

通商海关华洋贸易全年总册 = CHINA IMPERIAL
MARITIME CUSTOMS RETURNS OF TRADE TRADE
REPORTS / [上海通商海关总税务司署] · — [?] ~ [?] · — 上海: [编者], [?] ~ [?].

: 27cm.

年刊 · 一本刊所用中文刊名为译名 · 一有部分
英文内容.

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本刊共摄制1卷, 16毫米, 缩率1:23. 原件藏北京图书馆, 北京图书馆摄制, 母片藏全国图书馆文献缩微复制中心(北京), 原件有污迹.

本刊片卷摄制目录:

1904	(1905)
1908	(1909)
1913~1924	(1914~1925)

R.
552,505
371-1

CHINA
IMPERIAL MARITIME CUSTOMS.

I.—STATISTICAL SERIES: Nos. 3 AND 4.

RETURNS OF TRADE
(48TH ISSUE)

AND

TRADE REPORTS
(40TH ISSUE)

1904.

PART I.—REPORT ON THE WORKING OF THE POST OFFICE
(A CONTINUATION OF PART I.—ABSTRACT OF STATISTICS OF THE TRADE OF CHINA).

Published by Order of the Inspector General of Customs and Posts.

SHANGHAI:

PUBLISHED AT THE STATISTICAL DEPARTMENT OF THE INSPECTORATE GENERAL OF CUSTOMS,
AND SOLD BY
KELLY & WALSH, LIMITED: SHANGHAI, HONGKONG, YOKOHAMA, AND SINGAPORE.
MAX NOESLER: BREMEN, SHANGHAI, AND YOKOHAMA.
NEW YORK: G. E. SWEENEY & CO., 120 WEST 20TH STREET.
PARIS: PAUL LEFEBVRE, 10, RUE DE BOULOGNE.
LONDON: P. B. KING & SON, 2 AND 4, GREAT SMITH STREET, WESTMINSTER, S.W.

[Price \$1.]

1905.

REPORT ON THE WORKING OF THE POST OFFICE FOR THE YEAR 1904.

INTRODUCTORY.—The Chinese Post Office was established by Imperial Decree on the 20th March 1896, as the result of a long experiment begun as far back as 1861 by the Inspector General of the Chinese Imperial Maritime Customs Service, Sir ROBERT HART.

Early in the "sixties," during the first few winters after Foreign Representatives took up their residence at Peking, the Legation and Customs mails were exchanged between Shanghai and Peking, under the auspices of the Tsungli Yamên, by means of the Government couriers employed for the transmission of official despatches. It was then found convenient to arrange that the Customs should undertake the responsibility of making up and distributing these mails, a practice which, for the overland service during the winter months, involved the creation of Postal Departments at the Inspectorate and in the Custom Houses at Shanghai and Chinkiang, and, similarly, for the transmission of mails by coast steamers during the open season, the opening of quasi-Postal Departments in the Tientsin and other coast port Custom Houses. At that early date it could be seen that out of this simple beginning might be elaborated a system answering other and larger requirements on the principle of a National Post Office. This idea gradually shaped into form and had already so much ingratiated itself in the official mind that in 1876, when the Chefoo Convention was being negotiated, the Tsungli Yamên authorised the Inspector General to inform the British Minister, Sir THOMAS WADE, that it was prepared to sanction the establishment of a National Postal System and willing to make it a Treaty stipulation that postal establishments should be opened at once. Unfortunately, through, so to speak, a conspiracy of silence, the insertion of the postal clause was omitted in the official text of the Treaty, and thus the project was postponed *sine die*. Meanwhile, however, the experiment was persevered with and warmly encouraged by the Imperial Commissioner Li *Chung-tang*, who promised to "father" it officially as soon as it proved a success. Hence the more formal opening of Postal Departments at various Custom Houses, the 1878 experiment of trying a Native Post Office alongside the Customs Post, and the establishment of Customs couriers from Taku to Tientsin, from Tientsin to Peking, and the Customs winter mail service overland from Tientsin to Newchwang, from Tientsin to Chefoo, and from Tientsin to Chinkiang, as also the introduction of Customs postage stamps in 1878 (Appendix E).

The growing importance of the Service thus quietly built up and its convenience for regular communications with Peking and between Treaty ports were not only appreciated by the Foreign public, but were also recognised by the Foreign Administrations having postal agencies in China. In 1878 China was formally invited to join the Postal Union. In the same year, while on a visit to Paris, the Inspector General was sounded by the French



Minister for Foreign Affairs as to a possible way of withdrawing the French Post Office in Shanghai, and while, more than once, the British Postmaster General at Hongkong expressed his readiness to close the Hongkong Post Office agencies along the coast, arrangements were actually discussed for the absorption by the Customs Department of the Municipal Post Office at Shanghai. But no definite response to these overtures could be given, or final steps taken, before the Chinese Government had declared its intention to undertake national responsibilities; and the Customs Department continued to satisfy only certain wants and prepare the system for further development till, 20 years after the Chefoo Convention, the Decree of the 20th March 1896 appeared. This Decree created an Imperial Post for all China, to be modelled on Western lines, the organisation and management of which were confided to Sir ROBERT HART, who from that date has acted in the double capacity of Inspector General of Customs and Posts.

This long hesitation on the part of the Chinese Government to formally recognise and foster an institution known to have worked with such profitable results in Foreign countries, both from public and revenue standpoints, may be to some people a matter of surprise. But it must not be forgotten that from immemorial times the Chinese nation has possessed two postal institutions: one, the I Chan (or Imperial Government Courier Service), deeply rooted in official routine; the other, the Native posting agencies, long used and respected by the people. Both give employment to legions of couriers and are still necessary to the requirements of an immense nation; they can neither be suppressed, transformed, nor replaced at a stroke. The Imperial decision therefore only gave final sanction to a new and vast undertaking, but abolished nothing: it is through competition and long and persevering efforts that the two older systems must be gradually superseded and the implantation of the National Post Office patiently pursued.

These two systems deserve more than a passing notice at the head of this Report. The first is wholly maintained by the State through provincial contributions from ordinary local taxes. A few years ago, in 1902, the two Yangtze Viceroys, in a joint Memorial submitting their own plans for a National Post, estimated the total cost of this Service at some 3 million taels annually. This estimate is fully borne out by the annual statements occasionally found in the "Peking Gazette." It is an enormous sum, far above actual requirements, in exchange for which very poor services are secured. The Memorialists themselves recognised it and strongly recommended the gradual abolition of the I Chan. But it was not the first official suggestion of the kind; the ~~same~~ radical step had already been advocated by Censors in 1898, and a report was then called for by the Tsungli Yamên from the Inspector General on the condition of the Imperial Post Office as the channel of transmission for all official correspondence. At that time the proposal was somewhat premature; but this inquiry showed the tendency, and it can be foreseen that, as soon as the Imperial Post Office has sufficiently extended and is ready to undertake the responsibility, the Government Courier Service will yield its place and disappear. It has already lost much of its importance, steam communication along the seaboard and the River having long rendered its functions obsolete on many Imperial routes. The rapid growth of inland steam navigation and the building of railway lines, particularly the Lu-Han, from the capital to the very centre

of the Empire, are so many improvements in internal communications of which the Imperial Post Office takes keen advantage, and which ere long must consummate the disappearance of this Service.

Far more obstructive to rapid progress will Native postal agencies prove. These also have had a long life, but, unlike the I Chan, they are wholly independent; they consider letter traffic as their legitimate business, and live on it: they will die hard. Their innumerable ramifications, fast couriers, or rapid "post-boats," as the style of country decides, extend to all parts of China a veritable network of postal connexions which, with their slow ways, have for centuries answered the requirements of busy and thrifty communities. These posting agencies are essentially shop associations, for the most part engaged also in other trade; the transmission of parcels, bank drafts, and sycee is the most lucrative part of their postal operations. They fix the limit of their responsibilities and adjust their rates as they please, the latter having frequently to be bargained for. One characteristic rule is that half the charge is paid by the sender and half by the addressee; this practice often leads to extra demands on delivery when the second half of the charge, the *chiu-tzū* or *chiu-li* (*pourboire*), is claimed.

These agencies, unfettered by legislation, indispensable to the people, flourished undisturbed at all places till, some 50 years ago, the appearance of steam brought also for those working at places along the coast and the River a new order of things. Yet for a long time no particular notice was taken of their doings, and when supervision over them became necessary, they were found to have organised themselves into strong bodies holding a monopoly for the transmission by steamers of all interport Native correspondence. With these, conveniently styled the *hun-chuan hsün-chū* (or "steamer letter hong"), the Imperial Post Office came into direct contact as soon as the Decree of 1896 called upon them to recognise the new institution. But from the first a most considerate policy was adopted towards them and the ordinary Native establishments of the interior; this policy was sketched out in 1897 by the Inspector General himself in the following words: "Chinese mercantile firms have for ages been doing postal work all over the Empire, not only at the few ports where the Imperial Post Office is now beginning to function, but at innumerable places at which it cannot be established for many a year, and have been making both a good livelihood and handling correspondence, parcels, etc., in a suitable and convenient manner for a very large public: they are thus necessary. It was therefore decided to encourage their continuance and development, and, in order to regularise matters and bring all into line, to begin by the registration of such firms as have business houses at the Treaty ports, to arrange for the carriage of their interport mails, to require all who thus registered to send such interport mail matter, etc., through the Imperial Post Office, and to affiliate them as agents of the Imperial Post Office for conveyance of letters, etc., to and from places inland. Special regulations have been drawn up in this sense for their guidance and observance, and while their constituents will continue to pay them as before for transmitting correspondence at Native rates fixed by themselves, such firms, on the other hand, are to pay a transit fee to the Imperial Post Office, which has undertaken the conveyance of their interport mails according to special tariff. Accordingly, these Native establishments—of which more than 300 have already been registered—will function for some time to come almost independently alongside of the Imperial Post Office, but they will eventually be absorbed and gradually merged in the public

Postal Service of the Empire without being inconvenienced or suppressed." How circumstances have permitted this liberal programme to be followed hitherto and with what results will be found explained further on in the course of this Report.

Another difficulty, also special to China, is found in the Foreign Post Offices established at the Treaty ports. At the present day their presence and increasing number affect and concern not a little the Imperial Administration. Two or three of different nationalities were originally established at Shanghai, the terminus port of Foreign mail boats, and were required there, and are still so, for the passing of international correspondence abroad. But they have since extended and opened at numerous ports, where French, British, German, and Japanese Post Offices are now found doing a work for which the National Post Office alone would suffice. Not only do they curtail the legitimate share of the latter in the interport carriage of correspondence, but the spreading of alien establishments at places where they are not wanted is resented, and retards in this country the popularity of an institution so closely resembling them.

Under its present organisation the Head-quarters of the Imperial Post Office are at Peking, where all postal affairs are dealt with by the Postal Secretary, under the Inspector General of Customs and Posts. The eighteen provinces and Manchuria have been divided into postal districts, now 35 in number, each of which is under the immediate supervision of a Postmaster. The Head Office of each district is at the Treaty port of that district, except in the case of Peking, where the Head Office of the large Peking district is situated. Certain large districts have been subdivided into sub-districts, of which there are now five, each placed under a District Inspector, who resides in the provincial capital in that sub-district.

Each Head or Sub-Head Office has under it a certain number of subordinate Offices; these are of three kinds:—

- Branch Offices, at which the Imperial Post Office maintains its own staff on its own premises;
- Inland Agencies, at which licensed Agents, who are usually substantial shopkeepers of the place and guaranteed, undertake all postal business, including the delivery of correspondence, in return for a fixed commission and certain other emoluments; and
- Box Offices—that is, small shops in which the Imperial Post Office places letter-boxes, cleared at certain times during the day, and where the owner, under license and guarantee, is allowed to sell stamps to the public in return for a small commission; ordinary postal business, including registration, can be effected at these shops, but the owners do not undertake delivery. Box Offices are placed in all large cities as adjuncts to the Head and Branch Offices situated there. In addition, in certain cities are to be found street pillar-boxes, which are cleared at regular intervals.

All Branch Offices established at important places undertake the transmission of small sums of money by means of a Money Order system.

The size of each postal district was originally determined by consideration of the distance, the density of population, and the means of communication available in the district: but, the limits once defined, it has been left to Postmasters to extend to inland places within their districts on certain broad lines fixed by Head-quarters, and this extension, begun in 1901, has been uninterruptedly carried on. The aim has been, starting from the Treaty ports as centres, to open and establish through the most important places direct postal routes between Head Offices and provincial capitals; to connect with these routes as many as possible of the prefectural and district cities; and to bring every open place into postal communication, *via* the Treaty ports or Peking, with the Foreign mail terminus at Shanghai, Tientsin, or Canton, thence with Union countries and the outside world.

The result of this first period of extension has been that at this date the Imperial Post Office is to be found and all postal business can be transacted in every provincial capital of the Empire, in most prefectural and district cities, and in the more important smaller centres and towns throughout China. The total number of establishments on the 31st December, 1904 was 1,319. The Imperial Post Office issued a large Postal Working Map in 1903, and published a List of Establishments, which has since been brought up to date every six months by means of Supplementary Lists. In Appendix A will be found a Summary of this list, giving for each district or sub-district the name of the province within which it is situated, the number of prefectural and district cities found in its boundaries; and the number of Branch Offices, Agencies, and Money Order Offices actually opened. A small hand map (Appendix B) accompanies this Summary, on which are marked the boundaries of each postal district and the points at which Imperial establishments are now open, with reference numbers for Branch Offices, thus permitting the finding of their names in the marginal list printed on the map.

Communication between Imperial establishments is kept up by means of contract steamers on the coast and large rivers; by railways where they exist; by steam-launches, junks, or hong-boats on the inland waterways; and on the numerous overland routes, which now measure over 101,000 *li* (33,000 miles) in length, by mounted or foot couriers.

The coast and river steamers and launches run on certain lines and between fixed points and are availed of wherever possible. Railways are still in their infancy in China, but lines already open are used to their full extent. Where steam communication is available, operations are greatly facilitated and transport is cheaper; hence certain tariff distinctions for the fixing of rates between steam-served and non-steam-served places to be noticed in the Tariff Table (Appendix D). Hong-boats are chiefly used in the southern part of Kiangsu and Northern Chehkiang—a district with a large network of canals and small creeks, many of them unnavigable by launches. This part of China is also very densely populated, and although the Shanghai, Hangchow, and Ningpo districts are not extensive, it will be seen from the map that they contain an unusually large number of Post Offices, a remark likewise applicable to the Canton delta districts.

Communication by couriers, of a kind to fulfil the requirements of a Postal Service built up on Western lines, has naturally been no easy matter in a vast country like China, presenting every variety of geographical features and where public roads are utterly neglected. Old-established trade routes are usually followed, even at the cost of extra distance, as offering greater

safety for the couriers and as capable of convenient subdivisions into stages, from the number of towns and villages found on them. Stages are generally limited to 100 *li* (33 English miles) and the couriers run according to schedule on fixed days; but on the main routes speed is accelerated as much as possible, daily despatch being ensured on them for light mails and an every-two-days or semi-weekly service for heavy mails. For light mails night-and-day foot couriers are used in some parts and mounted couriers in others, raising the speed to 200 *li* (or 65 miles) per day. The couriers are the employes of the Imperial Post Office and wear uniforms or badges.

As actually constituted, the staff of the Imperial Post Office includes:—

Foreign.

Inspector General and Head-quarters Staff, at Peking	5
District Postmasters in charge of districts	36
Deputy Postmasters	3
District Inspectors	7
Postal Officers	66

Chinese.

Inspecting Clerks	17
Chinese Clerks—linguists	261
" non-linguists	494
Postal Agents	986

(Sorters, Letter-carriers and Couriers, and Miscellaneous not included.)

The functions of Postmasters are for the present fulfilled by the Commissioners of Customs authorised to act at the Treaty ports as Postmasters *ex officio*, or, for a few ports, by separate appointees. Deputy Postmasters are additional at the largest ports. District Inspectors reside in the interior in charge of sub-districts or travel on tours of inspection of the inland establishments. Postal Officers supervise all Service details at Head Offices and control from there all the routine work and active operations carried on by Native hands throughout the districts. Chinese linguist Clerks possess a practical knowledge of English and do duty at Head Offices or act in charge of Branch Offices at places where Foreign communities are found. Non-linguists are not required to know a Foreign language and work at Head Offices under the linguists or in charge of various establishments inland. Grades and rates of pay are fixed, and all employes advance by promotion. Chinese Clerks are all guaranteed, and the whole system which, in the main, rests on their honesty and their efficiency, works satisfactorily, cases of loss, misbehaviour, or peculation being of extremely rare occurrence.

A uniform and elaborate system of accounts has been devised for recording all receipts and expenditure. Each Head Office, under Foreign supervision, keeps the accounts of its district and renders them to Peking, where they are audited and passed to a General Account for the whole Service.

The organisation as above described, incomplete as it is yet, answers the most immediate requirements of postal work; and the progress made these last three years—that is, since steady expansion began in 1901—vouchsafes the soundness of the system upon which it is established. A few comparative figures for the last four years will prove interesting:—

	1901.	1902.	1903.	1904.
Head and Sub-Head Offices.....	30	30	34	40
Branch-Offices.....	134	263	320	352
Agencies.....	12	153	609	927
Articles dealt with.....	10,500,000	20,000,000	42,500,000	66,000,000
Parcels : number.....	126,800	260,000	487,000	772,000
" weight in lb.	552,000	1,201,000	2,673,000	5,952,000
Letters in Native clubbed mails.....	7,300,000	8,000,000	7,267,500	8,300,000

Divided between the four large geographical divisions of China, the results for 1904 can be summarised as follows:—

	ESTABLISHMENTS.	ARTICLES.	PARCELS.
North China : Peking to Kiaochoo.....	344	10,000,000	197,000
Central China : Kiukiang to Chungking.....	324	12,000,000	161,000
Lower Yangtze : Wuhu to Hangchow.....	224	25,000,000	299,000
Southern China and Yunnan Stations.....	427	10,000,000	115,000
TOTAL.....	1,319	66,000,000	772,000

Full details for each district and sub-district will be found in Appendix C, and from this it will be noticed that Shanghai alone contributed over 13 million articles; Tientsin, over 6½ million; Newchwang, 5 million; Peking, 3½ million; Hankow, 5 million; Foochow, 2 million; Canton, 3 million; etc. The collection and expenditure are not published here, but it may be recorded that a very sensible approach to equilibrium between receipts and expenses has been realised at Canton, Tientsin, Wuhu, Nanking, Soochow, and Hangchow, while the losing districts have principally been Chefoo, Kiaochoo, Yochow, Kiukiang, Chinkiang, Mengtze, and particularly Hankow, where receipts are less than one-half the expenses. Expenditure naturally corresponds to the size of the districts and the length of the lines, but collection does not always do so; hitherto—that is, during the first period of development—much latitude had to be given in this respect to each Head Office. This brief survey, however, points to the urgent need to settle the budget of certain districts and limit their development and expenses, so as to bring the cost into better proportion with their postal traffic: a large deficit is a sure sign of too hasty and ill-calculated development.

This brings us to speak of the financial means of this large Service. It may not be generally known that, not only had the postal experiment started in 1861 to be carried on for over 30 years against numerous difficulties and without the avowed support of the Government, but even after its formal recognition in 1896, without any special pecuniary help from it. The

Customs Service, under the able leadership of Sir ROBERT HART, had alone, from the beginning, to support this stupendous enterprise, lending to it the assistance of its staff and such resources as it could spare; the independent and quiet creation of an Administration so new and so useful is the more wonderful in this unmoveable country, and it will not be the least of the services rendered by the Customs and its Chief to China and her people. In the middle of 1904 the Chinese Government, confident at last of the ultimate success of the National Post Office, granted the subsidies required to bring up this Service to a state of completeness. On the 12th June 1904 the Inspector General was notified by the Yamén that in future an annual grant of *Hk.Tts.* 720,000 would be issued, payable in monthly instalments of *Hk.Tts.* 10,000 at six of the Treaty ports—Tientsin, Shanghai, Hankow, Foochow, Swatow, and Canton. This grant has not yet been paid in full; but the portions received for the last six months of 1904 have already helped the Postal Service to an extent which, together with its other receipts, is nearly sufficient to cover working expenses on its present footing. A new move is being made to ensure regular payment in future; it is hoped the funds may be forthcoming and permit the taking up of an improved programme to complete organisation and accelerate development.

It must be acknowledged that the Postal undertaking has long passed the experimental stage. Large communities, Foreign and Chinese, are now dependent on the Imperial Post Office for the transmission of their correspondence, and the public duties of the Service increase every day. New establishments are wanted in every direction, and at those now open the work is becoming heavier. The system hitherto followed, to stretch out lengthy lines of couriers so as to rapidly bring all large cities of the interior into communication with Treaty ports, had to be carried on without special regard to the local exploitation of each great centre, and, as a consequence, many are still only provided with Agencies quite inadequate to their requirements. Every *fu* and *hsien* city should now have its own and properly constituted Post Office, capable, separately, to undertake the establishment and control of Agencies or Box Offices in all the localities in its neighbourhood. A larger staff and larger means are required for this, and it is obvious that until this is done much of the advantages and possibilities of the new system will be neglected. These considerations have been brought to the notice of the Chinese Government, and effective official support in various directions is now assured. Doubts can no longer be entertained that the Postal programme is definitely accepted and welcomed in official circles, and we have seen in Shansi, Honan, Hupeh, and some other provinces the high provincial authorities issue, of their own accord, remarkable proclamations making known to the population the character and aims of the Imperial Post Office, and enjoining upon all to welcome and support it as the national institution. There is now no more trouble on the opening of new establishments to obtain local proclamations from the authorities of the place, and, in fact, Magistrates not unfrequently apply of themselves for the planting of establishments in their cities, and wherever protection is asked for Offices or couriers it is readily granted. Strong signs are seen everywhere of the growth of the institution; its low rates, quickness, and regularity draw more and more the public to its counters.

To briefly review the special ground gone over during the year 1904, I would first mention the revision of the Postal Tariff. This operation did not go on quite smoothly. The fact had long been noticed that inland rates were too low and should correspond better with

the heavy cost of transport by couriers through the districts of the interior. A new Table—Notification No. 40—was therefore introduced in April, drawn up with a view to regulate charges as much as possible according to distances, provincial and interprovincial distinctions being adopted for the purpose. Unfortunately, too short notice was given to this change of practice, the system was thought too complicated, and certain criticisms it drew forth showed that minute distinctions as to distance and mode of transport were unnecessary. Additional observations, too, divulged the fact that the 1-cent rate for domestic letters adopted two years ago was too low and could conveniently be raised to 2 cents. A second Table—Notification No. 41 (Appendix D)—was consequently issued and came into force in September: the indications are that it will give general satisfaction.

Three Conventions have been concluded during 1904 with Foreign Administrations: one with India, began on the 1st March; one with Hongkong, concluded in December and put in operation in February 1905; and a Parcel Convention with France, signed on the 21st October but not yet operative. These bring up to five the number of Postal Arrangements passed by the Chinese Post Office with Foreign Administrations, one having already been signed with France in February 1900 and another with Japan in May 1903. China has not yet formally entered the Universal Postal Union, but it may be remarked here that these Conventions place her, through the intermediary of the contracting Administrations, in exactly the same postal relations with all Union countries as if she had already joined it. Under these Conventions Chinese mail matter for abroad, franked in Chinese stamps, is handed over in open bags to the Foreign Post Office at the Foreign mail terminus port, and that Post Office, by date-stamping each cover, confers on it the right of admission into any Union country in the world; on the other hand, the Foreign Post Office hands over in a similar way its incoming Foreign correspondence for transmission through Chinese lines. There is thus between the Chinese and Foreign Offices an exchange of services which are paid for, as is done by any two Union countries, on the basis of yearly statistics taken during the first 28 days of May or November of alternate years, and which are settled at the established Union rates.

It should be remembered here that in dealing with international correspondence China in every respect conforms to the rules of a Union country. In April 1896, shortly after the promulgation of the Imperial Decree referred to at the head of this Report, China addressed the Conseil Fédéral Suisse, notifying the creation of the Imperial Postal Service and her formal intention to join the Union as soon as organisation permitted; meanwhile her Post Offices as they opened at the Treaty and other ports were to observe Union practice and rules. These declarations she confirmed again before the Universal Postal Congress of Washington by her representatives there—Messrs. H. F. MERRILL, F. E. TAYLOR, and E. BRUCE HART—in 1897, and ever since she has acknowledged, at these places, Universal Postal Union regulations and rates. Consequently, all international mail matter to and from Treaty ports and steam-served places are passed free at Chinese Offices if fully prepaid at Union tariffs, and when a tax is applied for insufficiency of postage it is done in conformity with Union rules. To non-steam-served places, where communications have to be maintained by costly land couriers, the rule remains the same for light articles—letters and postcards,—but on printed mail matter and other heavy mail articles the Chinese Administration imposes a domestic charge,

distinct from Union rates, to cover courier expenses. As regards more particularly mail matter arriving from British places at the penny postage rate or from America at the United States domestic rate, if received for distribution at Shanghai, it is distributed free, but if received for further transmission through the Imperial Post Office system, it is taxed in conformity with Union rules. Foreigners living in the interior have occasionally made the Shanghai papers the medium of their complaints against the charges asked on delivery of their correspondence, doubtless because insufficiently acquainted with these rules and distinctions, which have long been admitted by all Foreign Administrations the Imperial Post Office has dealings with.

As explained in the introductory part of this Report, the Imperial Post Office has so far only had dealings with the letter hong, or *lun-ch'uan hsin-chü*, at the Treaty ports. There was no particular difficulty in bringing these under control from the first by means of compulsory registration; but much difficulty is still experienced in arranging for payment of the clubbed mails carried for them by steamers; those sent direct between Treaty ports are passed free, and only half the letter rate is demanded on those between steam-served places. This is an unsatisfactory state of affairs of some concern to the Imperial Post Office, which will forcibly require adjustment before long. As to the Native posting agencies of the interior, no official cognizance had yet been taken of them since 1896 and no relations opened with them. At the beginning of 1904 instructions were issued directing Postmasters to allow them to register and use the Imperial Post Office courier lines for the transmission of their clubbed packages against payment of the full letter rate on gross weight. It has had yet but little effect, but this introduces an important departure from the purely expectant policy hitherto adopted towards them and is one likely to work good results in time. Wherever enlisted these agencies will be of considerable assistance, for they will act as collectors and distributors for the Imperial institution, and become those very agents the Post Office wants to enlarge the circle of its operations among Native communities in the interior, on methods popular among them. Registration of these agencies inland should be steadily pursued; once readily accepted, it will prove the means of absorbing them and of constituting, out of their elements, without hesitation or trouble, and also rapidly, an enormous but compact system of agencies most suitable to the postal requirements of this vast Empire.

The study of improvements in working methods has continued during 1904. The simplified system of statistics introduced at the beginning of the year on methods borrowed from Foreign Administrations has worked most satisfactorily, greatly reducing the work. Two sets of statistics are rendered by each district to Peking: the first, *Domestic*, and quarterly, are prepared from the particulars obtained from the Letter Bills or certain working registers during the first week of March, June, September, and November of each year at Head Offices, and during the 2nd, 5th, 7th, and 10th moons at inland establishments; the second, *Union*, rendered yearly, are taken simultaneously with the international statistics of Foreign Post Offices during May or November each year—on these the accounts of transit charges between the Chinese and Foreign Administrations are established.

The Money Order system, hitherto limited to Treaty ports and steam-served places, has been remodelled, and is now being extended to a number of inland establishments. Much is

expected from the extension of this system. In a country like China, where exchange is so erratic and banking transactions difficult and costly, it has become a practice among the ordinary Chinese public to settle bills by remittances of money in sycee. On this traffic Native agencies flourish, and it helps them not a little to retain their customers for other postal operations. The Remittance Order of the Imperial Post Office is one of the means by which this traffic will be curtailed and the public freed from risk and capricious exactions.

On the marginal list of Imperial Post Offices and Branch Offices, appended to the map (Appendix B), an asterisk (*) and a dagger (†) indicate those now open to Money Order transactions: they actually number 177; these transactions exceeded *Hk.Ts.* 500,000 during the year 1904.

The most important innovation specially devised for inter-Office work is that of postage-due stamps, of which a first issue was made during the year under review (*vide* Appendix E). Most Postal Administrations use postage-due stamps for controlling receipts on delivery, but none wants them more than the Chinese Administration, where so much has to be left to Native hands. The system now adopted as a measure of control prevents every irregularity on the delivery of letters and will contribute to maintain integrity in the lower ranks of employes.

During 1904 a large Postal Working Map, with an Index, a List of all known Cities in China, a List of all Imperial Establishments and two Supplementary Parts to bring it up to date, and a revised Chinese version of the "Postal Guide" have been issued. Postal weights have been readjusted, preventive regulations against the smuggling of letters have been framed, and various systems for the "late posting" of clubbed packages on board steamers at Treaty ports, the registration of newspapers, and "special marks" for mail matter under contract have been introduced in Post Office practice.

Attached to this Report will be found:

- A Summary of I.P.O. Establishments open prior to 1st January 1905 (Appendix A);
- A small hand map, with a marginal list of all Branch Offices (Appendix B);
- A General Statement of Postal Results by Districts during 1904 (Appendix C);
- The Postal Tariff—Notification No. 41,—issued on 1st September 1904 (Appendix D);
- A Note on the Postage Stamps of China, 1878–1904 (Appendix E); and
- A Note on the Government Courier Service of China (Appendix F).

T. PIRY,

Postal Secretary

INSPECTORATE GENERAL OF POSTS,

PEKING, 25th May 1905.

APPENDIX A.

SUMMARY OF IMPERIAL POST OFFICE ESTABLISHMENTS OPEN TO THE SERVICE PRIOR TO THE 1ST JANUARY 1905.

DISTRICTS OR SUB-DISTRICTS.	NAMES OF PROVINCES.	NUMBER OF		NUMBER OF			
		Prefectures and Independent Cities.	District Cities.	Head and Branch Offices.	Box Office Agencies.	Money Order Offices	
						A.*	B.+
Peking.....	Chihli.....	14	120	17	51	7	2
Luoyuan.....	Shansi.....	26	91	8	40	...	5
Kaifeng.....	Honan.....	10	77	12	40	...	1
Newchwang.....	Shengking.....	5	23	15	14	2	...
	Kirin (Chilin).....	5	4				
	Heilungchiang.....	2	...				
Tientsin.....	Chihli.....	3	21	17	24	8	...
Chefoo.....	Shantung.....	1	11	9	18	1	6
Chinan.....	".....	9	68	15	32	1	3
Kiaochow.....	".....	2	26	18	14	8	4
Chungking.....	Szechwan.....	10	63	7	32	...	1
	Yunnan.....	1	1				
Ch'engt'u.....	Szechwan.....	13	61	9	47	...	1
Ichang.....	Hupeh.....	2	13	2	4	1	...
	Szechwan.....	1	6				
Shasi.....	Hupeh.....	2	9	2	11	1	...
Yochow.....	Hunan.....	12	55	8	15	2	2
Kueiyang.....	Kweichow.....	16	48	3	4	...	...
Hankow.....	Honan.....	3	25	23	76	10	2
	Hupeh.....	7	45				
Hsian.....	Shensi.....	12	85	11	38	1	...
	Kansuh.....	15	54				
Kiukiang.....	Kiangsi.....	14	78	17	15	2	...
Wuhu.....	Anhwei.....	7	30	5	18	2	3
Nanking.....	Kiangsu.....	1	7	6	16	4	...
	Anhwei.....	3	12				
Chinkiang.....	Kiangsu.....	7	34	24	24	6	1
	Shantung.....	...	1				
Shanghai.....	Kiangsu.....	3	12	7	33	6	1
Soochow.....	".....	1	14	4	5	1	2

SUMMARY OF IMPERIAL POST OFFICE ESTABLISHMENTS—Continued.

DISTRICTS OR SUB-DISTRICTS.	NAMES OF PROVINCES.	NUMBER OF		NUMBER OF			
		Prefectures and Independent Cities.	District Cities.	Head and Branch Offices.	Box Office Agencies.	Money Order Offices	
						A.*	B.†
Ningpo.....	Chehkiang.....	5	33	16	24	6	3
Hangchow.....	".....	4	29	14	28	5	1
Wenchow.....	".....	2	16	5	12	1	2
Santuo.....	Fuhkien.....	1	5	2	5	1	1
Foochow.....	".....	6	31	18	22	9	4
Amoy.....	".....	4	22	7	24	2	3
Swatow.....	Kwangtung.....	2	18	20	15	2	2
Wuchow.....	Kwangsi.....	12	56	10	20	2	3
Samsui.....	Kwangtung.....	6	19	6	16	1	...
Cantoh.....	".....	6	28	24	121	5	11
Kiangchow.....	".....	1	13	1	1	1	...
Pakhoi.....	".....	3	7	5	13	1	...
	Kwangsi.....	1	4				
Lungchow.....	".....	2	5	1	...	1	...
Mengtsz.....	Yunnan.....	10	49	8	11	2	...
Szema.....	".....	3	1	1	3	1	...
Tengyueh.....	".....	7	17	5	4	1	...
Changsha.....	Hunan.....	5	12	7	17	3	3
Tatung.....	Anhwei.....	3	12	3	20	2	1
TOTAL.....		290	1,471	392	927	109	68

* Money Order Offices A are those between which steam communication exists; for these the limit of issue on one document is \$50.

† Money Order Offices B are those situated inland, between which postal communication is maintained by couriers or boats; for these the limit of issue on one document is \$10.

N.B.—Where a Money Order is applied for at a Money Order Office A for payment at a Money Order Office B, or vice versa, the limit of issue is \$10.

The fee is 2 per cent. of the sum paid out, and when a difference exists between the bank's rates at place of issue and place of payment, the make-up has to be paid in.

APPENDIX C.

POSTAL RESULTS BY DISTRICTS, FOR THE YEAR 1904.

PORTS.	MAIL MATTER.				PARCELS.		LETTERS IN CLUBBED MAILS.	MONEY ORDER TRANSACTIONS.	
	Received.	Despatched.	In Transit.	TOTAL.	Number.	Weight.		Issued.	Cashed.
NORTH CHINA.									
Peking.....	1,785,000	1,130,000	650,000	3,565,000	59,770	491,480 14	25,700	53,559.19	55,310
Kaifeng.....	535,544	258,970	313,956	1,108,470	4,791	15,542 7	...	...	...
Newchwang.....	1,831,196	1,784,710	1,409,952	5,025,858	29,582	190,573 0	30,744	12,974.29	2,866.25
Tientsin.....	3,189,241	1,969,233	1,437,698	6,596,172	63,657	320,896 4	102,992	66,860.96	39,495.59
Chefoo.....	755,835	360,208	388,685	1,444,728	10,866	49,636 4½	85,678	12,297.19	8,210.03
Chinan.....	697,325	313,796	347,019	1,358,140	9,301	39,229 10	32	...	...
Kiaochow.....	386,000	178,000	258,000	822,000	18,500	100,232 8	...	10,189.75	2,089.74
CENTRAL CHINA.									
Chungking.....	565,799	231,254	269,752	1,066,855	15,392	63,282 4	...	15,046.01	4,078.50
Ichang.....	329,087	101,629	248,228	678,944	15,269	103,808 15	2,770	4,869.56	1,980.50
Shasi.....	200,199	113,562	75,853	389,614	3,219	18,536 9	4,959	8,911.71	2,576.11
Yochow.....	1,158,675	539,553	802,901	2,501,129	25,888	120,590 4½	69,257	36,848.89	23,573.76
Changsha.....	203,173	71,904	94,019	369,176	3,382	25,675 7	20,260	...	...
Hankow.....	2,164,600	1,353,000	1,484,300	5,001,900	42,500	256,180 6	593,739	37,840.75	37,195.55
Kinchiang.....	1,181,840	451,945	680,208	2,313,993	55,107	591,682 12	332,319	4,319.03	7,895.16
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.									
Wuhu.....	929,792	637,910	471,446	2,039,148	17,639	133,938 12	468,164	28,194.95	27,492.11
Tatung.....	33,714	40,766	30,955	105,435	1,488	5,622 4	22,335	2,636.36	2,448.36
Nanking.....	479,445	659,362	172,725	1,311,532	25,706	279,827 0	332,777	32,371.76	27,566.92
Chiukiang.....	1,200,000	800,000	600,000	2,600,000	25,715	118,191 1½	595,540	16,823.16	34,135.39
Shanghai.....	5,666,869	5,454,504	2,040,841	13,162,214	188,497	1,989,516 8½	2,040,841	27,320.31	106,914.45
Soochow.....	551,374	551,867	87,456	1,190,697	15,458	182,814 0	...	11,803.90	20,428
Ningpo.....	1,235,623	717,970	435,826	2,389,419	9,382	42,110 13½	441,831	2,272.29	15,257.01
Hangchow.....	1,224,882	643,179	584,811	2,452,872	14,973	109,824 4½	...	16,655.66	15,756.07
SOUTH CHINA.									
Wenchow.....	134,667	85,123	51,255	271,045	3,832	25,634 12½	48,484	3,149.42	4,543.43
Santuo.....	54,512	22,727	25,850	103,089	447	1,431 6	...	2,093.36	113.70
Foochow.....	932,547	754,460	388,581	2,075,588	26,700	166,815 0	188,593	34,970.30	29,361.56
Amoy.....	273,024	178,819	90,494	542,337	8,366	52,888 4½	55,835	9,544.80	1,963.10
Swatow.....	376,029	235,941	144,244	756,214	10,624	93,870 6½	211,499	5,302.96	2,909.24
Wuchow.....	625,741	322,965	295,955	1,244,661	14,923	52,401 13	200,571	2,801.57	1,091.99
Samshui.....	174,410	78,651	97,221	350,282	543	2,022 5½	...	1,648.06	202.67
Canton.....	1,414,021	1,055,943	562,287	3,032,251	42,787	367,410 0	2,405,607	16,007.87	23,550.58
Kiangchow.....	38,987	26,126	552	65,665	631	3,378 8½	17,755	9,715.07	471.26
Pakhoi.....	134,964	62,621	55,145	252,730	1,659	5,841 1	5,943	4,181.63	304.97
Lungchow.....	5,694	4,186	1,404	11,284	39	185 4	...	7,448.26	169.99
Mengtsz.....	119,344	54,285	61,327	234,956	4,263	29,590 2	...	2,342.93	83.99
Szenoa.....	6,894	5,857	...	12,751	224	985 3	...	669.74	13.15
Tongyueh.....	74,938	40,767	33,812	149,517	486	1,253 11	...	...	...
TOTAL.....	30,670,985	21,291,853	14,692,758	66,655,596	771,606	5,952,887 14	8,304,125	501,671.69	499,849.13

APPENDIX D.

CHINESE IMPERIAL POST.

NOTIFICATION No. 41.

TARIFF OF POSTAGE.

MAIL MATTER.	UNIT OF CHARGE.	1.—DOMESTIC PLACES. (a.)		2.—FOREIGN COUNTRIES.		
		I. Local.	II. Domestic.	III. Union.	IV. Japan.	V. Hongkong; also Macao & Tsingtau.
A. CORRESPONDENCE.						
Letters (d.).....	Every ½ oz. (15 grammes) or frac- tion thereof.	1	2	10 (b.)	3 (b.)	4 (b.)
Postcards—						
Single.....		1	1	4 (b.)	1½ (b.)	1 (b.)
Double.....		2	2	8 (b.)	3 (b.)	2 (b.)
Newspapers (e.) (g.).....	Every 2 oz. (60 grammes) (sent singly or in bulk). [Limit of weight, 4 lb. (2 kilo- grammes).]	½	1	— 2 (c.) per 2 oz. (50 grammes).	½ per 2½ oz. Per package wrap- ped together with two copies or more, for every 2½ oz., 1 cent.	2 (c.) per 2 oz. (50 grammes).
Books and Printed Matter and Commercial Papers (e.) (g.)	Up to 3 oz. (90 grammes).....	1	2	2 (c.) per 2 oz. (50 grammes). Minimum charge, 10 cents per packet for Commercial Papers.	2 per 3½ oz.	2 (c.) per 2 oz. (50 grammes). Minimum charge, 10 cents per packet for Commercial Papers.
	3 oz. to 8 oz. (240 grammes)...	2	5			
	8 " " 16 " (480 " ")...	4	10			
	16 " " 32 " (960 " ")...	8	15			
	32 " " 64 " (1,920 " ")...	15	30			
	[Limit of weight.]					
Samples (f.) (g.).....	Up to 3 oz. (90 grammes).....	1	2	2 (c.) per 2 oz. (50 grammes). Minimum charge, 4 cents per packet.	2 per 3½ oz.	2 (c.) per 2 oz. (50 grammes). Minimum charge, 4 cents per packet.
	3 oz. to 8 oz. (240 grammes).....	2	5			
	8 " " 12 " (360 " ").....	4	10			
	[Limit of weight.]					
B. REGISTRATION (a.)						
Simple.....			5	10	7	10
With Return Receipt.....			10	20	10	20
C. PARCELS** (a.) (h.)						
	Up to 1 lb. (½ kilogramme).....	10	15	Tariff II (Domestic) is addi- tional to rates in Special Table of Union postage on Parcels, q. 5.		25 cts. 50 " " 75 " " 40 " " 80 " "
	1 lb. to 3 lb. (1½ kilogrammes)...	15	20			
	3 " " 6 " (3 " ").....	20	30			
	6 " " 11 " (5 " ").....	30	40			
	11 " " 22 " (10 " ").....	50	80			
	[* Parcels over 6 lb. weight or 1 cubic foot not accepted for places only reached by overland couriers.]					
D. MONEY ORDERS						
	Per Dollar.....	2	2	Not issued.		

TARIFF OF POSTAGE—Continued.

- 1.—DOMESTIC PLACES... { LOCAL: TARIFF I.—Mail matter within delivery radius.
DOMESTIC: TARIFF II.—Mail matter between Imperial Post Offices in China.
- 2.—FOREIGN COUNTRIES { UNION: TARIFF III (*Union Rates*).—Mail matter to or from countries in the Postal Union (also to and from Meng-tsz, Sze-mao, and Lungchow districts if conveyed through Tonkin, and Fongyueh district if conveyed *via* India).
JAPAN: TARIFF IV.—Mail matter to and from Japan.
HONGKONG: TARIFF V.—Mail matter to or from Hongkong, Macao, Tsingtau (German Kiaochow), and Port Edward (Weihaiwei).

These Tariffs frank *international Letters and Postcards* to and from any place in China where an Imperial Post Office exists; but Tariff II (Domestic) is additional for all *international heavy mail articles*—Newspapers, Books, Printed Matter, Commercial Papers, and Samples—carried *by courier* to or from inland establishments not reached by steam.

[In the case of *international Parcels*, where and howsoever carried, Tariff II (Domestic) is additional to the rates in Special Table of Union postage on Parcels.]

N.B.—Full prepayment of Domestic rates in Chinese stamps is compulsory; articles insufficiently prepaid, other than Letters, will be refused when presented for posting, and if dropped into the letter-box, are liable to detention. Articles arriving from abroad insufficiently franked will be forwarded to destination, but *double* the insufficiency in Union postage, and for heavy mail articles transmitted inland *once* the insufficiency in Domestic postage, will be collected from the addressee on delivery. The amount due will be assessed in every case by a Head Office of the I.P.O. and indicated in postage-due stamps affixed on the cover; refusal to acquit the postage due so indicated will be equivalent to refusing the article.

Any mail matter destined for inland places where no Imperial Post Office exists will be forwarded through Native agencies at the risk and expense of the addressee or sender.

NOTES.—(a.) Prepayment of full postage is compulsory.

(b.) When not registered, prepayment of postage is optional; but unprepaid mail matter is liable to a charge of double postage on delivery, and insufficiently prepaid matter of double the deficiency.

(c.) At least part postage must be prepaid.

(d.) Limit of weight, 4 lb. (1,920 grammes); limit of size, 2 feet \times 1 foot \times 1 foot (60 \times 30 \times 30 centimètres).

(e.) Limit of size, 18 inches \times 18 inches \times 18 inches (45 \times 45 \times 45 centimètres); in rolls, 30 inches (75 centimètres) in length \times 4 inches (10 centimètres) in diameter.

(f.) Limit of size, 12 inches \times 8 inches \times 4 inches (30 \times 20 \times 10 centimètres); in rolls, 12 inches (30 centimètres) in length \times 6 inches (15 centimètres) in diameter.

(g.) Liable to Letter tariff if sealed against inspection.

(h.) Limit of size, 2 feet \times 2 feet \times 2 feet (60 \times 60 \times 60 centimètres); limit of weight, 22 lb. (10 kilogrammes)—except for inland places, for which the limit is 6 lb. and 1 cubic foot.

PARCELS.—Parcels may be insured at Money Order Offices against a domestic insurance fee of 1 per cent. of the amount insured, with a minimum fee of 10 cents; the Union insurance fee is additional. A Return Receipt may be obtained on payment of an additional fee of 5 cents in the case of domestic Parcels and 10 cents in the case of international Parcels.

Parcels taxed with trade charges are accepted for transmission between Money Order Offices on payment of a 2 per cent. fee of the amount to be collected.

MONEY ORDERS.—Limit of one Order, \$50 between Money Order Offices connected by steam, and \$10 between certain Offices in inland districts. For exchange rates and list of places to which Orders are issuable, inquire from I.P.O.

CURRENCY (for the purchase of Stamps).—Full value dollars purchase 100 cents in stamps; inferior dollars and fractional coins only accepted at current discount. Copper cash accepted at average dollar exchange rates periodically fixed by Postmaster.

* Parcels to and from places in Shensi, Kansuh, Yunnan, Kweichow, and Szechwan are charged double rate. (Parcels between Ichang and Chungking marked "by junk" are charged single rate.)

† An extra charge of 2 cents per lb. is collected on Parcels *via* Hongkong to domestic places.

Note.—The following articles cannot be sent in mail matter: Articles of a nature likely to soil or injure the correspondence; explosive, inflammable, or dangerous substances; articles of contraband or liable to Customs Duty; opium, gold, silver, jewellery, precious stones, etc. Dutiable articles of value may, however, be sent by the Parcel Post under special regulations.

By Order of the Inspector General,

T. PIRY,

Postal Secretary.

INSPECTORATE GENERAL OF POSTS,
PEKING, 1st September 1904.

APPENDIX E.

NOTE ON THE POSTAGE STAMPS OF CHINA.

IN 1876 the Customs Postal Department was extended and allowed to accept correspondence from the general public for transmission between Treaty ports. Postage stamps being required for the purpose, a first issue was prepared, but only appeared in 1878, comprising a set of three values in the tael currency, viz., 1-candarin (green), 3-candarin (red), and 5-candarin (yellow).

In 1885 a second issue took place, the stamps being of smaller size and different colours but of about the same design and of the same values as in the previous issue, viz., 1-candarin (green), 3-candarin (mauve), and 5-candarin (bistre); these were water-marked with a device known as "shell."

A third issue occurred towards the end of 1894, known as the "Jubilee Issue," on the occasion of Her Majesty the Empress Dowager's sixtieth birthday. It consisted of a set of nine different values, viz., 1-candarin (geranium red), 2-candarin (olive-green), 3-candarin (yellow), 4-candarin (rose), 5-candarin (deep chrome-yellow), 6-candarin (carmine-brown), 9-candarin (grey-green), 12-candarin (orange), and 24-candarin (carmine). The first six values were of the ordinary size, but the last three of a larger and oblong form; they were water-marked with the "*yin-yang*" symbol, and were printed in Japan after new and varied designs prepared by the Department in Shanghai.

When, in 1896, the Imperial Post Office was formally recognised by Imperial Edict, the currency was changed from candarins (tael) to cents (dollar), and a new issue of 12 different values was ordered from Japan; but these were not ready before a year or two later. Owing to this delay, the 1894 issue had to be continued, but with surcharges marked in dollar-cent values, viz., $\frac{1}{2}$, 1, 2, 4, 5, 8, 10, and 30 cents; there were also revenue stamps surcharged for postage. This may be reckoned as the fourth issue, in use from January 1897.

The fifth issue was lithographed in Japan in 1898, and the designs, though similar, were not identical with, and the colours were, in many cases, of different shades from, the current (*i.e.*, the sixth) issue.

The sixth issue was brought out in 1899, engraved on steel, printed by WATERLOW & SONS in London, with perforations differing somewhat from the previous set. The stamps are more elaborately wrought (having, *e.g.*, a geometrical background) and are of 12 values, viz., $\frac{1}{2}$ -cent (seal-brown), 1-cent (orange-yellow), 2-cent (cardinal-red), 4-cent (red-brown), 5-cent (salmon), 10-cent (deep green), 20-cent (light red-brown), 30-cent (rose), 50-cent (light green), 1-dollar (red and pale rose), 2-dollar (yellow and red), and 5-dollar (green and pale rose). The 5-cent stamps issued during 1904 were inclined to orange-yellow, and some other issues approached the colour of the 2-cent stamp; and during 1905 will begin the issue of a new 5-cent stamp, mauve in colour.

REPORT ON THE WORKING OF THE POST OFFICE

A set of postage-due stamps was issued in 1904, all blue and of identical design; their values are, respectively, $\frac{1}{2}$, 1, 2, 4, 5, 10, 20, and 30 cents.

The following table gives the number of stamps of each value that have been used in the first five issues, now all obsolete and the blocks of which have all been destroyed:—

FIRST ISSUE, 1878.		SECOND ISSUE, 1885.*		THIRD ISSUE, 1894.		
Value.	Number of Stamps issued.	Value.	Number of Stamps issued.	Value.	Number of Stamps issued. †	
1 candarin	206,486	1 candarin	508,667	1 candarin	100,077	
3 "	558,768	3 "	850,711	2 "	78,404	
5 "	239,610	5 "	348,161	3 "	188,494	
				4 "	44,689	
				5 "	32,779	
				6 "	54,247	
				9 "	58,523	
				12 "	33,509	
				24 "	34,035	
FOURTH ISSUE, 1897 (SURCHARGED).					FIFTH ISSUE, 1898. ‡	
Value.	Surcharged on	Total Number issued.	Returned and destroyed.	Net issue.	Value.	Number of Stamps issued.
$\frac{1}{2}$ cent	3-candarin	440,728	136,681	304,047	$\frac{1}{2}$ cent	481,200
1 "	1-candarin	387,734	177,402	410,332	1 "	433,200
1 "	Revenue, 3 cts.	200,000			2 "	1,248,000
2 "	2-candarin	790,075	280,000	859,675	4 "	912,000
2 "	Revenue, 3 cts.	349,600			5 "	360,000
4 "	4-candarin	344,505	157,238	237,267	10 "	360,000
4 "	Revenue, 3 cts.	50,000			20 "	168,000
5 "	5-candarin	321,575	163,833	157,742	30 "	168,000
5 "	Revenue, 3 cts.	50,000			50 "	360,000
8 "	6-candarin	196,848	125,828	71,020	1 dollar	51,600
10 "	6-candarin	20,000			2 "	12,930
10 "	9-candarin	132,813	64,431	151,308	5 "	7,200
10 "	12-candarin	62,926			Postcard, 1 cent	1,001,000
30 "	24-candarin	50,566	24,040	26,326		
1 dollar	Revenue, 3 cts.	20,485			13,236	7,249
5 "	Revenue, 3 cts.	5,000	...	5,000		

* In addition were issued, in 1897, 38,000 of 1-cent surcharged on 1-candarin, 42,000 of 2-cent surcharged on 3-candarin, 56,840 of 5-cent surcharged on 5-candarin, of this issue.

† Net issue, deducting those returned and destroyed.

‡ The higher denominations were used chiefly for Remittance Certificates, and therefore did not enter into general circulation.

APPENDIX F.

NOTE ON THE GOVERNMENT COURIER SERVICE OF CHINA.

THE I Chan (驛站), or Government Service of Couriers for the transmission of official despatches, is mentioned in the records of the Chou dynasty, some 3,000 years ago, and has always existed since. As actually working, this Service is placed under the supervision of the Board of War at Peking, where a special department, the Ch'ê Chia Ssü (車駕司), with seven officials at its head, superintends all I Chan affairs, both metropolitan and provincial, and keeps and audits accounts. Two Yamêns near the Tung Hua Mên, both under joint Manchu and Chinese Directors (Chien-tu), keep up at the capital their connexions with the provinces: one, known as the Ma Kuan (馬館), oversees the couriers and horses; the other, the Chieh Pao Ch'u (捷報處), attends to the mails on arrival and departure. 34 messengers are said to be perpetually on roster to maintain constant relations between these two Yamêns and the head department in the Board of War. As detached from these central bureaux, 16 Directors, called Ti-tang (提塘), all superior military graduates, are appointed by the Board of War to reside in the provincial capitals and keep up from there direct communication with Peking: the Director at each place depends on the Provincial Judge. These 16 head bureaux are distributed among the provinces as follows: Chihli, Kiangnan, Shantung, Shansi, Honan, Shenkan, Chehkiang, Fuhkien, Kiangsi, Hupeh, Hunan, Kwangtung, Kwangsi, Szechwan, Yunnan; one is special for the Yellow River and Grand Canal.

All covers for despatch through the I Chan (驛站) to the provinces have first to be inspected and stamped at the Ch'ê Chia Ssü; they are then sent to the Chieh Pao Ch'u and through the Ma Kuan, whose horses and men are requisitioned, thence forwarded to the first stage from Peking, *i.e.*, Liang-hsiang-hsien if for a westward direction, or Tungechow if eastwards; the Chou or Hsien there is responsible for the transmission to the next stage, and so on at each subsequent stage till the cover reaches its destination. Similarly, for provincial despatches to Peking, the Ti-tang attends to their despatch to the first stage from his end, and they proceed from stage to stage till they reach the Ch'ê Chia Ssü at Peking, whence they are sent to the Yamên concerned. Any despatch so sent must be enclosed in an official cover, *ma-fêng* (馬封), indicating on a slip attached to it, *p'ai tan* (排單), the I Chan cities through which it has to pass; this slip is annotated at each place with the date of the passage. According to the urgency of the message, the couriers, *fu-i* (夫役), travel from 200 to 600 *li* per day, and at each stage horses and men must, in principle, be kept in readiness.

In addition to the transmission of despatches, the I Chan also provides means of transport for officials on transfer, but in this case, by regulation, the travellers must hold an authority or *huo-p'ai* (火牌) to requisition horses and men at the official stages on the way.

The sums spent for the maintenance of this large Service are not centralised in Peking, but are deducted at each district town from the local taxes to be reported to the provincial Treasury, and thence yearly to the Throne. This loose system of payment is said to lead to many abuses.
