	...	...	112,700	327,200	327,200
Hupoh.....	251,200	1,979,450	995,902	3,126	199,073	17,363	3,113	27,575	3,123	257,439	1,016,388	1,016,388
Hunan.....	110,800	1,032,800	448,600	4,300	192,400	30,581	2,000	39,200	...	117,100	219,031	219,031
Kiangsi.....	123,800	929,600	448,600	5,200	143,000	23,700	...	...	...	129,000	472,300	472,300
Kiangnan.....	228,000	2,347,300	593,000	7,600	380,000	54,500	1,600	17,100	2,300	237,200	647,800	647,800
Shanghai (local).....	200,600	3,831,263	585,300	33,300	1,668,466	154,400	12,200	228,601	21,000	246,100	760,700	760,700
Anhui.....	166,500	855,000	224,200	500	24,200	1,600	...	...	...	107,000	225,800	225,800
Chekiang.....	67,200	711,300	155,100	450	12,200	1,350	150	500	200	67,800	156,650	156,650
Fukien.....	159,300	1,603,700	563,400	4,300	112,600	17,400	600	3,800	600	164,200	581,400	581,400
Kwangtung.....	54,100	565,000	221,700	1,400	71,500	8,400	...	...	...	55,500	230,100	230,100
Kwangsi.....	29,400	223,250	100,450	200	10,650	800	200	3,050	200	29,800	101,450	101,450
Yunnan.....	32,300	217,800	127,100	200	18,500	1,100	...	...	...	32,500	128,200	128,200
Kweichow.....	22,700	219,200	63,700	...	...	...	...	...	...	22,700	63,700	63,700
TOTAL.....	3,802,900	37,688,863	12,015,842	97,476	5,350,079	496,564	25,623	369,826	41,343	3,925,999	12,533,749	12,533,749

APPENDIX M.

SUMMARY OF PARCELS DEALT WITH DURING 8TH YEAR, C.H.M.K. (1919), WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

DISTRICTS.	RECEIVED.		POSTED.		IN TRANSIT.		TOTAL (1919).		TOTAL (1918).	
	Number.	Weight, Kilos.	Number.	Weight, Kilos.	Number.	Weight, Kilos.	Number.	Weight, Kilos.	Number.	Weight, Kilos.
Peking (local).....	571,720	2,617,030	268,630	743,760	378,910	1,682,720	1,219,260	5,043,510	2,392,300	7,724,500
Chihli.....	785,300	4,530,000	482,100	1,993,300	422,100	1,693,000	1,689,500	5,586,300	398,500	1,553,400
Shansi.....	265,250	1,243,720	43,333	152,279	118,600	424,700	427,183	1,820,699	715,400	2,061,000
Honan.....	504,950	1,466,000	155,396	579,584	275,550	788,910	935,896	2,798,494	331,800	1,059,400
Shensi.....	765,000	2,620,300	62,500	221,600	396,400	1,296,400	1,223,900	4,147,300	62,700	237,300
Kansu.....	109,400	425,300	21,500	83,900	50,700	184,800	181,600	694,000	38,400	156,800
Sinkiang.....	8,600	34,700	1,100	4,300	3,100	6,100	12,800	45,100	1,593,200	6,037,900
Manchuria.....	953,500	4,264,700	264,700	790,200	595,200	1,698,200	1,723,400	6,753,100	675,100	1,857,700
Shantung.....	368,200	1,164,700	222,000	734,300	196,400	478,200	786,600	2,377,200	378,300	1,724,400
Sechwan.....	295,300	1,862,100	227,600	1,295,500	112,700	327,200	635,600	3,484,800	735,200	2,200,200
Hupeh.....	447,300	1,524,324	198,726	732,633	237,439	1,016,388	993,465	3,293,345	307,100	863,400
Kiangsi.....	204,600	755,100	53,920	135,350	117,100	219,031	419,620	1,237,299	316,300	1,050,600
Kiangsu.....	484,600	1,533,300	339,600	1,200,600	237,200	647,800	1,061,400	3,381,700	858,500	2,615,800
Shanghai (local).....	370,100	1,357,300	543,700	3,459,000	246,100	760,700	1,159,900	5,577,000	894,800	3,846,200
Anhui.....	228,500	583,100	57,100	195,400	107,000	225,800	392,600	914,300	342,230	824,420
Chekiang.....	202,750	636,700	196,900	692,100	67,800	156,650	467,450	1,485,450	347,950	1,065,750
Fukien.....	296,800	1,250,900	148,200	579,600	164,200	581,400	609,200	2,411,900	426,100	1,479,800
Kwangtung.....	212,650	995,520	140,510	812,610	55,500	230,100	408,660	2,038,230	357,760	1,887,284
Kwangsi.....	73,620	416,400	12,890	35,800	29,800	104,450	116,310	553,650	122,850	499,400
Yunnan.....	91,700	572,500	35,700	191,000	32,500	128,200	159,900	891,700	159,300	816,200
Kweichow.....	42,100	124,200	18,200	66,900	22,700	63,700	83,000	254,800	98,300	283,000
Gross Total.....	7,530,540	28,863,812	3,551,105	14,788,916	3,925,999	12,553,749	15,007,644	56,206,477	11,572,090	40,104,454
Deduct, in Transit.....	3,925,999	12,553,749	...	...	...	...	3,925,999	12,553,749	3,148,200	9,623,720
Net Total.....	3,604,541	16,310,063	3,551,105	14,788,916	3,925,999	12,553,749	11,081,645	43,652,728	8,423,890	30,480,734

APPENDIX N.

MONEY ORDER TRANSACTIONS DURING 8TH YEAR, C.H.M.K. (1919), WITH COMPARATIVE FIGURES FOR PREVIOUS YEAR.

DISTRICTS.	ISSUED.				CARRIED.			
	C.H.M.K., 7TH YEAR (1918).		C.H.M.K., 8TH YEAR (1919).		C.H.M.K., 7TH YEAR (1918).		C.H.M.K., 8TH YEAR (1919).	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Peking (local).....	231,100	\$ 3,030,000	68,100	\$ 1,372,000	574,100	\$ 9,080,500	68,500	\$ 1,484,300
Chihli.....	27,400	670,000	228,600	4,245,400	17,400	460,700	533,500	9,231,700
Shansi.....	92,000	1,852,000	32,300	772,900	110,400	1,900,700	24,200	694,400
Honan.....	14,500	592,700	31,700	1,103,400	9,000	486,000	134,400	2,445,900
Shensi.....	2,300	95,500	6,100	277,600	1,700	55,400	10,400	481,000
Sinkiang.....	2,900	55,700	3,800	106,100	1,700	13,200	1,800	63,900
Manchuria.....	189,700	3,048,400	193,600	3,091,800	109,900	1,376,200	106,300	1,749,100
Shantung.....	422,600	5,467,100	403,000	6,446,700	276,800	4,550,200	276,100	5,400,800
Sechwan.....	55,500	1,652,300	74,000	2,070,000	46,500	1,390,600	61,100	1,534,200
Hupeh.....	161,700	3,354,500	137,900	2,693,100	67,600	1,373,100	84,300	1,777,300
Hunan.....	96,500	2,361,600	124,900	3,038,900	34,800	962,200	60,100	1,719,100
Kiangsi.....	64,700	1,086,500	61,600	955,200	39,500	815,300	45,200	893,900
Kiangsu.....	223,200	2,791,900	263,600	3,866,100	269,500	3,556,000	326,000	4,846,400
Shanghai (local).....	107,800	4,405,100	133,800	1,920,900	134,200	2,162,400	178,100	3,029,100
Anhui.....	126,400	2,336,000	154,200	3,273,500	133,300	2,522,600	157,800	3,289,300
Chekiang.....	84,700	1,101,600	99,800	1,411,500	87,800	1,436,700	127,700	2,086,400
Fukien.....	54,500	1,082,000	75,100	1,434,900	38,400	735,800	48,200	983,200
Kwangtung.....	36,400	993,700	43,700	1,017,100	28,500	660,900	39,500	928,200
Kwangsi.....	8,700	265,900	10,100	298,800	6,700	158,800	8,700	219,800
Yunnan.....	25,800	906,700	23,000	741,200	20,600	715,200	20,000	559,700
Kweichow.....	12,400	375,600	14,600	456,700	13,300	386,100	15,700	427,500
TOTAL.....	2,042,800	\$ 35,335,800	2,315,300	\$ 43,816,000	2,021,700	\$ 34,798,600	2,329,200	\$ 43,857,500

## APPENDIX O.

## POPULATION OF CHINA.

(Considerable trouble and care have been taken in the course of the year to obtain an estimate of the population of China. Recourse has been had to the assistance of the provincial officials, which in most cases has been willingly accorded.)

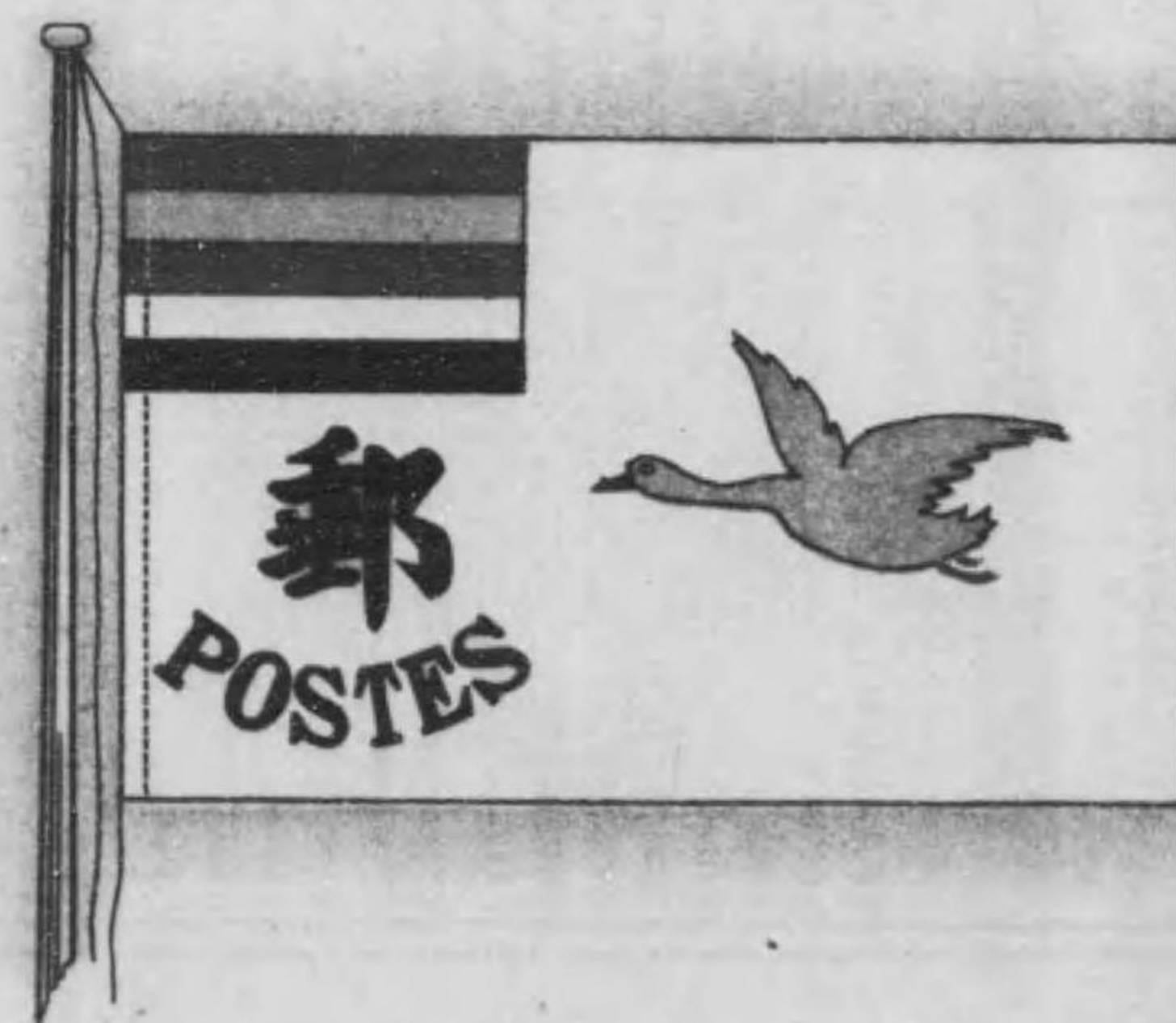
Underneath are given the results obtained. These, while they cannot be regarded as accurate, may be taken as a close approximation to actual figures. The footnote will show the limitations that have so far been imposed to a full record of the outlying districts.)

Peking .....	4,014,619.	Hunan .....	28,443,279.
Chihli .....	30,172,092.	Kiangsi .....	24,466,800.
Shansi .....	11,080,827.	Kiangsu .....	28,235,864.
Honan .....	30,831,909.	Shanghai .....	5,550,200.
Shensi .....	9,465,558.	Anhwei .....	19,832,665.
Kansu .....	5,927,997.	Chekiang .....	22,043,300.
Sinkiang .....	2,519,579.	Fukien .....	13,157,791.
Manchuria .....	13,701,819.	Kwangtung .....	37,167,701.
Shantung .....	30,803,245.	Kwangsi .....	12,258,335.
Szechwan .....	49,782,810.	Yunnan .....	9,839,180.
Hupei .....	27,167,244.	Kweichow .....	11,216,400.

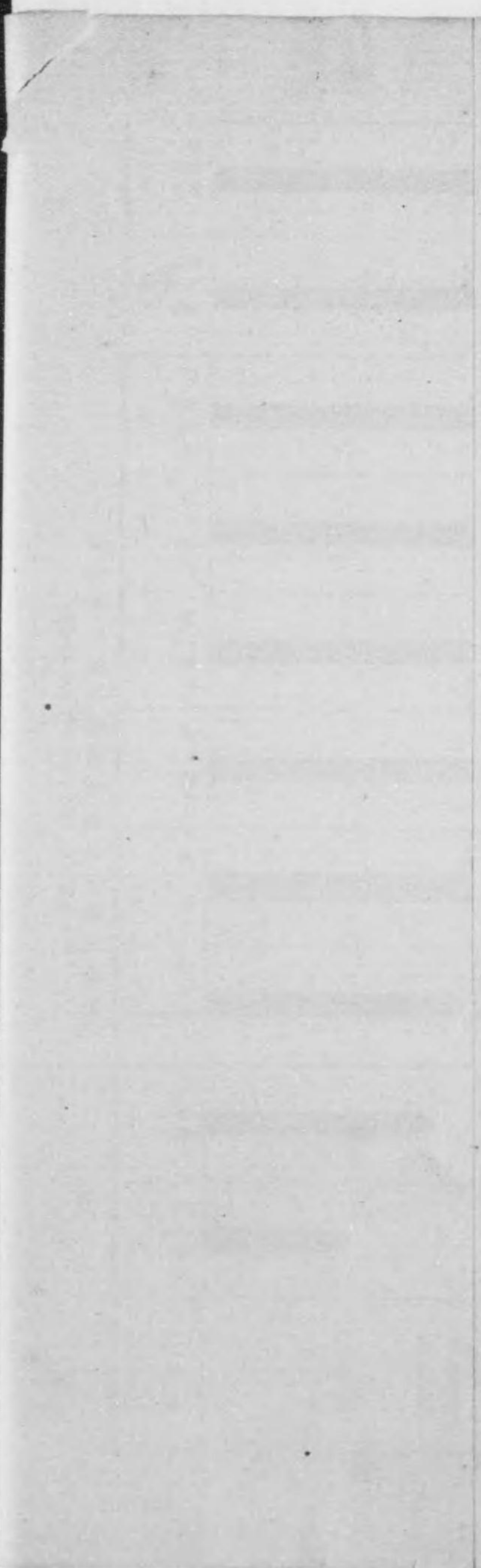
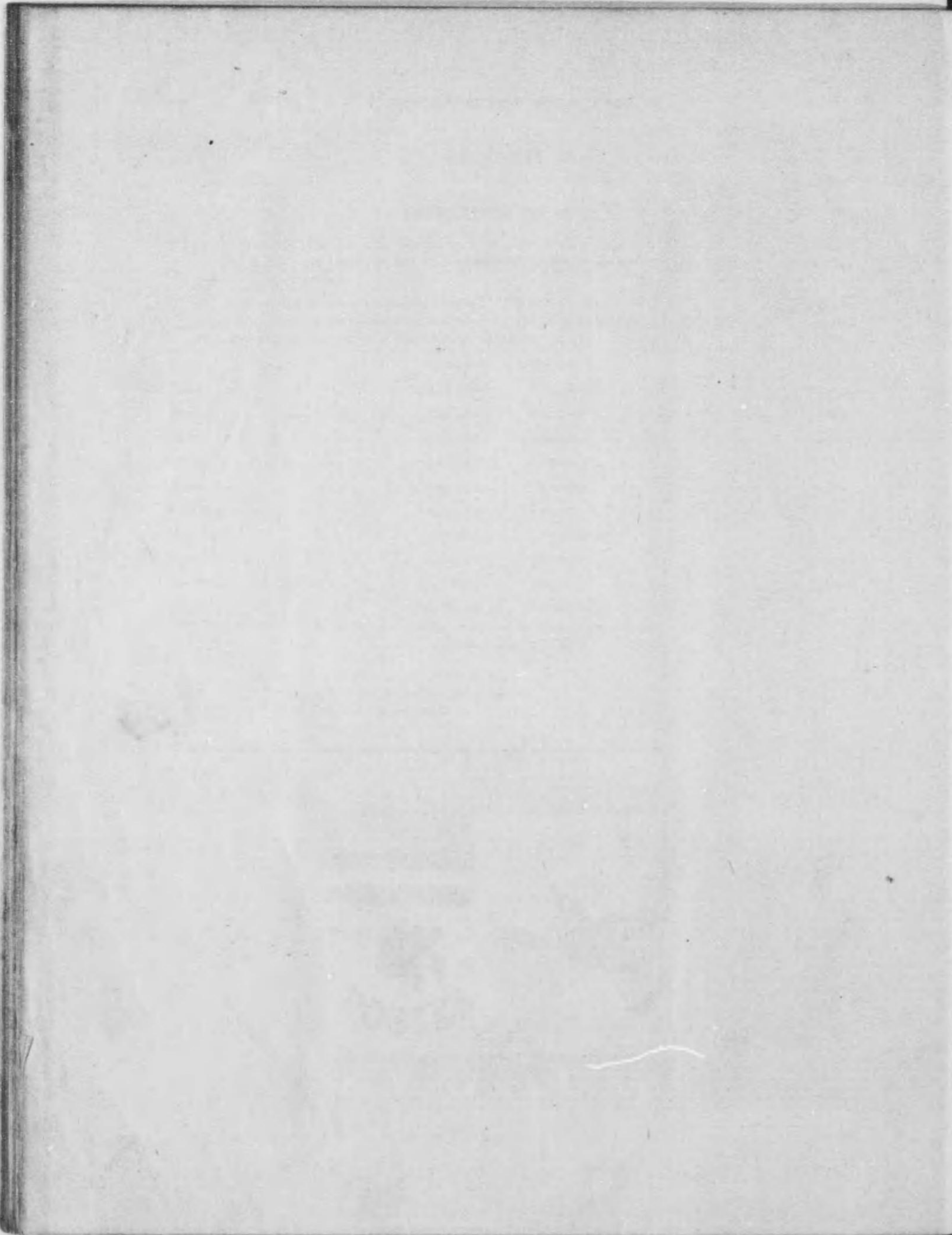
TOTAL: 427,679,214.

Not included in the above (no data available) :—

- (a.) 1 Hsien and Mongolia in Peking District.
- (b.) 3 Hsien in Manchuria District.
- (c.) Tibet.



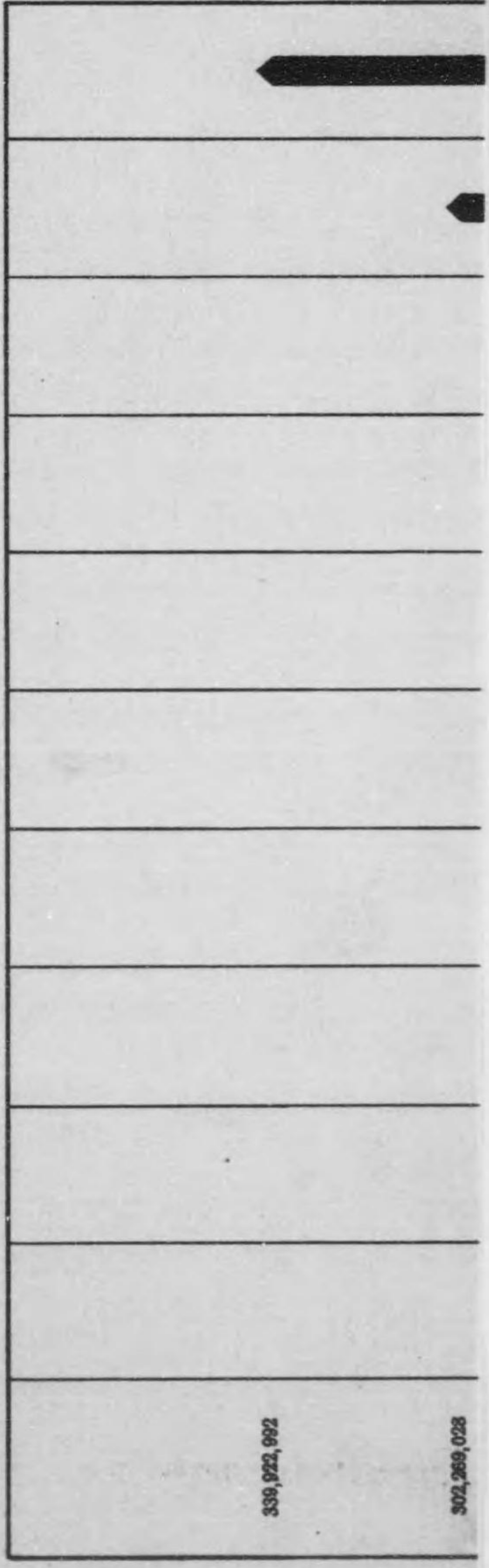




交寄郵件數目增加之圖表

(自前清宣統二年起至中華民國八年止)

DIAGRAM SHOWING INCREASE IN AMOUNT OF MAIL MATTER POSTED DURING THE YEARS 1910-1919.

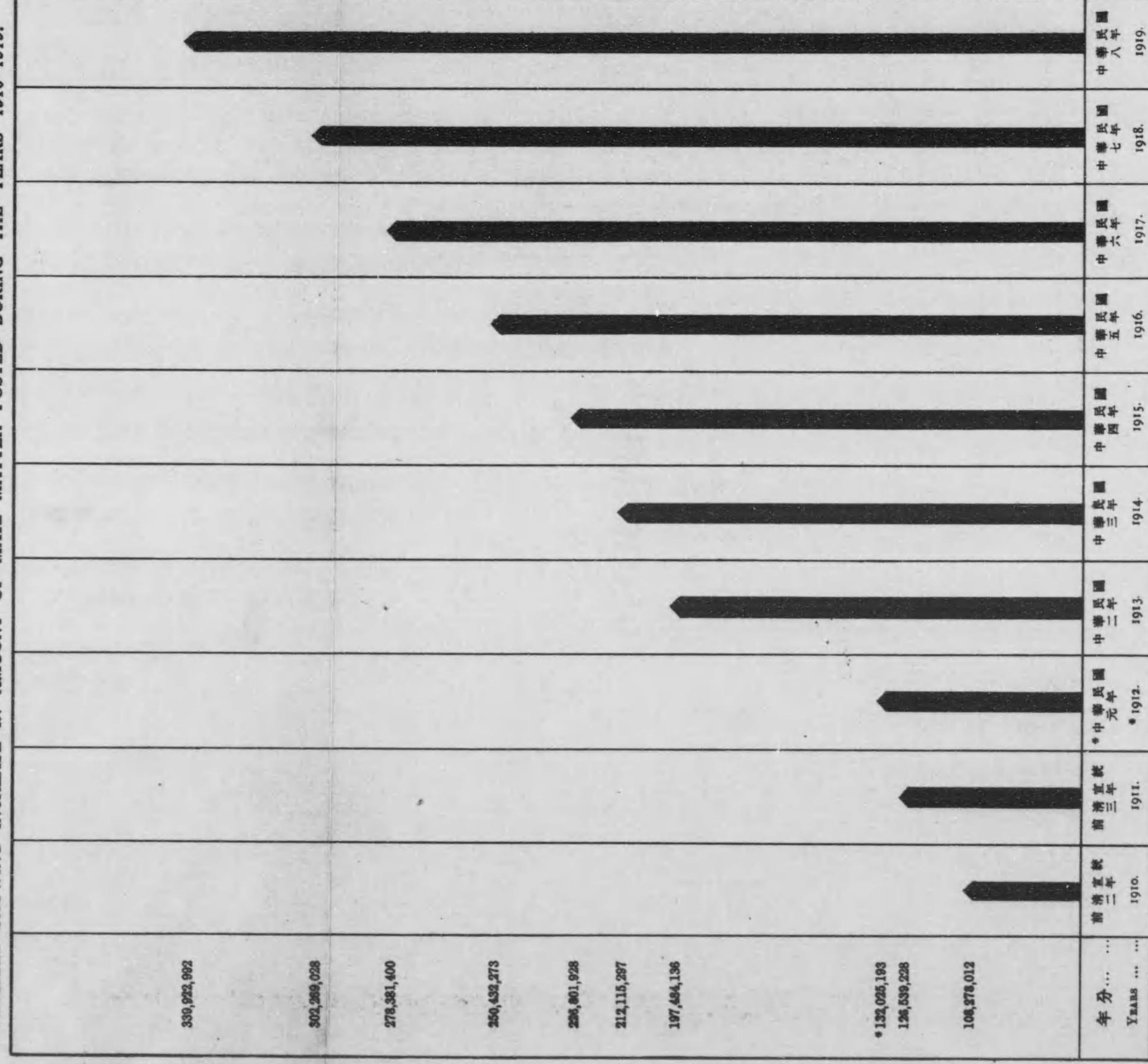


DIAGRAMS.

# 交寄郵件數目增加之圖表

(自前清宣統二年起至中華民國八年止)

DIAGRAM SHOWING INCREASE IN AMOUNT OF MAIL MATTER POSTED DURING THE YEARS 1910-1919.



\* 中華民國元年數目祇係十箇半月之數

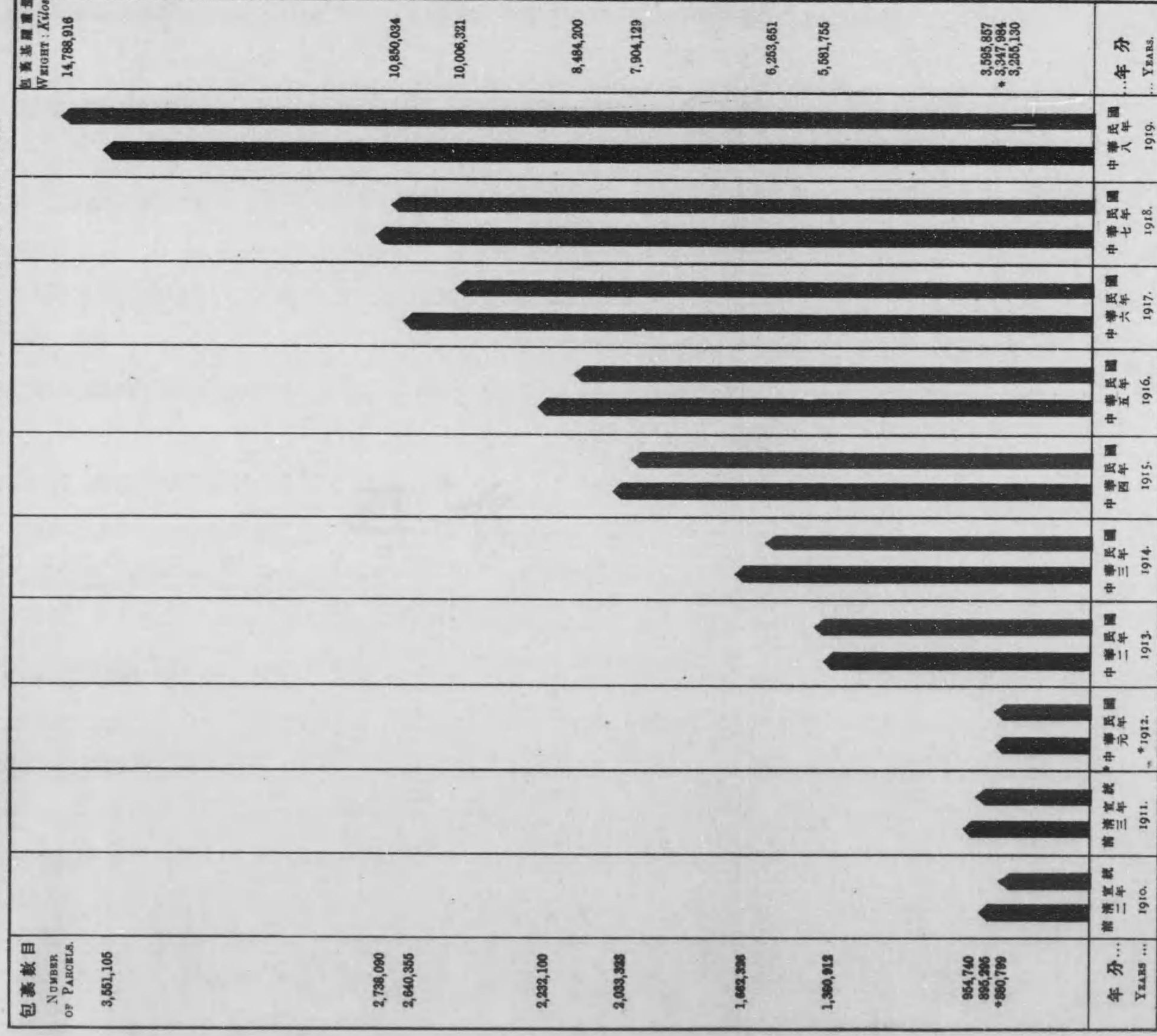
\* The figures for 1912 cover only 10½ months.

圖表

# 包裹營業數目暨重量之圖表

(自前清宣統二年起至中華民國八年止)

DIAGRAM SHOWING VOLUME OF PARCEL TRADE DURING THE YEARS 1910-1919.



• 中華民國元年數目祇係十箇半月之數

\*The figures for 1912 cover only 10½ months.

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9.10.15

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