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(52ND ISSUE)

AND

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(LUNGCHOW TO YATUNG).

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NOTE.

THE equivalent of the HAIKWAN TAEI, in which the Customs Revenue and all values are stated, was, during the year 1910, at the average Sight Exchange on London, New York, Paris, Berlin, Calcutta, Japan, and Hongkong respectively, as follows:—

ENGLISH MONEY.	AMERICAN MONEY.	FRENCH MONEY.	GERMAN MONEY.	INDIAN MONEY.	JAPANESE MONEY.	MEXICAN DOLLARS.
<i>s. d.</i>	<i>Gold \$</i>	<i>Francs.</i>	<i>Marks.</i>	<i>Rupees.</i>	<i>Yen.</i>	<i>\$</i>
2 8 $\frac{5}{16}$	0.66	3.40	2.76	2.01	1.31	1.49

TABLE OF CHINESE WEIGHTS.

1 TAEI (*Liang*) = 583.3 grains (1 $\frac{1}{2}$ oz. avoirdupois).

= 37.783 grammes.

16 Taels = 1 CATTY (*Chin*) = 1 $\frac{1}{2}$ lb. avoirdupois.

= 604.53 grammes.

100 Catties = 1 PICUL (*Tan*) = 133 $\frac{1}{8}$ lb. avoirdupois

= 60.453 kilogrammes.

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LUNGCHOW TRADE REPORT.

1°. LOCAL.—The value of the trade coming under the cognizance of this office, exclusive of opium, was *Hk. Ts.* 285,000. This result, more than 20 years after the opening of the port, and in spite of a special reduced tariff, is the reverse of encouraging; nor does there seem to be any likelihood of a greatly increased trade for some time to come. The country is very sparsely populated, large tracts of fertile land lying idle; a steady flow of settlers would be wanted to remedy this. To induce emigrants from Kwangtung to come here, rather than allowing them to depart for foreign countries, should be a task of national importance to China. First of all, however, improved communications within the province would be necessary. As long as these remain in the shape of nebulous schemes only, nothing much can be hoped for. The agricultural year has been a normal one. The cases of piracy and local disturbances having an adverse influence on trade have been few. The following table shows the share held in the local trade by Langson, Thatke, and Caobang, the three principal places in Tonkin having direct commercial relations with Lungchow:—

YEAR.	LANGSON.			THATKE.			CAOBANG.		
	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.
	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>
1908.....	35,261	82,134	117,395	59,523	3,242	62,765	48,789	3,503	52,292
1909.....	16,237	115,115	131,352	78,016	1,816	79,832	97,261	5,967	103,228
1910.....	19,956	600,400	620,356	47,930	1,468	49,398	206,549	3,955	210,504

French aspirations to extend their Hanoi-Langson Railway to Lungchow and Nanning would appear to have been definitively abandoned. The line is, instead, to be pushed through French territory to Nasham (那岑), the uppermost navigable point on the Sungki River, which flows down past Lungchow. Further down the river is a place called Binhdao by the French (平土 by the Chinese). Between this and Nasham the river makes a large bend, forming a sharp angle, with its top near Thatke; and it is urged in the Tonkin newspapers that by extending the railway the few miles across from Nasham to Binhdao, a saving in time of forwarding goods corresponding to the time it takes the junks to navigate the tortuous bend—at least four days on the upward journey, and two days down stream—will be effected; also that Binhdao will then become the "real port" of Lungchow. The pushing of the Hanoi-Langson Railway to a point on the Sungki River reachable by junks was advocated as far back as 1889 by Mr. Commissioner CARL as a means of capturing the trade flowing down the West River from these parts, Poseh (百色), and Nanning. Since then, however, great improvements have been effected in the West River route: a number of likin barriers have been removed, Wuchow and Nanning have been opened to trade, and a flotilla of motor-boats now compete for the growing

traffic above Wuchow. In order to deflect part of this trade *via* Tonkin, shallow-draught motor-boats would have to run in connexion with the railway, and cheap freights and the most liberal transit facilities by the Tonkin authorities would be a *sine qua non*. Whether all this will be done remains to be seen. After all, trade is largely a matter of L.S.D. The attempt by some enterprising Lungchow merchants to secure enough capital to buy a motor-boat to run between this place and Nanning, mentioned in the 1909 report, has, unfortunately, not materialised. The only and last foreign firm here—Messrs. Meiffre, Cousins, & Company's cotton filature, of Hanoi—has closed down its agency, owing to the difficulties of finding suitable exchange for its goods, money remittances to Tonkin being an impossibility, owing to the lack of banking facilities and the local custom of rendering all payments in subsidiary Chinese coins, the circulation of which is forbidden in Tonkin.

2°. REVENUE.—The total collection of revenue was *Hk.Ts* 8,264, a little more than in the preceding year. Export duties show a decrease; import duties and transit dues, an increase.

3°. FOREIGN GOODS.—(a.) *Imports, Direct and Coastwise*.—The value of imports was *Hk.Ts* 274,435, all representing direct imports from abroad (Tonkin). A large drop is noticeable in cotton yarn, probably in part attributable to the withdrawal of the energetic and pushing foreign agent of the Hanoi filature. Other chief items nearly all show an advance: beans and peas in particular have nearly trebled in value, representing *Hk.Ts* 132,519. About 70 per cent. of the imports leave again under transit passes for inland places, principally Fatshan (佛山), in Kwangtung.

(b.) *Re-exports*.—*Nil*.

4°. NATIVE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports)*.—The total value of the exports, exclusive of native opium (the appearance of which amongst our tables is accidental and transitory), was *Hk.Ts* 11,231, and is ridiculously small as compared with that of the imports; it probably represents but a fraction of the real trade. The fact is that smuggling by the numerous mountain-paths across the frontier into Tonkin is so easy that merchants only bring to the Custom House what suits them. The Caobang district continues to be served from here with kerosene oil, most of it Sumatra oil, which from a revenue point of view is treated as a native article. The prolonging of the Hanoi-Langson Railway to Nasham and improved communications within Tonkin will one day kill this trade.

(b.) *Imports*.—Native imports do not come under the cognizance of this office.

5°. INLAND TRANSIT.—No remarks.

6°. SHIPPING.—No remarks.

7°. PASSENGER TRAFFIC.—No proper record can be kept. In accordance with information courteously supplied by the French Consular Agent, 2,548 passports were issued to Chinese going to and from Tonkin on business during the year, as against 3,214 passports in 1909.

8°. TREASURE.—Particulars not ascertainable. The only kind of dollar, however, current in these parts is the French Indo-China *piastre de commerce*; there must therefore be a considerable influx of these coins.

9°. OPIUM.—The Mengtsz trade report for 1909 states as follows: "Early in the year the provincial authorities ceased issuing likin papers, failing production of which Yunnan opium cannot be exported over the Tonkin frontier, and this trade, once a prosperous one, is now non-existent." No restriction is placed on the export of native opium from Kwangsi, and the above, therefore, goes far to explain the very considerable increase in the quantity of Kweichow opium which has found its way into Tonkin *via* Lungchow during the year, viz., 372 piculs, valued at *Hk.Fts.* 594,592, as compared with 150 piculs in 1909. It is interesting to note that the value per picul has more than doubled since the preceding year, and is nine times higher than the prices quoted in 1892. The opium pays no duty to the Customs, arriving all tax paid; neither do our figures by any means represent the real quantity of Chinese opium passing into Tonkin this way, smuggling being rampant.

10°. MISCELLANEOUS.—The weather has been dry, the river in consequence maintaining a very low level for the greater part of the year. Cholera and plague, as usual, claimed a heavy toll of human lives. A rising in the district of Kweishun (歸順) was nipped in the bud.

P. C. HANSSON,

Acting Commissioner of Customs.

LUNGCHOW, 4th March 1911.

LUNGCHOW TRADE STATISTICS.

I.—REPORTS TO THE CUSTOMS.

1°. Number and Tonnage of Vessels Entered and Cleared under each Flag at the Maritime Customs during 1910.

a.—Under General Regulations.

FLAG.	SAILING VESSELS.					
	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
Chinese	775	3,100	146	584	921	3,684

b.—Under Inland Steam Navigation Rules.

FLAG.	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
British	1	16	1	16	2	32

2°. Number and Tonnage of Vessels Entered and Cleared at the Maritime Customs, 1901 to 1910.

a.—Under General Regulations.

YEAR.	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
1901.....	468	1,872	147	588	615	2,460
1902.....	312	1,248	63	252	375	1,500
1903.....	262	1,048	35	140	297	1,188
1904.....	728	2,912	152	436	837	3,348
1905.....	362	1,448	198	792	560	2,240
1906.....	500	2,000	214	856	714	2,856
1907.....	652	2,608	201	804	853	3,412
1908.....	531	2,124	161	644	692	2,768
1909.....	806	3,224	142	568	948	3,792
1910.....	775	3,100	146	584	921	3,684

b.—Under Inland Steam Navigation Rules:

YEAR.	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
1901-03.....	...	...	...	...	...	...
1904.....	3	21	3	21	6	42
1905.....	3	33	3	33	6	66
1906.....	...	...	...	...	...	...
1907.....	...	...	...	...	...	...
1908.....	...	...	...	...	...	...
1909.....	...	...	...	...	...	...
1910.....	1	16	...	16	2	32

3°. Number of Rafts from Tonkin during 1910.

	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Rafts.....	166	137	105	80	488

4°. Number of Coolies engaged in the Frontier Trade during 1910.

	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Inwards.....	207	171	210	250	838
Outwards.....	357	332	120	144	953
TOTAL.....	564	503	330	394	1,791

II.—VALUES.

1°. Gross and Net Values of the Maritime Customs Trade, 1908 to 1910.

	1908.		1909.		1910.	
	GROSS.	NET.	GROSS.	NET.	GROSS.	NET.
FOREIGN GOODS.	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>
Imported from Foreign Countries and Hongkong.....	143,573		191,514		274,435	
Imported from Chinese Ports .....	...		...		...
Total Foreign Imports.....	143,573		191,514		274,435	
Re-exported to Foreign Countries and Hongkong..	...		...		...
Re-exported to Chinese Ports .....	...		...		...
Total Foreign Re-exports.....	...		...		...
Net Total Foreign Imports.....		143,573		191,514		274,435
NATIVE PRODUCE.						
Imported.....	...		...		...
Re-exported to Foreign Countries.....	...		...		...
Re-exported to Chinese Ports .....	...		...		...
Total Native Re-exports.....	...		...		...
Net Total Native Imports.....		...		...		...
Native Produce of local origin Exported to Foreign Countries.....	88,879		122,898		605,823	
Native Produce of local origin Exported to Chinese Ports.....	...		...		...
Total Exports of local origin...		88,879		122,898		605,823
Gross Value of the Trade of the Port.....	232,452		314,412		880,258	
Net Value of the Trade of the Port, i.e., Foreign and Native Imports less Re-exports, and Native Exports of local origin.....		232,452		314,412		880,258

2°. Value of the Maritime Customs Trade, 1901 to 1910.

YEAR.	IMPORTS FROM FOREIGN COUNTRIES.	EXPORTS TO FOREIGN COUNTRIES.	TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURE.		TRANSIT TRADE.	
					Imported.	Exported.	Inwards.	Outwards.
	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>
1901.....	156,965	7,529	164,494	...	...	...	57,572	...
1902.....	70,881	6,178	77,059	...	...	...	65,263	...
1903.....	115,221	17,193	132,414	...	...	...	54,586	...
1904.....	293,180	102,346	395,526	...	...	...	280,000	...
1905.....	163,330	67,122	230,452	...	...	...	124,836	...
1906.....	126,921	59,353	186,274	...	...	...	70,083	...
1907.....	133,691	22,100	155,791	...	...	...	78,099	...
1908.....	143,573	88,879	232,452	...	...	...	66,130	...
1909.....	191,514	122,898	314,412	...	...	...	119,193	...
1910.....	274,435	605,823	880,258	...	...	...	200,151	...

Principal Articles exported—Continued.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
Oil, Ground-nut.....	<i>Piculs</i>	85	79	19	192	320	509	335	326	405	127
Opium, Kweichow.....	"	...	...	17	134	107	65	...	101	150	372
" Yunnan.....	"	...	...	...	3	...	...	...	...	...	...
Paper, 1st Quality.....	"	4	1	6	31	24	24	16	6	3	17
" 2nd ".....	"	6	6	3	16	61	126	124	141	42	40
" Joss.....	"	30	19	13	97	51	21	10	9	10	7
Pottery, Earthenware.....	"	38	14	21	102	76	69	68	59	27	29
Soy.....	"	95	126	73	249	206	230	173	190	91	107
Sugar, Brown.....	"	22	8	...	12	11	8	71	14	7	10
" White.....	"	83	14	5	69	15	8	25	6	12	20
Tea, Green.....	"	2	1	1	8	...	...	13	...	...	...
Tobacco, Prepared.....	"	...	...	...	...	...	47	253	367	182	77
Turnips, Salted.....	"	10	8	8	11	5	12	6	4	4	...
Vermicelli.....	"	12	10	7	76	57	46	55	58	15	26
—											
FOREIGN GOODS IMPORTED <i>via</i> WEST RIVER OR PAKHOL.											
COTTON GOODS.											
Shirtings, White.....	<i>Pieces</i>	6	...	...	...	...	...	...	...	...	...
Cotton Yarn, Indian.....	<i>Piculs</i>	1	...	...	...	...	...	...	...	...	...
SUNDRIES.											
Matches, Japan.....	<i>Gross</i>	50	...	...	43	8	197	19	...	...	...
Oil, Kerosene, American.....	<i>Galls.</i>	15,370	13,590	9,437	21,630	8,748	16,723	1,776	...	1,020	3,488
" " Sumatra.....	"	...	...	...	...	...	...	1,244	8,912	4,860	9,642
Sundries, Unenumerated.....	{ <i>Value,</i> <i>Hk. Ts</i> }	8	2	...	6	...	...	...	1,881	641	416

V.—INLAND TRANSIT.

Provinces to which Foreign Goods were forwarded under Transit Pass during 1910.

PROVINCE	NO. OF PASSES.	VALUE.	TRANSIT DUES.
		<i>Hk. Ts</i>	<i>Hk. Ts</i>
Kwangsi.....	172	15,292	374.064
Kwangtung.....	840	184,859	1,986.408
TOTAL.....	1,012	200,151	2,360.472

VI.—REVENUE.

1°. Dues and Duties collected under each Flag by the Maritime Customs during 1910.

FLAG.	IMPORT.	EXPORT.	COAST TRADE.	TONNAGE.	TRANSIT.	OPIUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
Chinese	5,398.457	505.003	...	0.600	2,360.472	...	8,264.532
On Opium.....	...	...	...	...	...	...	...
TOTAL.....	5,398.457	505.003	...	0.600	2,360.472	...	8,264.532 *

* No Drawbacks marked for cash payment during the year.

2°. Dues and Duties collected by the Maritime Customs, 1901 to 1910.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
1901.....	4,483.666	325.542	...	...	9.400	1,176.244	...	5,994.852
1902.....	2,644.347	280.209	...	...	4.400	1,318.839	...	4,247.795
1903.....	2,230.249	382.619	...	332.300	...	1,006.044	...	3,951.212
1904.....	7,034.360	924.646	...	2,756.339	...	3,950.806	...	14,666.151
1905.....	4,311.101	611.827	...	2,145.400	1.100	2,160.369	...	9,229.797
1906.....	3,355.988	998.890	...	1,298.586	0.800	1,372.923	...	7,027.187
1907.....	4,997.275	927.507	...	...	...	1,810.766	...	7,735.548
1908.....	4,214.010	1,000.373	...	...	5.800	1,393.961	...	6,614.144
1909.....	5,288.014	622.850	...	...	5.400	2,017.277	...	7,933.541
1910.....	5,398.457	505.003	...	...	0.600	2,360.472	...	8,264.532

VII.—TREASURE.

Nil.

VIII.—PASSENGER TRAFFIC.

No record available.

MENGT SZ TRADE REPORT.

1°. LOCAL.—Like its predecessor, the year under review will stand out as a memorable one in the history of the development of the province of Yunnan, owing to the arrival of the railhead at Yunnanfu, whereby the capital is placed within easy reach of the Tonkin coast port of Haiphong and, consequently, of Hongkong and of the ports of China. The city is situated at an altitude of 6,460 feet, in an extensive plain whose richness and fertility tend largely to mitigate the impression of barrenness conveyed by the bleak ranges of mountains, practically denuded of vegetation, through which the railway line winds its way. Together with its outskirts on the eastern and southern sides, it has a population estimated at some 85,000 souls. The city walls, built in the year 1603 and repaired in the reign of K'ANG HSI, form a rough square, with two gates on the east and west sides and one on the north and south sides. In the centre and dominating the rest of the city is the University, built on the Wuhwashan (五華山), an imposing, if not picturesque, structure, flanked by the twin towers of the Temple of Great Virtue. To the west and grouped together are the Arsenal and the Mint. Outside, on the east, a somewhat congested suburb is known as the grain market, and on the south the outskirts, being on the main approaches to the town, present a most lively and prosperous appearance. With the advent of the railway, the caravans of mules and ponies, which in former years brought all the cotton yarn, kerosene oil, and sundries to the local market, are fast disappearing; but, on the other hand, increased facilities of transport, both for cargo and travellers, are making their influence felt: bigger and better shops are being built, and before long the Liang Kwang Chieh (兩廣街) is to be widened and made practicable for rickshas. In the main thoroughfare of the town—the south street—old houses are being pulled down to make room for the new Ta Ching Bank. The absence of good roads, rendering transport in the interior difficult and costly, tends naturally to retard the development of trade in Yunnan; but the provincial authorities, fully realising this, are studying the question of constructing a road suitable for bullock carts between Yunnanfu and Talifu. Early next year a foreign engineer will be despatched to Talifu to make the preliminary surveys. The surveying of the future Yunnan-Szechwan (滇蜀) Railway is being proceeded with under the direction of two American engineers, assisted by a number of Chinese students who have recently been through engineering courses in Japan. It is, however, practically impossible to foretell the date when actual construction will begin or the route the railway line will follow. It is difficult to forecast the commercial development of Yunnanfu. For the present it cannot be considered as a large distributing centre, the biggest markets supplied being Chaotung (昭通), Tungchwan (東川), and Talifu (大理府). Several important marts, such as Sinhingchow (新興州), Hosi (河西), Tunghai (通海), and Chengkiang (澄江), although within Yunnanfu's rational distributing zone, still purchase mainly from Mengtsz. This is due in a large measure to the fact that Mengtsz, which since 1889 has been open to foreign trade, remains, and for a number of years will remain, the chief distributing centre of the province. However, the conditions of trade are bound to alter in the long run, and, with a reduction in through freights from Haiphong to Yunnanfu, the time may not be far distant when the goods which still travel from Mengtsz to Yunnanfu by caravan will be carried direct by rail to their ultimate destination. There is no lack of signs that Yunnanfu is in many ways moving with the times. Leaving aside the question of

military progress, so strikingly represented by the modern-drilled troops with their batteries of Maxim and mountain guns, their signalling and ambulance corps, etc., there are serious attempts at improving the place which cannot fail to strike the most casual observer. The Provincial Assembly Hall, built in foreign style, is a noticeable structure. The lighting of all *yaméns* and public buildings by electricity, generated at a station some 70 *li* from the town, where the overflow of the Yünnanfu lake has been utilised in obtaining the necessary power, is now only a question of months. The new law courts have been built. New modern prisons seem a necessary adjunct to law courts, and the one now used is clean, sanitary, and well managed. Outside the city, near the East Gate, a flour mill is nearing completion; the machinery has already arrived and operations will be started in a few months. Close by a Government tannery, under Japanese experts, handles every month some 1,000 hides, which it turns out as finished leather. This tannery also manufactures the accoutrements, knapsacks, saddles, and boots for the modern-drilled troops. Soon the future buildings of the Imperial Post Office, which are being erected near the railway station, will add to the European aspect of the district round and about the railway. The climate of Yünnanfu is healthy, and it is the cherished hope of the Chinese that it will, when better known, attract during the summer months visitors from Indo-China, Hongkong, and other neighbouring places. A scheme is on foot to establish a summer resort on the T'angchih (湯池) Lake. Natural hot springs of reputed medicinal value will also be exploited. Yünnanfu is not a treaty port, but foreigners can live and trade there, and already several foreign firms have started business.

2°. REVENUE.—The total collection amounted to *Hk.Tls.* 227,905, an increase of more than *Hk.Tls.* 45,000 over the amount collected in the previous year. Gains appear under "imports," "exports," and "transit," and the disappearance of native opium from our Revenue table, occasioning an average annual loss of *Hk.Tls.* 38,000, makes the year's collection all the more satisfactory. To the above total the different stations in the district contributed as follows:—Mengtsz-Pishihehai, *Hk.Tls.* 185,477; Manhao, *Hk.Tls.* 2,772; Mapai, *Hk.Tls.* 2,203; Hokow, *Hk.Tls.* 17,360; and Yünnanfu (for eight months) *Hk.Tls.* 20,091.

3°. FOREIGN GOODS.—(a.) *Imports, Direct and Coastwise.*—Goods were imported direct from foreign countries—there is no trade coastwise—to the value of *Hk.Tls.* 5,077,320, or a decrease of *Hk.Tls.* 1,619,188 as compared with the preceding year's figures. However, if we take into consideration the greatly reduced importation of railway material, which from *Hk.Tls.* 3,204,000 in 1909 dropped to *Hk.Tls.* 272,000 in 1910, it will be seen that the value of our import trade shows in reality an advance of 1½ million taels on the figures for 1909. The most noticeable increase appears under cotton yarn. The receipts—84,791 piculs—were 27,131 piculs in excess of those of 1909, and represent a value of *Hk.Tls.* 2,900,000, or 57 per cent. of the total value of our importations. To this total, Indian yarn contributed 75 per cent. and Tonkin yarn 25 per cent. Of all the yarn imported, some 60 per cent. goes to the mills at Tunghai (通海), 20 per cent. to Kützingfu (曲靖府), 10 per cent. to Yünnanfu, and the balance to various small mills dotted about the province. Good profits in this commodity are said to have been realised, especially during the latter part of the year. Woollen goods, miscellaneous piece goods, and metals, while showing some small increases, call for no special comment. Under sundries, the most noticeable changes are shown under llama braid, a decrease of 94 per cent., and under matches, a decline of 33 per cent. Imports from Hongkong aggregated *Hk.Tls.* 3,284,518, or 65 per cent. of the total value, and those from Tonkin, *Hk.Tls.* 1,792,802, or 35 per cent.

(b.) *Re-exports.*—*Nil.*

4°. NATIVE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports).*—The value of native produce exported during the year to foreign countries—exports coastwise being non-existent—was *Hk.Tts* 6,387,609, showing, as compared with the figures for 1909, an increase of *Hk.Tts* 2,141,000, or 50 per cent. From this trade Hongkong took 95 per cent. and Tonkin only 5 per cent. This very large advance is chiefly due to the increased exportation of tin, the total quantity exported—102,465 piculs—showing an advance of 31,641 piculs over the previous year's figures, and being 33 per cent. greater than those of 1908, our record year. Prices at Hongkong ruled high, and during the latter part of the year tin was hurried forward to meet the market. With their present output of over 6,000 tons the Kochiu mines stand out as one of the most important, if not actually the largest, of tin-producing centres in the world, and with the modern and up-to-date machinery which has been lately imported from Europe, it is estimated that its production may still be largely developed. A glance at the Export table will show that the value of the tin exported during the year attained a total of *Hk.Tts* 5,992,000, thus leaving only some 400,000 taels to represent the balance of the export trade of the whole province. There are, it may be admitted, some signs of development under such headings as beans, 8,990 piculs, as against 814 piculs in 1909; cow and buffalo horns, 4,092 piculs, as against 572 piculs; cunao, 19,000 piculs, as against 9,500 piculs; white wax, 426 piculs, as against 24 piculs; but these are only symptoms, and, leaving tin aside, the province cannot yet boast of any staple export capable of recuperating the heavy loss entailed by the abolition of all trade in native opium. It becomes more and more evident that the radical suppression of the cultivation of the poppy, hitherto a large source of profit for the rural population, has to a very great extent crippled the purchasing power of the province, and the provincial authorities fully recognise the necessity of fostering and developing other exports. A first step in the right direction has been the withdrawal of the prohibition on the export abroad of Yunnan-grown wheat and maize, which was Imperially sanctioned in June. Maize is looked upon as an article likely to figure as an important item of export when its cultivation has been properly developed, and, with lower railway freights, could favourably compete with that grown in Indo-China, now in great demand on the foreign market. However, on account of the excessive railway freight, no shipment of maize has yet been registered, and wheat has only been exported to the extent of 1,000 odd piculs. The Yunnan Railway has granted certain facilities for the transport of ores to the coast, thus materially increasing the potentialities of the province; but the year has seen no tangible development of the mineral resources, 285 piculs of zinc and 920 piculs of antimony ore being the only shipments that came under our cognizance. The question of the possibility of developing the production and manufacture of silk is also receiving the attention of the local authorities, and the School of Agriculture has shown a real desire to introduce modern foreign methods and appliances and to spread among the peasantry an up-to-date and intimate knowledge of the nature and habits of the silkworm and of sericulture in general. The first step has been to replace the old "long reel" by the "short reel" used abroad and in foreign filatures now existing in China. Seed from Shaohing and Hangchow are imported and yield first class white cocoons, from which can be produced a raw silk equal to the best found on the Shanghai market. Unfortunately, a certain amount of Szechwan seed is still imported, yielding yellow cocoons producing inferior and yellow silk. The raw silk actually turned out and placed on the market by the School of Agriculture is well spun and of good quality; theoretically it is an 8-cocoon thread. It can be compared to the Shanghai re-reeled Tsatlees as far as quality, colour, and size go, with the difference that it is spun right away on the "short reel" instead of being spun on the "long reel" and subsequently re-reeled. Apparently the question of first importance is to see that none but

the best seed, and that of the first kind, is imported; secondly, that the natives are taught modern methods and made to avoid the primitive systems still in use in many parts of China. At present the output is necessarily limited. Sericulture in this province is still in its infancy, and will remain so until the pupils turned out by the School of Agriculture will have, in turn, imparted their knowledge to others. When this has been done, say, in two or three years, the probabilities are that Yunnan will be capable of annually producing from 3,000 to 4,000 piculs of silk.

(b.) *Imports.*—*Nil.*

5°. INLAND TRANSIT.—This trade, always important in the Mengtsz district, was well maintained. The total value of goods conveyed inland under transit passes in 1910 was *Hk.Ts.* 3,599,237, showing an increase of *Hk.Ts.* 1,020,000, or nearly 40 per cent., as compared with the total in the preceding year. It represents 75 per cent., of our import trade, exclusive of railway materials. The passes issued—44,629—exceeded by 4,116 the total for 1909. The trade done in the province itself shows an increase of *Hk.Ts.* 812,000, or 42 per cent. Kweichow increased its purchases from *Hk.Ts.* 400,000 in 1909 to *Hk.Ts.* 586,000, while Szechwan is credited with *Hk.Ts.* 288,000, as against *Hk.Ts.* 267,000 in the preceding year.

6°. TRANSPORT.—Our foreign import and export trade may be said to be almost entirely rail-borne. Only a certain percentage of the importations of kerosene oil continues to use the old Manhao River route, and with the advent of the railway the junk tonnage is gradually disappearing from our tables. During the year under review 4,609 railway cars, of an average capacity of 7 tons, were entered and cleared by the Customs, as against 1,286 in the preceding year, or an increase of 258 per cent.

7°. PASSENGER TRAFFIC.—No exact statistics are available.

8°. TREASURE.—The Treasure table shows a net import of *Hk.Ts.* 2,383,447 worth of silver, as against *Hk.Ts.* 1,649,972 in 1909, more than 90 per cent. being in coins. This large increase is accounted for by a corresponding increase in the output and export of tin. Dollars of all kinds, including Hongkong and Mexican dollars, Indo-China piastres, but principally dollars from the Kwangtung and Hupeh provincial mints, found their way to Yunnan, where they circulate freely and tend to replace, at least in the mercantile centres, sycee, formerly the currency of the province, and which, through the channel of the Ta Ching Bank, at Yunnanfu, is gathered in and coined into dollars and 50-cent pieces.

9°. OPIUM.—Foreign opium does not come to Mengtsz. As regards native opium, this trade, formerly a flourishing one, is now non-existent. For the first time since the opening of this port there is no movement of Yunnan opium recorded in our Export table.

10°. MISCELLANEOUS.—As already related, the rails reached Yunnanfu, the terminus of the Yunnan-Annam Railway, on the 1st April, when the line was formally opened to traffic. The Chinese section of the line extends over a stretch of 469 kilometres, which are covered in 22 hours actual travelling. No passenger trains are run during the night, and passengers must therefore pass the night at Amichow (阿迷州), both on the up and down journeys. One passenger train daily leaves Hokow and Yunnanfu respectively in the morning, about 8 o'clock, reaching Amichow the same evening about 6 o'clock, and next morning the journey is resumed, the Hokow-bound train leaving at 8 A.M. and reaching its destination at 6 P.M., the Yunnanfu-bound train leaving an hour earlier and reaching the capital at 5.15 P.M. At Laokai, the Tonkin frontier town, a further day's journey separates the travellers from Haiphong—the coast port

of Tonkin,—whence steamers convey passengers and goods to Hongkong. It will thus be seen that the whole journey from Hongkong to Yunnanfu can actually be accomplished within the week, a vast improvement on olden times before the line was built, when at least 10 weeks would have been necessary for the trip. The eventual results of the exploitation of the line, which was finished only eight months ago, can hardly as yet be estimated with any accuracy. The present results appear, however, to have been so far satisfactory and to justify a hopeful outlook. Of importations to Yunnan, the railway carried 9,000 tons, and of exportations from the province to Tonkin and Hongkong, 7,300 tons, while the local traffic is said to have aggregated 14,000 tons. No Customs control being exercised over intra-province movements, which constitute the local trade, it is impossible to furnish accurate statistics of the rail-borne traffic between Yunnanfu, Mengtsz, and the various marts on the line, but there are visible signs that this trade will develop considerably and become one of the principal sources of profit for the railway company. The natives have not been long in realising that the railway offers them quicker and safer, if not always cheaper, means of transport. Large quantities of rice, beans, etc., grown in the fertile plains of Yunnanfu and Iliang (宜良), and formerly carried by pack-animals, at a great cost of money and time, to the Kochiu tin mines, now utilise the railway, and are carried by rail as far as Mengtsz-Pishihchai, whence the mines are reached within a day or a day and a half. The coal used in the mines also follows the same route, with the result that a great saving of time and money has been realised in the provisioning of this huge mining district, whose working population ranges, according to the season, from 50,000 to 100,000. The year, on the whole, may be said to have been a favourable one. Rains came in good time; they were abundant but not excessive. The crops were good and rice was cheap.

P. GREVEDON,

Commissioner of Customs.

MENGTSZ, 24th February 1911.

MENGTSZ TRADE STATISTICS.

I.—REPORTS TO THE CUSTOMS.

1°. Number and Tonnage of Vessels Entered and Cleared under each Flag
at the Maritime Customs during 1910.

a.—Under General Regulations.

FLAG.	SAILING VESSELS.					
	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
Chinese	1,227	1,423	1,168	1,348	2,395	2,771

b.—Under Inland Steam Navigation Rules.

Nil.

2°. Number and Tonnage of Vessels Entered and Cleared at the Maritime Customs,
1901 to 1910.

a.—Under General Regulations.

YEAR.	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
1901	5,288	14,137	5,261	14,060	10,549	28,197
1902	3,798	10,905	3,776	10,837	7,574	21,742
1903	4,856	13,323	4,832	13,245	9,688	26,568
1904	7,014	18,257	7,160	18,709	14,174	36,966
1905	5,073	15,718	5,169	15,990	10,242	31,708
1906	7,351	23,490	7,353	23,484	14,704	46,974
1907	9,171	28,518	9,260	28,851	18,431	57,369
1908	5,031	11,890	5,174	12,384	10,205	24,274
1909	1,939	6,278	1,875	5,989	3,814	12,267
1910	1,227	1,423	1,168	1,348	2,395	2,771

b.—Under Inland Steam Navigation Rules.

Nil.

3°. Number and Tonnage of Railway Cars Entered and Cleared under each Flag at the Maritime Customs during 1910.

FLAG.	RAILWAY CARS.					
	ENTERED INWARDS.		CLEARED OUTWARDS.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.	No.	Tons.
French.....	2,290	16,030	2,319	16,233	4,609	32,263

4°. Number of Pack-animals engaged in the Frontier Trade during 1910.

	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Import.....	...	...	5	34	39
Export.....	22	13	195	...	230
Transit.....	17,332	13,475	14,071	21,196	66,074
TOTAL.....	17,354	13,488	14,271	21,230	66,343

5°. Number of Pack-animals engaged in the Frontier Trade, 1901 to 1910.

YEAR.	IMPORT.	EXPORT.	TRANSIT.	TOTAL.
1901.....	96,172	52,781	85,676	234,629
1902.....	88,902	64,972	82,850	236,724
1903.....	76,556	41,091	61,837	182,484
1904.....	115,884	52,390	90,937	259,211
1905.....	102,679	73,565	80,492	256,736
1906.....	139,070	67,072	89,158	295,300
1907.....	113,069	55,762	88,076	256,907
1908.....	76,983	62,592	73,137	212,712
1909.....	3,041	7,433	59,500	69,974
1910.....	39	230	66,074	66,343

II.—VALUES.

1°. Gross and Net Values of the Maritime Customs Trade, 1908 to 1910.

	1908.		1909.		1910.	
	GROSS.	NET.	GROSS.	NET.	GROSS.	NET.
FOREIGN GOODS.	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>
Imported from Foreign Countries and Hongkong.....	4,857,197		6,696,508		5,077,320	
Imported from Chinese Ports.....	..		..		..
Total Foreign Imports.....	4,857,197		6,696,508		5,077,320	
Re-exported to Foreign Countries and Hongkong..	..		..		..
Re-exported to Chinese Ports.....	..		..		..
Total Foreign Re-exports.....	..		..		..
Net Total Foreign Imports.....		4,857,197		6,696,508		5,077,320
NATIVE PRODUCE.						
Imported.....	..		..		..
Re-exported to Foreign Countries.....	..		..		..
Re-exported to Chinese Ports.....	..		..		..
Total Native Re-exports.....	..		..		..
Net Total Native Imports.....		..		..		..
Native Produce of local origin Exported to Foreign Countries.....	5,237,917		4,246,740		6,387,609	
Native Produce of local origin Exported to Chinese Ports.....	..		..		..
Total Exports of local origin.....		5,237,917		4,246,740		6,387,609
Gross Value of the Trade of the Port.....	10,095,114		10,943,248		11,464,929	
Net Value of the Trade of the Port, i.e., Foreign and Native Imports less Re-exports, and Native Exports of local origin.....		10,095,114		10,943,248		11,464,929

2°. Value of the Maritime Customs Trade, 1901 to 1910.

YEAR.	IMPORTS FROM FOREIGN COUNTRIES.	EXPORTS TO FOREIGN COUNTRIES.	TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURE.		TRANSIT TRADE.	
					Imported.	Exported.	Inwards.	Outwards.
	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>
1901.....	3,748,339	3,066,934	6,815,273	..	4,000	3,660	3,034,910	..
1902.....	3,687,444	3,688,085	7,375,529	..	234,599	11,022	3,234,230	..
1903.....	3,916,890	2,518,688	6,435,578	..	281,733	15,500	2,775,005	..
1904.....	6,063,777	4,683,522	10,747,299	..	1,160,071	24,720	4,480,814	..
1905.....	4,801,109	4,791,836	9,592,945	..	1,977,333	3,800	3,465,736	..
1906.....	5,680,859	5,144,005	10,824,864	..	1,900,429	14,400	3,761,092	..
1907.....	5,973,115	3,563,329	9,536,444	..	2,138,560	..	3,324,449	..
1908.....	4,857,197	5,237,917	10,095,114	..	262,760	..	2,835,381	..
1909.....	6,696,508	4,246,740	10,943,248	..	1,659,224	8,000	2,579,832	..
1910.....	5,077,320	6,387,609	11,464,929	..	2,563,153	115,333	3,599,237	..

III.—IMPORTS (NET).

Principal Articles imported through the Maritime Customs, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
COTTON GOODS.											
Shirtings, Grey, Plain, English.....	Pieces	33,086	16,986	29,289	25,730	16,448	27,648	20,089	16,218	20,471	7,998
" White, ".....	"	819	2,340	856	1,192	597	1,295	936	516	1,298	948
T-Cloths, English.....	"	15,793	5,755	9,605	16,201	12,040	16,285	19,416	9,787	16,831	11,202
Chintzes and Plain Cotton Prints.....	"	319	583	1,421	1,600	1,061	568	25	32	47	780
Cotton Italians, Plain and Figured.....	"	9,881	7,394	1,104	3,009	2,512	5,190	9,888	6,982	6,039	8,298
" Lastings, ".....	"	6,000	3,197	5,198	10,614	7,337	2,400	1,854	1,123	2,890	276
Turkey Red Cambrics.....	"	4,014	1,272	2,073	3,321	3,707	2,485	1,300	1,471	2,736	1,075
Velvets.....	Yards	...	...	13,304	79,564	76,113	81,334	91,874	56,878	92,420	122,017
Towels.....	Dozens	3,052	2,951	2,998	10,819	4,822	10,544	11,309	2,045	11,671	10,902
Cotton Yarn, Indian.....	Piculs	86,547	84,498	65,629	98,260	79,211	93,699	81,691	81,733	45,288	61,755
" " Japanese.....	"	3,471	2,157	2,026	2,300	442	1,344	461	...	...	1,944
" " Tonkin.....	"	272	736	1,595	4,117	5,953	8,035	8,087	6,423	12,372	21,092
WOOLLEN GOODS.											
Blankets.....	Pairs	1,387	873	...	...	...	...	...	...	...	...
" Pounds.....	"	...	...	13,620	35,290	39,760	27,036	54,924	14,338	13,554	15,827
Camlets, English.....	Pieces	503	108	43	145	132	76	112	60	24	...
Cloth, Broad, Medium, and Habit.....	Yards	225	120	...	...	...	...	...	...	...	...
Long Ells.....	Pieces	11,273	5,118	5,744	13,711	5,169	7,068	9,852	5,516	5,097	7,056
Spanish Stripes.....	Yards	674	114	...	...	...	...	...	...	...	...
Woolen and Worsted Yarn and Cord.....	Piculs	85	43	57	107	62	24	28	28	32	30
MISCELLANEOUS PIECE GOODS.											
Silk Piece Goods.....	Piculs	47	37	19	25	41	49	48	37	18	25
SUNDRIES.											
Bicho de Mar, Black.....	Piculs	521	282	167	246	315	384	220	210	304	324
Braid, Llama.....	Pkgs.	5,717	5,052	4,224	15,338	13,801	4,270	13,383	6,725	15,529	970
Chinaware.....	Piculs	767	359	856	1,134	1,006	781	1,277	796	921	1,357
Cloth, Native (Nankeens).....	"	1,826	2,208	1,325	3,125	1,696	1,273	2,621	549	1,437	1,081
Cuttle-fish.....	"	745	319	194	613	468	388	568	338	641	707
Dyes, Aniline.....	Value, Hk. Tls.	16,757	6,671	18,842	25,558	45,383	16,591	28,101	20,195	19,532	20,896
Enamelledware.....	"	...	...	...	11,074	8,524	18,709	5,937	5,664	9,047	12,941
Lamps and Lampware.....	"	11,343	21,495	13,164	14,925	21,248	27,397	15,988	6,693	12,563	10,963
Lichees, Dried.....	Piculs	1,085	318	202	186	193	102	306	166	131	309
Looking-glasses and Mirrors.....	Pieces	5,479	10,073	11,667	8,832	14,652	8,544	12,900	4,664	11,919	18,458
Lung-ngans.....	Piculs	...	...	...	275	57	294	64	170	79	17
Matches, Wood, Japan.....	Gross	134,907	124,255	166,260	148,213	105,401	155,520	232,759	52,249	89,167	68,383
Medicines.....	Value, Hk. Tls.	18,481	22,740	19,064	32,759	45,776	36,577	57,677	21,318	29,393	39,925
Needles.....	Mills	40,120	16,660	10,810	44,785	18,351	34,342	5,351	7,370	19,110	30,955
Oil, Kerosene, American.....	Galls.	78,735	139,785	59,800	66,558	72,075	40,775	134,880	218,040	300,950	284,660
Paper, 1st Quality.....	Piculs	976	887	1,171	2,983	1,728	853	1,953	2,962	2,236	1,664
" Joss.....	"	247	233	292	299	148	192	117	55	137	136
Sandalwood.....	"	310	840	478	975	232	627	458	571	420	411
Seaweed, Japan.....	"	277	78	60	170	205	256	83	53	219	69
Sharks Fins.....	"	28	20	31	75	52	22	42	62	71	105
Tinplateware.....	Value, Hk. Tls.	...	...	...	35,133	34,630	12,036	12,524	9,839	12,305	13,596
Tobacco, Prepared.....	Piculs	11,693	7,175	10,583	7,898	7,536	7,691	7,850	6,908	5,755	5,635
Umbrellas.....	Pieces	37,364	20,702	21,443	50,904	53,499	59,068	56,031	21,204	60,121	53,722
Vermilion.....	Piculs	65	35	47	104	57	36	38	48	37	48
Wood, Coffin.....	Pieces	27,027	22,735	17,746	26,853	28,053	27,038	19,737	21,818	19,802	18,971

IV.—EXPORTS (NOT INCLUDING RE-EXPORTS).

Principal Articles exported through the Maritime Customs, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
Beans, White and Yellow.....	Piculs	150	115	282	338	245	44	4	41	214	8,990
China-root.....	"	235	74	47	143	61	38	20	27	57	125
Cloth, Native (Nankeens).....	"	53	51	12	65	122	85	90	35	37	43
Cunao.....	"	6,227	3,824	1,844	110	31	...	...	774	9,413	18,959
Fungus.....	"	23	43	77	63	18	19	17	3	3	7
Hams.....	"	77	48	57	131	143	114	106	144	251	832
Hartall.....	"	1,011	351	343	12	...	...	...	...	...	93
Hides, Cow and Buffalo.....	"	124	308	354	331	596	777	885	620	1,838	2,428
Horns, " ".....	"	38	255	291	174	34	92	52	20	572	4,092
Iron, Manufactured.....	"	65	64	15	4	...	...	...	...	...	...
" Nails.....	"	146	102	124	200	202	81	45	20	1	...
" Pans.....	"	30	62	40	70	88	20	...	2	19	28
Marble Slabs.....	"	63	72	218	34	37	1	1	2	2	234
Medicines.....	{ Value, Hk. Ts }	10,184	5,846	13,079	26,165	12,644	8,246	8,874	2,064	5,108	9,316
Oil, Ground-nut.....	Piculs	37	8	28	12	23	...	...	...	...	...
Opium, Yunnan.....	"	1,751	1,032	1,300	2,958	2,987	4,012	633	2,116	527	...
Potatoes.....	"	1,542	1,263	871	976	621	87	30	4	35	233
Samshu.....	"	1,717	1,873	1,772	2,314	2,488	1,919	53	450	651	867
Soy.....	"	126	157	190	214	251	157	66	57	41	67
Sugar, Brown.....	"	836	791	713	1,105	1,130	606	119	10	49	258
Tea, Black, Puerh.....	"	1,948	2,547	3,380	2,239	1,880	2,527	1,458	2,059	1,351	1,810
Tin, Slabs.....	"	50,831	63,636	41,044	50,043	74,972	66,946	58,464	76,571	70,824	102,465
Vermicelli and Macaroni.....	"	252	275	379	651	772	333	15	9	77	288
Wax, White.....	"	84	198	269	362	317	183	43	14	24	426
" Yellow.....	"	22	36	37	8	...	...	9	7	22	213

V.—INLAND TRANSIT.

Provinces to which Foreign Goods were forwarded under Transit Pass during 1910.

PROVINCE.	NO. OF PASSES.	VALUE.	TRANSIT DUES.
Yunnan.....	35,202	Hk. Ts 2,724,381	Hk. Ts 35,187,490
Kweichow.....	6,162	586,768	6,128,917
Szechwan.....	3,265	288,088	3,221,333
TOTAL.....	44,629	3,599,237	44,537,740

VI.—REVENUE.

1°. Dues and Duties collected under each Flag by the Maritime Customs during 1910.

FLAG.	IMPORT.	EXPORT.	COAST TRADE.	TONNAGE.	TRANSIT.	OPHUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
French.....	99,637.339	78,749.200	...	...	...	...	178,386.539
Chinese.....	2,078.710	2,868.453	...	33.800	44,537.740	...	49,518.703
On Opium.....	...	...	...	...	...	...	...
TOTAL.....	101,716.049	81,617.653	...	33.800	44,537.740	...	227,905.242 *

* No Drawbacks marked for cash payment during the year.

2°. Dues and Duties collected by the Maritime Customs, 1901 to 1910.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPHUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPHUM LIKIN.†	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
1901.....	99,151.665	42,086.449	...	35,027.515	290.600	47,615.247	14.188	224,185.664
1902.....	74,685.493	53,326.863	...	20,652.564	263.200	41,972.683	102.138	191,002.941
1903.....	63,952.099	38,350.124	...	25,997.350	252.300	23,109.917	272.850	160,934.640
1904.....	96,963.448	44,229.368	...	59,150.352	299.100	47,697.713	100.700	248,440.681
1905.....	83,037.539	61,498.836	...	59,764.913	351.100	42,166.530	48.400	246,867.318
1906.....	93,491.140	55,594.932	...	80,231.813	398.900	46,173.680	36.200	275,926.665
1907.....	100,316.834	47,166.940	...	10,727.263	328.200	44,971.675	16.100	203,527.012
1908.....	72,816.228	61,374.190	...	41,938.877	190.600	36,791.022	363.729	213,474.646
1909.....	79,740.489	57,658.873	...	10,516.550	33.400	34,122.431	119.350	182,191.093
1910.....	101,716.049	81,617.653	...	...	33.800	44,537.740	...	227,905.242

† Collected in lieu of Inland Dues on Native Opium.

VII.—TREASURE.

1°. Treasure imported and exported during 1910.

COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED.	IMPORTS.							
	GOLD.			SILVER.			COPPER.	GRAND TOTAL.
	In Bars, Dust, etc.	In Coin.	TOTAL.	In Bars and Sycee.	In Coin.	TOTAL.	In Coin.	
<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	<i>Hk. Ts.</i>	
FOREIGN COUNTRIES.								
Tonkin .....	...	...	...	...	224,305	224,305	...	224,305
Hongkong	240	...	240	92,850	2,181,625	2,274,475	64,133	2,338,848
Total: Foreign Countries	240	...	240	92,850	2,405,930	2,498,780	64,133	2,563,153
CHINA .....	...	...	...	...	...	...	...	...
GRAND TOTAL	240	...	240	92,850	2,405,930	2,498,780	64,133	2,563,153
EXPORTS.								
FOREIGN COUNTRIES.								
Tonkin .....	...	...	...	...	115,333	115,333	...	115,333
Hongkong .....	...	...	...	...	...	...	...	...
Total: Foreign Countries .....	...	...	...	...	115,333	115,333	...	115,333
CHINA .....	...	...	...	...	...	...	...	...
GRAND TOTAL .....	...	...	...	...	115,333	115,333	...	115,333

Note.—Besides the above, \$20,000 of Indo-China bank-notes, value *Hk. Ts.* 13,333, were imported from Tonkin.

2°. Coins imported and exported during 1910 (included in 1°).

	IMPORTS.					EXPORTS.				
	FOREIGN COUNTRIES.			CHINA.	TOTAL IMPORTS.	FOREIGN COUNTRIES.			CHINA.	TOTAL EXPORTS.
	Saigon and Tonkin.	Hong-kong and Macao.	Total : Foreign Countries.			Saigon and Tonkin.	Hong-kong and Macao.	Total : Foreign Countries.		
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Silver Coins (Dollars, etc.) :—										
Mexican dollars.....	...	483,188	483,188	...	483,188	...	...	...	...	...
Hongkong „ .....	...	268,287	268,287	...	268,287	...	...	...	...	...
Chinese „ .....	...	2,341,062	2,341,062	...	2,341,062	...	...	...	...	...
French Indo-China dollars.....	336,457	...	336,457	...	336,457	173,000	...	173,000	...	173,000
Silver Coins (Subsidiary) :—										
50-cent pieces.....	...	281,800	281,800	...	281,800	...	...	...	...	...
20-cent „ .....	...	150,000	150,000	...	150,000	...	...	...	...	...
10-cent „ .....	...	90,000	90,000	...	90,000	...	...	...	...	...
Copper Coins :—										
Chinese 10-cash pieces.....	...	9,620,000	9,620,000	...	9,620,000	...	...	...	...	...

VIII.—PASSENGER TRAFFIC.

No record available.

SZEMAO TRADE REPORT.

1°. LOCAL.—The total value of the trade of Szemao in 1910—*Hk.ƒts.* 199,772—was lower than in any year since 1902, with the exception of that for 1908. Trade was no doubt unfavourably affected by the troubles in the Chinese Shan States to the south-west of Szemao, through which the road to Burma runs, and would have suffered still more had not military operations been confined to the summer months, when the badness of the roads and the extreme unhealthiness of the valleys render trade impossible. The only article of foreign trade of any importance in Szemao is raw cotton, imported from Burma. The 1909-10 crop was a poor one, and large purchases were made for India, so the quantity that reached Szemao was the lowest on record. But a rise in price made the loss less apparent in the value of the trade. Indeed, ever since the port was opened, the value of the trade of Szemao, taking good and bad years together, has remained nearly stationary, but the bulk has steadily decreased. This is best shown by taking a series of years. The average importation of raw cotton during the first five years after the port was opened (1897-1901) was 12,363 piculs; during the last five years (1906-10) it has fallen to 8,060 piculs. The reason for this falling off is not evident; for during the same period there has been no increase in the cotton yarn imported into Mengtsh, and, although Tengyueh has been opened in the meanwhile, the trade in Indian yarn there does not increase. Probably with the greater facilities for trade now offered by the Tonkin Railway and the Tengyueh route, merchants care less and less to undergo the hardships of the rough journey through Szemao to the British Shan States.

2°. REVENUE.—The total revenue collected was *Hk.ƒts.* 5,821, as against *Hk.ƒts.* 6,368 in 1909 and *Hk.ƒts.* 5,845 in 1908. This is the smallest amount collected since the port was opened. In the best year, 1901, the revenue was *Hk.ƒts.* 9,008.

3°. FOREIGN GOODS.—(a.) *Imports, Direct and Coastwise.*—The value of the foreign goods imported was *Hk.ƒts.* 160,573. In 1909 they amounted to *Hk.ƒts.* 163,153; in 1908, to *Hk.ƒts.* 138,922. The importation of raw cotton—6,661 piculs—was the lowest on record, but in value it still amounted to two-thirds of the import trade.

(b.) *Re-exports.*—*Nil.*

4°. NATIVE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports).*—The value of the native goods exported was *Hk.ƒts.* 39,199, as against *Hk.ƒts.* 42,614 in 1909 and *Hk.ƒts.* 42,865 in 1908. The export of Puerh tea, 655 piculs, value *Hk.ƒts.* 7,533, was the highest on record. It all went to Tonkin.

(b.) *Imports.*—*Nil.*

5°. INLAND TRANSIT.—(a.) *Inwards.*—Merchandise to the value of *Hk.ƒts.* 148,466 was sent inland under transit pass, 92½ per cent. of the goods imported.

(b.) *Outwards.*—*Nil.*

6°. TRANSPORT.—3,128 men and 16,660 pack-animals were employed in carrying the trade.

7°. PASSENGER TRAFFIC.—*Nil*.

8°. TREASURE.—No remarks.

9°. OPIUM.—*Nil*.

10°. MISCELLANEOUS.—After a prolonged siege, Tingchen, the main stronghold of the Shan chieftain of Mengche, who had scouted Chinese authority, was captured in September and the chief beheaded, together with his colleague and abetter of Menghai. The town is still occupied by Chinese troops.—The campaign against opium smoking continues to be conducted vigorously. In my excursions into the neighbourhood of Szemao, I have found no fields under poppy, though in more remote places I have seen the remnants of the previous year's crop. It is, of course, impossible entirely to prevent the cultivation of opium in Shan States not directly controlled by Chinese officials, and public opinion in this district is still in favour of opium smoking; but the fact that the retail price of opium in Szemao, which was 1.5 mace a tael in 1908, has now risen to 95 cents a tael, or, say, *Hk.Tts* 1,000 a picul, proves how successful the campaign has been.—At the end of November I visited the Shihkaoching (石膏井) salt mines, near Puerh. I was informed that the yearly output of salt is between 2,000,000 and 3,000,000 catties. There are two shafts, one dating from the reign of CHIEN LUNG and the other excavated some 10 years ago. In addition, there is a disused perpendicular shaft, whence brine was formerly withdrawn by a windlass. The two shafts now in use are sunk obliquely at an angle of about 45 degrees. They are about 4 feet square and 300 to 400 feet deep; but salt is found and mining begun somewhat before that depth. The sinking of a shaft takes two or three months. The older pit is now so full of water that only brine is extracted from it. This is raised by a succession of bamboo hand-pumps. The brine is paid for at the surface at the rate of 1,300 cash for 100 loads. I estimated a load at 50 catties, which would make 65 cash a picul. From the new pit rock is mostly withdrawn. The hewers are paid 180 cash a picul; the lads that carry the rock to the surface, 20 cash a picul. The rock is then thrown into a pan filled with brine, where it is left to dissolve, then passed into a second pan full of brine, whence it is run off into a third, after which it is boiled for 36 hours. The brine if boiled alone gives about 20 per cent. of salt; when the rock is mixed with it, which is done, I believe, in about equal parts, 70 per cent. or more of salt is extracted from a picul of rock. The cost of fuel for one boiling is 9,000 cash; and as 18 cakes of 160 catties each are boiled at once, this works out at 312 cash a picul. The total cost of production, then, is—

Hewers	180 cash per picul,
Carriers.	20 " "
Brine	65 " "
	<hr/>
	265 cash for 70 catties of salt,
	<hr/>
	379 cash for 100 catties of salt,
Fuel	312 " " " "
	<hr/>
	691 cash per picul,
	<hr/>

or 884 cash for 128 catties. The salt is paid for by the Salt Department at the rate of 1 tael, say, 1,800 cash, a picul of 128 catties; so after deducting capital expenditure, cost of manage-

ment, and miscellaneous expenses, it would seem as if the mine-owner should make a good profit. The taxes in force are—

Puerh Taotai's expenses (南道經費) . . .	<i>Kuping Tls</i>	0.1
Salt Receiver's perquisites (大使津帖) . . .	"	0.1
Likin (釐金)	"	0.2
Railway funds (鐵路費)	"	0.5
Army funds (練兵費)	"	0.5
Militia funds (團費)	"	1.0
Salt tax (正課)	"	0.7
Total taxation per picul of 128 catties . . .	<i>Kuping Tls</i>	<u>3.1</u>

Adding to this the price paid to the mine-owner, 1 tael, we reach a total cost per 128 catties of *Tls* 4.1; and the salt is sold at this rate to the public at Shihkao. To enable the official in charge to make both ends meet, he is allowed to sell 100,000 catties free of duty. The wholesale price in Szemao is *Tls* 3.78 per 100 catties, whereas the retail price is only 66 cash a catty, considerably less than the wholesale price.

L. A. LYALL,

Acting Commissioner of Customs.

SZEMAO, 20th January 1911.

SZEMAO TRADE STATISTICS.

I.—REPORTS TO THE CUSTOMS.

1°. Number of Applications during 1910.

	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Import.....	477	464	108	124	1,173
Export.....	288	60	12	251	611
Transit.....	425	664	144	111	1,344
TOTAL.....	1,190	1,188	264	486	3,128

2°. Number of Men and Pack-animals with Loads during 1910.

	MARCH QUARTER.		JUNE QUARTER.		SEPTEMBER QUARTER.		DECEMBER QUARTER.		TOTAL.	
	Men.	Pack- animals.	Men.	Pack- animals.	Men.	Pack- animals.	Men.	Pack- animals.	Men.	Pack- animals.
Import.....	751	3,557	423	2,955	93	182	131	145	1,398	6,839
Export.....	332	1,800	146	274	12	45	271	1,673	761	3,792
Transit.....	617	2,327	521	3,319	184	241	135	142	1,457	6,029
TOTAL.....	1,700	7,684	1,090	6,548	289	468	537	1,960	3,616	16,660

II.—VALUES.

1°. Gross and Net Values of the Maritime Customs Trade, 1908 to 1910.

	1908.		1909.		1910.	
	GROSS.	NET.	GROSS.	NET.	GROSS.	NET.
	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>
FOREIGN GOODS.						
Imported from Foreign Countries and Hongkong	138,922		163,153		160,573	
Imported from Chinese Ports .....	...		...		...
Total Foreign Imports	138,922		163,153		160,573	
Re-exported to Foreign Countries and Hongkong .....	...		...		...
Re-exported to Chinese Ports .....	...		...		...
Total Foreign Re-exports .....	...		...		...
Net Total Foreign Imports		138,922		163,153		160,573
NATIVE PRODUCE.						
Imported .....	...		...		...
Re-exported to Foreign Countries .....	...		...		...
Re-exported to Chinese Ports .....	...		...		...
Total Native Re-exports .....	...		...		...
Net Total Native Imports .....		...		...		...
Native Produce of local origin Exported to Foreign Countries	42,865		42,614		39,199	
Native Produce of local origin Exported to Chinese Ports .....	...		...		...
Total Exports of local origin		42,865		42,614		39,199
Gross Value of the Trade of the Port	181,787		205,767		199,772	
Net Value of the Trade of the Port, i.e., Foreign and Native Imports less Re-exports, and Native Exports of local origin		181,787		205,767		199,772

2°. Value of the Maritime Customs Trade, 1901 to 1910.

YEAR.	IMPORTS FROM FOREIGN COUNTRIES.	EXPORTS TO FOREIGN COUNTRIES.	TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURE.		TRANSIT TRADE.	
					Imported.	Exported.	Inwards.	Outwards.
	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>
1901.....	209,381	35,268	244,649	...	860	...	181,367	...
1902.....	147,148	36,484	183,632	...	3,600	...	135,115	...
1903.....	168,942	35,825	204,767	...	11,501	1,000	163,593	...
1904.....	221,753	45,230	266,983	...	22,632	...	204,834	...
1905.....	205,168	41,680	246,848	...	6,756	...	189,020	...
1906.....	195,270	30,812	226,082	...	6,720	...	167,002	...
1907.....	212,075	53,392	265,467	...	5,820	...	171,501	...
1908.....	138,922	42,865	181,787	...	...	...	128,842	...
1909.....	163,153	42,614	205,767	...	1,345	...	146,901	...
1910.....	160,573	39,199	199,772	...	1,559	...	148,466	...

III.—IMPORTS (NET).

Principal Articles imported through the Maritime Customs, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
FOREIGN COTTON GOODS.											
Shirtings, Grey, Plain.....	Pieces	74	557	16	630	29	1,184	99	354	494	19
" White, Plain.....	"	33	168	46	27	65	78	78	93	222	25
T-Cloths, 32 inches.....	"	19	24	40	13	13	8	5	30	...	3
Turkey Red Cottons.....	"	...	...	5	6	27	285	15	73	25	52
Dyed Shirtings, Plain.....	"	8	22	46	114	8	22	49	17	41	18
Cloth, Cotton, Burmese.....	"	5,233	3,553	3,326	6,206	5,878	4,419	3,507	3,843	4,171	3,561
WOOLLEN GOODS.											
Blankets.....	{ Pairs Pounds	77	102	50	...	...	...	...	...	...	...
Spanish Stripes.....	{ Pieces Yards	47	10	13	...	...	...	...	...	...	...
		...	...	...	40	98	388	404	38	36	25
FOREIGN SUNDRIES.											
Birds Nests, 2nd Quality.....	Catties	244	170	13	50	351	461	42	1	1	1
Bones, Tiger.....	Piculs	24	22	22	26	26	27	35	33	21	20
Cardamoms, Inferior.....	"	64	10	54	7	41	16	2	34	16	59
Cotton, Raw.....	"	12,985	8,734	9,490	10,700	9,392	6,669	11,320	7,195	8,454	6,661
Elephants Teeth, Whole.....	"	6	11	8	21	18	22	13	10	16	14
	"	18	33	30	52	...	50	60	68	33	63
Horns, Deer.....	{ Value, Hk. Tn.	...	...	...	...	865	1,016	1,208	1,289	612	1,131
" Old.....	Piculs	13	10	12	12	16	18	14	15	16	17
" Young.....	{ Pairs Piculs	976	637	742	812	790	1,052	...	...	...	...
		...	...	...	...	...	...	18	13	12	14
Indigo, Liquid.....	"	78	4	6	2	14	4	16	6	2	...
Rattanware.....	"	11	4	9	13	28	26	6	3	11	18
Skins (Furs), Tiger and Leopard..	Pieces	81	93	77	186	199	195	226	202	201	246
" Pangolin.....	Piculs	11	8	9	11	12	8	7	10	10	9
Umbrellas, Foreign.....	Pieces	142	719	733	427	1,125	1,561	492	265	586	1,258

IV.—EXPORTS (NOT INCLUDING RE-EXPORTS).

Principal Articles exported through the Maritime Customs, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
Brassware.....	<i>Piculs</i>	6	5	3	7	2	...	...	3	12	4
Caps, Felt.....	<i>Pieces</i>	30	712	...	...	...	29	16	143	...	...
" Silk.....	"	927	662	330	504	465	229	448	285	273	80
Carpets, Felt.....	"	2,411	3,408	4,116	3,625	2,491	1,469	1,673	1,768	1,780	2,329
China ware, Coarse.....	<i>Piculs</i>	78	26	18	26	40	19	27	23	6	21
Cloth, Native (Nankeens).....	"	41	47	39	43	68	41	54	104	45	48
Copperware.....	"	14	10	4	7	2	7	5	...	2	14
Hat Covers, Waterproof.....	<i>Pieces</i>	1,950	5,720	5,217	9,980	5,110	6,071	469	...	140	233
Hats, Straw.....	"	1,605	570	1,141	342	200	325	1,119	600	500	500
Iron, Manufactured.....	<i>Piculs</i>	812	605	571	1,080	620	314	733	555	628	750
" Pans.....	"	407	292	263	624	580	298	725	961	801	1,040
Ironware.....	"	137	129	125	150	181	109	143	93	102	146
Opium, Yunnan.....	"	15	5	2	17	26	5	3	5	...	...
Pottery, Earthenware.....	"	117	58	68	152	119	115	142	116	144	148
Shoes and Boots, Chinese.....	<i>Pairs</i>	778	1,076	328	1,059	926	338	327	338	136	449
Silk, Raw, Yellow.....	<i>Piculs</i>	12	.8	5	3	8	3	18	5	10	...
" Piece Goods.....	"	2	9	7	7	8	3	1	2	1	...
Skin (Fur) Clothing.....	<i>Pieces</i>	66	44	47	59	73	21	33	18	4	17
Steel.....	<i>Piculs</i>	205	96	77	173	105	99	125	84	93	103
Sugar, Brown.....	"	74	129	148	165	49	41	56	117	89	92
Tea, Black, Puerh.....	"	452	433	290	...	49	77	56	94	324	655
Tobacco, Prepared.....	"	33	37	70	37	62	77	48	136	105	55
Turnips, Dried and Salted.....	"	264	168	51	78	46	88	145	84	122	172
Vermicelli.....	"	58	121	171	94	33	34	233	361	223	179
Walnuts.....	"	195	227	236	239	141	104	168	170	236	203
Wax, Yellow.....	"	83	106	107	113	80	100	191	125	201	78

V.—INLAND TRANSIT.

Provinces to which Foreign Goods were forwarded under Transit Pass during 1910.

PROVINCE.	NO. OF PASSES.	VALUE.	TRANSIT DUES.
		<i>Hk. Ts</i>	<i>Hk. Ts</i>
Yunnan.....	1,059	27,587	1,271,362
Szechwan.....	251	17,242	279,181
Chihli.....	9	1,475	2,689
Kweichow.....	8	432	7,275
Hunan.....	5	436	7,378
Kiangsi.....	5	569	8,269
Hupoh.....	2	444	6,963
Kwangtung.....	2	91	1,317
Anhwei.....	2	151	3,165
Kwangsi.....	1	39	0,018
TOTAL.....	1,344	148,466	1,587,617

VI.—REVENUE.

1°. Dues and Duties collected under each Flag by the Maritime Customs during 1910.

FLAG.	IMPORT.	EXPORT.	COAST TRADE.	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
Chinese.....	2,628.897	1,604.504	...	...	1,587.617	...	5,821.018
On Opium.....	...	...	...	...	...	...	...
TOTAL.....	2,628.897	1,604.504	...	...	1,587.617	...	5,821.018*

* No Drawbacks marked for cash payment during the year.

2°. Dues and Duties collected by the Maritime Customs, 1901 to 1910.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
1901.....	4,432.051	1,519.509	...	292.250	...	2,764.967	...	9,008.777
1902.....	3,334.145	1,402.006	...	90.900	...	1,997.740	...	6,824.791
1903.....	3,317.541	1,358.924	...	30.000	...	2,023.724	...	6,730.189
1904.....	3,827.087	1,071.060	...	335.775	...	2,337.690	...	7,571.612
1905.....	3,571.884	1,063.746	...	517.675	...	2,185.594	...	7,338.899
1906.....	3,176.464	851.002	...	96.475	...	1,836.925	...	5,960.866
1907.....	3,910.688	1,249.401	...	62.200	...	2,204.921	...	7,427.210
1908.....	2,808.222	1,203.855	...	100.350	...	1,733.466	...	5,845.893
1909.....	3,086.844	1,424.388	...	...	...	1,857.532	...	6,368.764
1910.....	2,628.897	1,604.504	...	...	...	1,587.617	...	5,821.018

VII.—TREASURE.

1°. Treasure imported and exported during 1910.

COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED.	IMPORTS.					EXPORTS.				
	SILVER.			COPPER.	TOTAL IMPORTS.	SILVER.			COPPER.	TOTAL EXPORTS.
	In Bars and Sycee.	In Coin.	TOTAL.	In Coin.		In Bars and Sycee.	In Coin.	TOTAL.	In Coin.	
<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	
FOREIGN COUNTRIES.										
India (including Burma, etc.).....	...	262	262	...	262	...	...	...	...	...
Saigon and Tonkin.....	...	1,297	1,297	...	1,297	...	...	...	...	...
Total: Foreign Countries	...	1,559	1,559	...	1,559	...	...	...	...	...
CHINA.....
GRAND TOTAL.....	...	1,559	1,559	...	1,559	...	...	...	...	...

2°. Coins imported and exported during 1910 (included in 1°).

	IMPORTS.					EXPORTS.				
	FOREIGN COUNTRIES.			CHINA.	TOTAL IMPORTS.	FOREIGN COUNTRIES.			CHINA.	TOTAL EXPORTS.
	India (in- cluding Burma, etc.).	Saigon and Tonkin.	Total: Foreign Countries.			India (in- cluding Burma, etc.).	Saigon and Tonkin.	Total: Foreign Countries.		
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Silver Coins (Dollars, etc.) :—										
French Indo-China dollars.....	300	100	400	...	400	...	...	...	...	...
Rupees.....	120	2,400	2,520	...	2,520	...	...	...	...	...

VIII.—PASSENGER TRAFFIC.

No record available.

TENGYUEH TRADE REPORT.

1°. LOCAL.—Trade during the year under review presented no new or interesting features, but there was a general improvement in every branch, and the net value, viz., *Hk.Ths.* 2,003,286, exhibits an increase of more than 28 per cent. on the total of the preceding 12 months, a result which may be attributed primarily to the rise in the value of silver, and the consequent cheapness of the rupee. This being the standard coin for all commercial transactions between Tengyueh and Burma, it follows that the lower the rate at which it can be exchanged for native sycee the more cheaply can foreign goods be laid down on the local market.—With the completion of the Tonkin Railway to Yunnanfu it was generally expected that Tengyueh would quickly lose its old-established position as a centre of distribution for foreign goods. That this expectation may be realised in the future, when the railway service is less liable to untimely interruptions that upset the importers calculations, and when freight rates have been lowered, is not improbable. But, judging by the results of the past year, Tengyueh is still able to hold its own. Cotton goods, which would be first affected by any serious competition from the Mengtsz side, continued to arrive in fair quantities, and were subsequently laid down at Yunnanfu at a profit, though the margin, it is true, was but a slight one. In this connexion a study of the following table showing the quantities of the principal foreign goods imported into this province by the Tonkin-Mengtsz and Burma-Tengyueh routes respectively during the year 1909 cannot fail to be instructive. For better comparison, the Tengyueh figures for the year under review have been added:—

DESCRIPTION OF GOODS.	1909.		1910.
	<i>Via</i> Mengtsz.	<i>Via</i> Tengyueh.	<i>Via</i> Tengyueh.
COTTON GOODS.			
Shirtings, Grey..... <i>Pieces</i>	20,470	19,900	22,160
" White..... "	1,300	1,375	530
T-Cloths..... "	16,830	7,770	6,940
Cotton Italians..... "	6,040	11,100	14,950
Velvets and Velveteens..... <i>Yards</i>	92,420	45,700	54,550
Cotton Yarn, Indian..... <i>Piculs</i>	45,290	20,290	28,700
" " Tonkin..... "	12,370	...	...
WOOLLEN GOODS.			
Long Ells..... <i>Pieces</i>	5,100	605	330
Spanish Stripes..... <i>Yards</i>	7,370	15,980	26,600
SUNDRIES.			
Cigarettes..... <i>Value, Hk.Th.</i>	28,000	15,800	1,940
Dyes, Aniline..... "	19,530	4,420	6,930
Matches, Japan..... <i>Gross</i>	89,170	35,050	27,130
Oil, Kerosene, American..... <i>Gallons</i>	300,950	19,380	24,860
Tobacco, Prepared..... <i>Piculs</i>	5,750	2	2
Umbrellas..... <i>Pieces</i>	60,120	9,870	15,130

From the above figures it would appear that the position of Tengyueh *vis-à-vis* Mengtsh, notwithstanding the overpowering advantage possessed by the latter port of steam communication with the sea on the one hand and with the provincial capital on the other, is by no means a hopeless one. But how much better would it be were the humble pack-mule similarly replaced on this side of the province by the iron horse!—With a few exceptions, all goods imported into Rangoon may claim a refund of seven-eighths of the duty levied on them there when they are re-exported *viâ* Bhamo to Tengyueh. The exceptions now include petroleum and tobacco in all its forms. The first of these was probably excluded from drawback privileges as a concession to the Burma oil companies, who perhaps hoped thereby to oust American kerosene from the Yunnan markets. As a matter of fact, however, none of the oil imported is produced in Burma, and there can be no question that were the restriction removed the importation of American kerosene by this route would increase enormously. It is difficult to understand what can be the object of the Indian Government in stifling the transfrontier trade by taxing in this way articles destined for consumption in China. Burma, in any case, gets the benefit of the carrying trade, and were a more liberal policy adopted this would grow to much larger proportions than it is likely to do under existing conditions. The effect of the present short-sighted policy must inevitably be to divert the trade in such staple commodities as kerosene and tobacco to the Tonkin route, where no embargo of the kind referred to is imposed. I have been told that the reason for excluding these goods from drawback privileges is the fear that, given such preferential duty treatment, they might re-enter Upper Burma and compete there with the heavier-taxed article. But, before a refund of the Rangoon duty can be obtained on them, all goods must be certified by the Customs at Tengyueh as having been actually reported: Tengyueh is nine days distant by pack-animal from Bhamo, and the cost of transport alone to and fro would not be less than 15 rupees a picul. Consequently, the argument adduced is quite untenable. Moreover, as our statistics show, practically all the kerosene and cigarettes imported here are sent into the interior under transit passes.

2°. REVENUE.—The collection for the year, *viz.*, *Hk.Ts.* 50,850, shows an increase of *Hk.Ts.* 9,117 on that for 1909, and is, with one exception, the highest recorded since the port was opened to trade.

3°. FOREIGN GOODS.—(a.) *Imports, Direct and Coastwise.*—The total value of importations from foreign countries (Burma) was *Hk.Ts.* 1,446,400, as against *Hk.Ts.* 1,101,860 during 1909. Of cotton goods listed, grey shirtings, English and American drills, and italians arrived in increased quantities, and a steady demand for Indian yarn sent that article up from 20,290 to 28,700 piculs. Under sundries, aniline dyes, jadestone, and kerosense oil all show a marked improvement; whilst the fact of the rainfall of the year being one of the heaviest on record is perhaps responsible for the additional number of umbrellas imported. The trade in cigarettes, which promised well, has received a blow, from which it is not likely to recover, by the withdrawal of drawback privileges in Burma on all kinds of tobacco, as a result of the new Indian tariff (*vide* "1°. Local"). The value of those imported dropped from *Hk.Ts.* 15,810 in 1909 to *Hk.Ts.* 1,940 for the year under review.

(b.) *Re-exports.*—*Nil.*

4°. NATIVE GOODS.—(a.) *Exports, Abroad and Coastwise (including Re-exports).*—As in the case of imports, the export trade concerns Burma only. The value of the trade was *Hk.Ts.* 556,880, as compared with *Hk.Ts.* 461,500 for 1909—a most cheering advance. Felt

carpets from Talifu, cow and buffalo horns, iron pans, and orpiment were all exported in increased quantities; and the trade in such agricultural produce as cattle, hams, poultry, and eggs continues to expand. The number of eggs sent to Burma has grown from 69,520 in 1907 to 325,150 in 1910. Excellent rain hats, made of split bamboo and covered with oiled cloth, are manufactured in the neighbourhood, and our tables show that the demand for these is well maintained. Another valuable local product, musk, also figures in our returns, 207 catties having been consigned to a well-known French perfumery firm, whose representative regularly spends a part of every year in the neighbourhood of Likiang (麗江府) in search of this costly article. Towards the end of the year 300 piculs of yellow silk arrived from Szechwan under the first outward transit certificates issued to Chinese by this office, and were subsequently exported, bringing the total exportation for the year up to more than 900 piculs. The merchants interested in this trade inform me that the taxes to which silk is subjected in the ordinary way on its long journey overland from Szechwan are so exorbitant as to preclude, to a large extent, all chances of profit. By taking advantage in future of our transit pass system they will save between $\text{Hk.}\text{Ts.}$ 40 and $\text{Hk.}\text{Ts.}$ 50 a picul, and expect to be able, in consequence, to compete in the Indian markets with steamer-borne silk from Shanghai. Silk is also manufactured locally from the wild silkworm; but the industry is only in its infancy, and some time must elapse before the finished product will be available in any quantity for export. Nevertheless, a liberal offer has already been received from an Indian firm to purchase all the local wild, or tussah, silk that can be made here; so that, if properly fostered, the industry should have a big future before it.

(b.) Imports.—*Nil.*

5°. INLAND TRANSIT.—Goods to the value of $\text{Hk.}\text{Ts.}$ 1,070,400 were sent inland covered by transit passes, an increase of $\text{Hk.}\text{Ts.}$ 249,400 as compared with the figures for 1909. The share taken in this trade by the provinces of Yunnan, Szechwan, and Kweichow was 69, 28, and 3 per cent. respectively.

6°. TRANSPORT.—The number of laden pack-animals (chiefly mules) that reported to the Customs during the year was 75,500.

7°. PASSENGER TRAFFIC.—No statistics are available.

8°. TREASURE.—The local value of the rupee was considerably lower than it has been for some time past: it exchanged on an average for $\text{Hk.}\text{Ts.}$ 0.46. Our tables show an export of silver to the value of $\text{Hk.}\text{Ts.}$ 17,600; but this in no way represents the quantity of sycee actually sent into Burma. Merchants prefer, as a rule, to keep such movements secret, lest the caravans conveying bullion should attract unwelcome attention from thieves along the route.

9°. OPIUM.—Opium is still produced to a limited extent in some of the less accessible native states that lie between Yunnan proper and the Burma frontier, *e.g.*, Ta and Hsiao Mengtung (大小猛統), Mengting (孟定), and the country of the Hulu Wang, or wild Wa (葫蘆王地). In those mountainous districts, peopled by semi-savage tribes, the officials find it difficult to enforce the rigorous methods of prohibition that have led elsewhere to the entire disappearance of the poppy. I may note, *en passant*, that traffic in opium across the Burma-Yunnan frontier is forbidden by treaty; hence no mention of the drug appears in our returns.

10°. MISCELLANEOUS.—A large number of schools, in which teaching is carried on by the so-called western system, have been opened recently throughout the district. In almost every village of any size schools of this kind for children of both sexes may now be found, a part of the village temple being usually set aside for the purpose. The curriculum includes history, geography, arithmetic (in which arabic numerals are employed), drawing, and physical drill; but, owing to the lack of competent teachers, the instruction given is at present of a very superficial character. Improvements in other directions are also apparent. The local police force has been reorganised; the sanitary conditions of all the public thoroughfares are receiving attention; and the officials are attempting to finally stamp out the stupid custom of foot-binding, which still obtains in this old-fashioned place. An effort, too, is being made to introduce new industries, which it is hoped will eventually alleviate the distress that has resulted from the complete suppression of the poppy. Thus, at Yungchang (永昌府), planting experiments are being assiduously carried on with various kinds of cotton seed, obtained from places in the United States, India, and Egypt. An institute has also been opened there for teaching the people how to weave straw braid after the Shantung method. Samples of the different kinds made have been sent to England, and, should they meet with favour, this baby industry may yet revolutionise the economic conditions of this part of Yunnan.—In July the Taotai of the I-Hsi Intendancy and Superintendent of Customs here, LIU YUAN-PI (劉元弼), died of malarial fever, contracted whilst on a tour to the frontier during the previous January. His place has been taken by KÊNG PAO-K'UEI (耿葆燧), the substantive Prefect of Yungchang.—The rainy season lasted well into November, and for a time it was feared that the abnormal rainfall would have a disastrous effect on the crops. Happily, these apprehensions proved unfounded, the harvest being an exceptionally heavy one.—Arrangements were completed early in December for continuing the reparation of the main trade route between the Burma frontier and Tengyueh, on which a beginning was made in 1909. The work is now in progress, more than 200 labourers being actively engaged aligning a road under the supervision of a Customs officer, whose services have been lent for the purpose by the Inspector General.

FRED. W. CAREY,

Acting Commissioner of Customs.

TENGYUEH, 20th January 1911.

TENGYUEH TRADE STATISTICS.

I.—REPORTS TO THE CUSTOMS.

1°. Number of Pack-animals with Loads during 1910.

	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Import.....	11,629	9,607	3,027	9,163	33,426
Export.....	7,610	1,838	1,196	8,475	19,119
Transit.....	7,023	5,954	3,464	6,516	22,957
TOTAL.....	26,262	17,399	7,687	24,154	75,502

2°. Number of Pack-animals with Loads, 1902 to 1910.

YEAR.	IMPORT.	EXPORT.	TRANSIT.	TOTAL.
1902 *.....	12,942	5,062	9,830	27,834
1903.....	35,035	11,048	26,805	72,888
1904.....	37,722	11,559	25,917	75,198
1905.....	35,833	8,439	20,239	64,511
1906.....	33,817	12,288	20,745	66,850
1907.....	41,281	15,852	26,049	83,182
1908.....	34,163	15,394	22,571	72,128
1909.....	28,217	17,783	19,409	65,409
1910.....	33,426	19,119	22,957	75,502

* Eight months ended 31st December.

II.—VALUES.

1°. Gross and Net Values of the Maritime Customs Trade, 1908 to 1910.

	1908.		1909.		1910.	
	GROSS.	NET.	GROSS.	NET.	GROSS.	NET.
FOREIGN GOODS.	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>
Imported from Foreign Countries and Hongkong.....	1,272,847		1,101,863		1,446,406	
Imported from Chinese Ports.....	...		...		...
Total Foreign Imports.....	1,272,847		1,101,863		1,446,406	
Re-exported to Foreign Countries and Hongkong..	...		...		...
Re-exported to Chinese Ports.....	...		...		...
Total Foreign Re-exports.....	...		...		...
Net Total Foreign imports.....		1,272,847		1,101,863		1,446,406
NATIVE PRODUCE.						
Imported.....	...		...		...
Re-exported to Foreign Countries.....	...		...		...
Re-exported to Chinese Ports.....	...		...		...
Total Native Re-exports.....	...		...		...
Net Total Native Imports.....		...		...		...
Native Produce of local origin Exported to Foreign Countries.....	493,021		461,498		556,880	
Native Produce of local origin Exported to Chinese Ports.....	...		...		...
Total Exports of local origin...		493,021		461,498		556,880
Gross Value of the Trade of the Port.....	1,765,868		1,563,361		2,003,286	
Net Value of the Trade of the Port, i.e., Foreign and Native Imports less Re-exports, and Native Exports of local origin.....		1,765,868		1,563,361		2,003,286

2°. Value of the Maritime Customs Trade, 1902 to 1910.

YEAR.	IMPORTS FROM FOREIGN COUNTRIES.	EXPORTS TO FOREIGN COUNTRIES.	TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURE.		TRANSIT TRADE.	
					Imported.	Exported.	Inwards.	Outwards.
	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>	<i>Hk. ₤s</i>
1902 *.....	513,303	148,392	661,695	...	13,133	80,636	373,108	650
1903.....	1,472,281	243,372	1,715,653	...	...	134,878	1,202,907	...
1904.....	1,747,820	337,684	2,085,504	...	...	96,017	1,284,753	...
1905.....	1,443,216	236,783	1,679,999	...	...	72,450	946,470	...
1906.....	1,127,956	269,921	1,397,877	...	...	184,283	797,493	...
1907.....	1,265,294	466,918	1,732,212	...	...	312,627	959,161	81,920
1908.....	1,272,847	493,021	1,765,868	...	...	217,338	913,979	119,766
1909.....	1,101,863	461,498	1,563,361	...	...	197,972	820,982	...
1910.....	1,446,406	556,880	2,003,286	...	...	207,440	1,070,380	59,300

* Eight months ended 31st December.

III.—IMPORTS (NET).

Principal Articles imported through the Maritime Customs, 1902 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1902.*	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
FOREIGN COTTON GOODS.										
Shirtings, Grey	Pieces	6,411	25,567	22,113	9,902	23,527	16,598	16,038	19,900	22,158
Sheetings, Indian	"	51	1,814	1,518	212	435	617	...	...	...
Shirtings, White	"	794	908	3,771	907	1,490	1,375	1,449	1,375	530
Drills, American	"	25	218	359	205	120	381	167	80	350
" English	"	299	316	395	308	413	649	592	777	2,298
" Indian	"	858	1,496	5,859	3,834	2,121	3,909	1,125	1,178	532
T-Cloths	"	1,341	3,819	7,701	4,268	5,606	8,009	7,496	7,766	6,938
Cotton Italians, Plain	"	3,668	4,690	15,913	11,176	15,070	12,853	18,851	11,064	14,946
Velvets and Velveteens	"	139	...	...	...	...	...	...	...	...
Yards	Yards	...	18,725	53,336	28,330	23,243	45,113	30,157	45,713	54,549
Cotton Yarn, Indian	Piculs	11,630	30,386	27,748	20,923	20,399	25,562	23,186	20,290	28,707
WOOLLEN GOODS.										
Long Ells	Pieces	99	311	739	1,000	500	1,025	1,166	605	330
Spanish Stripes	Yards	295	...	...	...	...	...	...	...	...
Yards	Yards	...	26,236	26,684	14,106	28,624	23,090	21,172	15,976	26,601
FOREIGN SUNDRIES.										
Birds Nests, 2nd Quality	Catties	2,390	763	3,420	3,489	2,225	726	1,053	508	1,390
Cigarettes	Value, Hk. Pks. }	...	...	328	937	2,495	5,424	7,908	15,812	1,938
Cotton, Raw	Piculs	3,000	10,152	8,695	14,388	8,730	12,454	6,976	7,522	1,974
Dyes, Aniline	Value, Hk. Pks. }	921	4,200	6,306	1,261	2,509	5,188	5,526	4,416	6,926
Jadestone	Piculs	271	384	576	709	230	216	516	521	699
Matches, Wood, Japan	Gross	2,923	35,189	30,901	15,017	43,725	32,080	26,879	35,042	27,125
Oil, Kerosene, American	Galls.	2,945	7,682	17,505	36,855	68,735	50,590	29,915	19,380	24,860
Umbrellas	Pieces	611	12,154	20,878	22,167	16,755	7,565	6,706	9,871	15,133

* Eight months ended 31st December.

IV.—EXPORTS (NOT INCLUDING RE-EXPORTS).

Principal Articles exported through the Maritime Customs, 1902 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1902.†	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
Bells, Brass	Piculs	112	202	83	15	...	...	...	43	...
Carpets	Pieces	7,718	12,633	15,789	8,342	9,441	7,886	17,538	21,014	23,447
Cattle, Sheep, Goats, and Pigs	No.	...	...	...	...	25	143	328	1,835	1,974
Eggs, Fresh and Preserved	Pieces	28,580	157,974	126,535	116,030	69,305	69,520	119,925	257,420	325,150
Hams	Piculs	95	69	53	42	31	119	121	162	234
Hemp Twine	"	261	312	347	261	313	336	814	405	399
Hides, Cow and Buffalo	"	272	699	984	875	3,076	5,481	2,256	5,199	4,035
Horns, "	"	60	400	156	146	171	380	543	569	1,702
Horses, Asses, and Mules	No.	...	...	...	...	...	...	...	174	54
Iron Pans	Piculs	366	873	706	590	497	451	582	513	547
Medicines	"	159	212	111	56	35	70	78	51	43
Musk	Catties	...	...	32	...	...	128	187	1	207
Orpiment	Piculs	663	3,200	4,230	3,513	6,003	5,747	6,000	7,362	8,996
Poultry	No.	...	...	...	...	1,820	2,292	1,423	6,204	2,959
Rain Hats, Split Bamboo	Pieces	8,837	24,477	28,657	29,193	13,426	31,868	22,858	39,587	41,731
Silk, Yellow, Szechwan	Piculs	432	623	728	491	473	572	476	505	913
Walnuts	"	1,235	1,647	1,286	810	904	1,001	2,985	2,286	2,198

† Eight months ended 31st December.

V.—INLAND TRANSIT.

1°. Provinces to which Foreign Goods were forwarded under Transit Pass during 1910.

PROVINCE.	NO. OF PASSES.	VALUE.	TRANSIT DUES.
		<i>Hk. Ts</i>	<i>Hk. Ts</i>
Yunnan.....	11,755	745,957	9,355.966
Szechwan.....	4,428	294,499	3,698.137
Kweichow.....	646	30,824	387.069
TOTAL.....	16,829	1,070,380	13,441.172

2°. Provinces from which Native Goods were brought under Transit Pass during 1910.

PROVINCE.	NO. OF PASSES.	VALUE.	TRANSIT DUES.
		<i>Hk. Ts</i>	<i>Hk. Ts</i>
Yunnan.....	5	48,800	287.365
Szechwan.....	4	10,500	61.830
Kweichow.....	...	...	...
TOTAL.....	9	59,300	349.195

VI.—REVENUE.

1°. Dues and Duties collected under each Flag by the Maritime Customs during 1910.

FLAG.	IMPORT.	EXPORT.	COAST TRADE.	TONNAGE.	TRANSIT.	OPIUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
Chinese.....	27,150.036	9,909.133	...	...	13,790.367	...	50,849.536
On Opium.....	...	...	...	...	...	...	...
TOTAL.....	27,150.036	9,909.133	...	...	13,790.367	...	50,849.536 *

* No Drawbacks marked for cash payment during the year.

2°. Dues and Duties collected by the Maritime Customs, 1902 to 1910.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIUM LIKIN.	TOTAL.
	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>	<i>Hk. Ts</i>
1902 †.....	10,092.890	3,013.084	...	...	...	5,087.363	...	18,193.337
1903.....	25,154.955	5,440.417	...	...	...	14,320.642	...	44,916.014
1904.....	31,271.546	6,140.464	...	...	...	16,499.391	...	53,911.401
1905.....	25,591.969	4,368.543	...	...	...	11,641.100	...	41,601.612
1906.....	24,511.118	5,404.448	...	...	...	12,447.994	...	42,363.560
1907.....	27,486.487	7,287.562	...	...	...	14,337.940	...	49,111.989
1908.....	25,924.707	6,265.178	...	...	...	13,616.126	...	45,806.011
1909.....	22,445.012	8,074.475	...	...	...	11,213.471	...	41,732.958
1910.....	27,150.036	9,909.133	...	...	...	13,790.367	...	50,849.536

† Eight months ended 31st December.

VII.—TREASURE.

1°. Treasure imported and exported during 1910.

COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED.	IMPORTS.					EXPORTS.				
	SILVER.			COPPER.	TOTAL IMPORTS.	SILVER.			COPPER.	TOTAL EXPORTS.
	In Bars and Sycee.	In Coin.	TOTAL.	In Coin.		In Bars and Sycee.	In Coin.	TOTAL.	In Coin.	
<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	
FOREIGN COUNTRIES.										
India (including Burma, etc.).....	17,600	189,840	207,440	...	207,440
Total : Foreign Countries	17,600	189,840	207,440	...	207,440
CHINA.....
GRAND TOTAL.....	17,600	189,840	207,440	...	207,440

2°. Coins imported and exported during 1910 (included in 1°).

	IMPORTS.			EXPORTS.		
	FOREIGN COUNTRIES.	CHINA.	TOTAL IMPORTS.	FOREIGN COUNTRIES.	INA.	TOTAL EXPORTS.
	India (including Burma, etc.).			India (including Burma, etc.).		
	No.	No.	No.	No.	No.	No.
Silver Coins (Dollars, etc.) :—	No.	No.	No.	No.	No.	No.
Rupees .....	...	...	...	474,600	...	474,600

VIII.—PASSENGER TRAFFIC.

No record available.

YATUNG TRADE REPORT.

1°. LOCAL.—The total value of the trade for the year amounted to Rs. 1,654,081, showing a decrease of Rs. 420,785 in comparison with the total of 1909. The depression in trade was mainly due to various adverse events unexpectedly happening during the year, which may be recorded as follows:—In the early part of the year heavy snow was experienced and a spell of sharp weather ensued, which, but for a milder temperature quickly setting in, would have destroyed all the promising crops. In the middle of February the news of the sudden flight of the Dalai Lama reached this mart. At one time business was dull; but, thanks to the prompt arrangements of the local authorities, everything soon came to life again. Pack-animals were then seen passing through the Customs in the usual way, and men with loads as well. Nevertheless, the demand for wool, which is the staple article of this mart, was not very brisk at that time, owing to low price and a large stock, which had accumulated from the previous year. It may be remembered, as stated in my last report, that a monopoly in this trade had been established towards the end of 1909. As the monopoly had been carried on without the sanction of the Resident, and had been a great hindrance to the merchants concerned, it was abolished in the middle of the year, in accordance with the Resident's order. Merchants formerly engaged in the trade, but kept out by the monopoly, were much gratified at being able to resume their original occupation, with the result that business was carried on more freely. In July, Lhasa was visited by a serious outbreak of small-pox, and many of the inhabitants fell victims to it. Tibetans have little knowledge of vaccination. Whenever a case of small-pox occurs, the patient is removed to the hillside or to a remote place, away from the inhabitants, where he has to remain, largely unattended to, and left to the mercy of Providence. In view of this, the local authorities immediately took measures, and erected sheds to receive all the sufferers and provide them with medical attendance. Many lives amongst the poorer classes were rescued by this good and charitable means. The disease spread as far as to Shigatse (後藏) and Gyantse (江孜), and played the same havoc there as it did in Lhasa. Liberal alms had been contributed by the rich and local gentry, for the purpose of combating the disease, and before the end of the year it had been nearly driven out. The total loss of life from the epidemic is reported to have been more than 10,000, mostly children. It is happy to remark that during that period Yatung was free from the disease; yet, fearing of being more or less affected, the people of this valley busily sought vaccination and took every precaution to keep out the infectious germs. Szechwan coins are in full circulation in Tibet. Besides the ones resembling Indian rupees imported from Szechwan, Lhasa itself had coined another kind of the value of 1 tanka. The subsidiary copper coins are divided into two kinds—one, the size of a cent, and is worth 1 candareen, or one-tenth of a tanka, and the other, a 5-cash piece, or one-twentieth of a tanka; they are quite convenient for exchange. The face of these coins bears the four Chinese characters 宣統寶藏 and the reverse, the Tibetan letters indicating the local value of the coin. Palatable provisions are very rare in this valley, though wheat and barley yield abundant harvests; thus living is made dear and not convenient to a stranger who is not accustomed to native diet.

2°. REVENUE.—Not collectable.

3°. FOREIGN GOODS.—*Imports*.—The principal articles under this heading are cotton goods and metals, which decreased by 205,095 yards and 2,508 maunds respectively. Maize and matches also show a meagre heading; the cause of falling off must be attributed to a dull market in Lhasa. However, woollen and cotton mixtures rose to 25,599 yards, and woollen cloth, to 54,000 yards. Upon inquiry, I was informed that these articles are much in favour by people of this country for making clothes; hence the brisk demand. There was a marked increase in tobacco, which advanced from 2,490 to 3,983 maunds. Kerosene oil remained normal; the price varied from Rs. 7 to Rs. 8 per case; but as this article is chiefly transported from Kalimpong and vicinity, the average freight of Rs. 2 to Rs. 3 must be added. Coral exhibited a tendency to increase, and was 5,697 tolas over the figures in 1909. Natives employ coral for making beads and ornaments, and even for official buttons. Some of the ornaments are very costly, as, besides the coral itself, large quantities of pearls and turquoises are also fitted together, constituting quite a gift to well-to-do ladies. A decline of 838 pieces of umbrellas is worthy of note. The market for this article was dull, owing to the absence from Lhasa from the beginning of the year of a good number of Tibetan officials. The supply of indigo was short by 31 maunds, while cutch decreased by 204 maunds. Cutch is well known in Tibet as one of the toilet requisites regarded as indispensable by Tibetan ladies, who employ it to beautify their faces. The decrease is said to have been caused by the outbreak of small-pox above alluded to.

4°. NATIVE GOODS.—*Exports*.—In spite of a large decrease in the value of exports, merchants dealing in skins have made handsome profits. Fox skins increased by 1,193 pieces, and lamb skins, by 24,185 pieces. Traders who returned from China reported that there was a very good demand for these articles in Tientsin at the close of the year; they were thereby able to recover the losses suffered by them on other goods. Wool has fallen from 35,862 to 23,062 maunds. This trade was badly affected by the recent monopoly. The price began at Rs. 20 per maund and rose to Rs. 22½ per maund during the last three months of the year. The notable decline in musk, 1,379 tolas, is owing to a short demand from China. Blankets show a shortage of exportation, due to coarse productions, which compare badly with the machine-made article. Silk increased again, by 3,270 yards; it was all sent to Calcutta, where, it was hoped, it would have a better market. The export of mules and ponies diminished by 42 and 257 respectively, owing to low prices throughout the year. Yak tails have but a small advance in comparison with the previous year's record.

5°. INLAND TRANSIT.—*Nil*.

6°. PASSENGER TRAFFIC.—Not ascertainable.

7°. TREASURE.—The import value of silver was Rs. 21,820, and the value of that exported, Rs. 264,160, showing a diminution of Rs. 35,680 and Rs. 76,597 respectively as compared with the figures of 1909. No gold was imported or exported during the year.

8°. OPIUM.—No remarks.

9°. MISCELLANEOUS.—The year saw the completion of a few buildings in this valley, including a new rest-house at Langrang, close to the foot of the Jelap. The rest-house, measuring 5 by 7 *chang*, and which is in perfect Chinese style, is situated on an elevated place near the roadside. It is walled with planks and roofed with shingle, and is specially adapted for Chinese officials as a *dāk* bungalow when passing to and from the frontier. But instead of making a short sojourn there, some travellers prefer to go in one day and in one stage direct from Gnatong to Yatung, without a halt midway. For want of repairs, the Jelap route turned out to be very rough and rocky during the rainy season of the year. It was naturally steep and muddy, and

left but a narrow track for men and animals to travel on. When travelling during the snow season, it is safer to walk on foot and to cross the peak than to run the risk incurred by walking around the precipices, even though there may appear to be a short cut. In November it was rumoured that a Tibetan official had been appointed to look after the above route, in addition to his own duties as a Depön (戴琿). It is anticipated that substantial repairs may now be effected; but the ultimate results remain to be seen.—As regards occurrences on the Pass, it is pleasant to note that there was not a single accident reported throughout the year, with the exception of one or two cases of snow-blindness in new-comers, caused by the reflection of light from the snow and the want of protection with eye-glasses.—In September this valley was constantly visited by a huge black bear. It used to come during the night and visit the fields, where it feasted on the ripening grain. As soon as the news came to the knowledge of the landlord, he set forth to lie in wait for the greedy beast, and one night the bear was shot dead on the spot where it was feasting. It was afterwards skinned and sold for a high figure, and found to weigh 140 catties.—A postal service was started in June, and since then a line between Yatung and Lhasa has been running every day very regularly. It takes six days to go from Yatung to Lhasa. Natives at both places are very pleased to see such a service introduced into their sacred land, and all enjoy the privilege of posting their *iki*, or letters. Branch offices have been opened at Shigatse and Gyantse, and one at Phagri is expected to be established shortly.—The highest temperature at Yatung during the year was 71° F.; and the lowest, 11° F.

CHEUNG YUK-TONG,

Acting Commissioner of Customs.

YATUNG, 25th February 1911.

YATUNG TRADE STATISTICS.

I.—REPORTS TO THE CUSTOMS.

1°. Number of Applications, Inwards and Outwards, during 1910.

—	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Inwards (to Tibet)	1,176	1,469	538	883	4,066
Outwards (from Tibet)	441	380	80	1,019	1,920
TOTAL.....	1,617	1,849	618	1,902	5,986

2°. Number of Loads carried, by Men and Pack-animals, Inwards and Outwards,
during 1910.

—	MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	TOTAL.
Inwards (to Tibet)	10,600	5,763	2,544	8,509	27,416
Outwards (from Tibet)	7,486	4,066	162	13,548	25,262
TOTAL.....	18,086	9,829	2,706	22,057	52,678

II.—VALUES.

1°. Gross Value of the Maritime Customs Trade during 1910.

IMPORTS INTO TIBET.	EXPORTS FROM TIBET.	TOTAL VALUE.
<i>Rupees.</i> 973,027	<i>Rupees.</i> 681,054	<i>Rupees.</i> 1,654,081

2°. Value of the Maritime Customs Trade, 1901 to 1910.

YEAR.	IMPORTS INTO TIBET.	EXPORTS FROM TIBET.	TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURE.		TRANSIT TRADE.	
					Imported.	Exported.	Inwards.	Outwards.
	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>
1901.....	734,075	783,480	1,517,555	...	48,140	76,182	...	...
1902.....	761,837	815,338	1,577,175	...	53,165	94,725	...	...
1903.....	686,041	687,324	1,373,365	...	57,097	51,080	...	...
1904.....	446,212	186,654	632,866	...	36,947	134,134	...	...
1905.....	1,233,310	902,595	2,135,905	...	184,360	349,364	...	...
1906.....	1,179,740	1,140,336	2,320,076	...	318,360	274,984	...	...
1907.....	1,389,616	1,461,383	2,850,999	...	179,847	416,753	...	...
1908.....	1,186,370	1,063,651	2,250,021	...	40,545	718,782	...	...
1909.....	1,161,555	913,311	2,074,866	...	57,500	340,757	...	...
1910.....	973,027	681,054	1,654,081	...	21,820	264,160	...	...

III.—IMPORTS.

Principal Articles imported through the Maritime Customs across the Sikkim-Tibet Frontier, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
COTTON GOODS.											
Cotton Goods.....	Yards	1,245,933	1,548,727	1,320,982	842,107	1,757,306	2,074,417	1,588,544	1,809,843	1,807,426	1,602,331
„ Yarn, Thread, and Wool	Maunds	350	301	264	141	492	780	645	616	470	477
WOOLLEN & COTTON MIXTURES.											
Woolen and Cotton Mixtures...	Yards	1,950	2,930	6,892	8,304	15,206	12,765	91,751	179,197	21,530	25,599
WOOLLEN GOODS.											
Cloth.....	Yards	54,753	65,102	58,951	34,956	78,251	59,810	74,408	87,558	51,383	54,000
METALS.											
Metals.....	Maunds	2,725	3,419	2,872	332	2,075	3,803	4,120	5,346	4,696	2,188
SUNDRIES.											
Beads.....	Maunds	147	81	93	39	268	120	162	58	122	147
Chinaware.....	„	423	450	368	93	505	771	821	1,028	550	357
Clocks and Watches.....	Pieces	90	86	118	38	225	61	93	265	223	75
Coral.....	Tolas	1,369	1,088	980	4,701	15,304	9,676	8,350	9,506	4,283	9,980
Cutch.....	Maunds	295	374	202	163	304	296	424	392	416	212
Dye-lac.....	„	38	53	50	...	6	3	3	34	198	22
Dyes, Aniline.....	„	37	21	31	20	91	50	65	122	99	115
Flour.....	„	116	206	200	237	272	446	271	212	317	264
Fruits, Fresh and Dried.....	„	1,595	751	238	338	560	1,731	1,456	1,779	1,188	826
Indigo.....	„	138	163	114	88	328	68	63	144	124	93
Madder.....	„	127	170	201	4	35	59	83	49	80	32
Maize.....	„	7,779	5,470	2,811	2,937	3,116	3,076	4,898	4,942	7,938	5,123
Matches.....	Gross	4,398	4,485	3,434	1,931	4,763	6,340	7,386	6,809	7,847	6,699
Oil, Kerosene.....	Cases	348	335	289	359	284	476	292	413	510	474
Paints.....	Maunds	97	61	35	52	120	150	75	38	104	85
Rice.....	„	602	375	355	481	1,051	614	429	615	1,303	3,378
Silk.....	Yards	19,321	15,188	25,710	13,802	21,059	12,620	24,178	13,833	9,537	9,660
Skins (Furs), Land-otter.....	Pieces	2,967	3,506	1,570	40	850	1,405	1,000	505	674	280
Stores, Oilman's.....	Maunds	143	147	93	132	116	176	365	458	531	557
Sugar.....	„	385	618	621	1,310	463	1,190	1,662	1,555	1,217	1,024
Tobacco.....	„	2,967	4,875	2,452	1,537	3,808	4,244	3,659	3,453	2,490	3,983
Umbrellas.....	Pieces	4,588	2,214	3,562	716	9,758	4,676	4,214	3,974	3,402	4,240

IV.—EXPORTS.

Principal Articles exported through the Maritime Customs across the Sikkim-Tibet Frontier, 1901 to 1910.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
Blankets.....	Pieces	560	522	142	702	731	687	484	322	1,393	455
Cheese.....	Maunds	38	42	21	48	13	36	35	94	128	115
Cloth, Woollen.....	Yards	8,697	2,525	12,098	3,851	183,876	91,824	150,819	45,487	31,228	48,851
Medicines.....	Maunds	34	1	41	2	...	2	7	8	35	21
Mules.....	No.	126	129	12	135	255	77	45	269	183	141
Musk.....	Tolas	4,297	5,861	3,106	866	2,892	4,315	9,872	3,966	5,827	4,448
Ponies.....	No.	573	407	104	405	429	232	582	635	706	449
Silk, Chinese.....	Yards	232	160	...	546	356	...	...	...	370	3,640
Skins (Furs), Fox.....	Pieces	3,670	30	...	...	2,606	2,270	2,277	2,868	1,796	2,989
„ Lamb.....	„	82,230	57,600	80,190	1,200	97,580	264,550	40,013	60,637	10,800	34,985
Wax, Sealing.....	Maunds	2	3	...	2	1	4	24	55	124	55
Wool, Sheep's.....	„	43,881	33,261	33,550	3,991	36,632	38,570	51,535	40,885	35,862	23,062
Yak Tails.....	„	1,026	1,568	662	382	1,191	993	1,565	956	680	699

V.—INLAND TRANSIT.

Nil.

VI.—REVENUE.

Not collectable.

VII.—TREASURE.

Treasure imported and exported across the Sikkim-Tibet Frontier during 1910.

IMPORTS.			EXPORTS.		
Gold, in Bars.	Silver, in Coin.	TOTAL.	Gold, in Bars.	Silver, in Coin.	TOTAL.
<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>
...	21,820	21,820	...	264,160	264,160

VIII.—PASSENGER TRAFFIC.

No record available.

NOTE.

In English weights—

One Tola = 0.41 oz. avoirdupois.
 One Seer = 2.06 pounds „
 One Maund = 82 $\frac{7}{8}$ „ „

In Chinese weights—

One Tola = 3 mace.
 One Seer = 1 $\frac{1}{2}$ catties.
 One Maund = 60 „