

中華民國七年郵政事務總論

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中華民國七年郵政事務總論

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中華民國七年郵政事務總論

上編

概論

是年中全國爲不慈祥之內部戰爭所重壓遂使公眾之各種事業皆蒙影響而在郵局所受磨練亦屬甚鉅其所遇之境地不惟可見郵政本體之實力而其紀律之程度以及抵抗外力之功用益足以資證明且當全國正虛耗於內部競爭以及游匪蠻動之際而郵局則仍表其能力以自適於最無可望之情勢且能循序進行不爲所挫其經辦之郵件總數極鉅計已達至三萬零二百二十五萬之多而此進境以視上年之數目於各方面均有相同之成績可爲佐證所有此等成績業於後文更爲詳細列明可見全國倘使各城各鎮各村之秩序得以保安並全體及所增之營業便利得以規復則將來之成績本郵政翹企來日深望中國之新紀元得放曙光並使世界大戰及內訌不靖等事發生之阻礙咸歸滅止則敢信中國郵務之前途益加偉大實在目前其在郵會方面將來於國際郵務交通自有新設之機械而在內國方面本郵政則以新而較大之房舍以及更形趨時且見擴充之器具用備副其時會之所需一面因積極改良以代久年之方法遂使精力用於往日鮮有功效者遂漸改注於較有效果之場惟一切改良無論如何以求其高遠若經根本上之缺陷將其挫折自係不能收效於此則有不挂號民局之法外行動應行述及者也查保全國家郵局俾克對於此項射利之競爭免受其害斯事既在各省長官權力範圍之內卽爲其應盡

之責成關於此事頗有盡力之省可佩可欽餘則往往不願過問總之是年成績之滿意超越尋常且可喜者人員盡職遂於經辦事項報以如是偉大之成效而此種事項之成效若何非可虛飾者也

所需之器具

各種內部改良均按規定之計畫進行所有各局用具之中並經加入中國打字機油印機計算機等件惟因運輸維艱其餘數項籌定之計畫則鮮所舉行此外郵局各運輸方法內業已增加汽車數輛計上海南京天津及北京各一輛
特別塗消郵票戳記之行用 爲祝賀徐公世昌正式就大總統職起見曾在數處郵區備有特別戳記用以塗消是年十月十日所寄郵件上之郵票

甲 郵件

交寄郵件比較表

| 寄件類別 | 民國四年 | 民國五年 | 民國六年 | 民國七年 |
|------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| 普通 | 二〇九二六、一五〇〇 <small>萬</small> | 二二〇三三、五四二〇 <small>萬</small> | 二五六二七、五二五〇 <small>萬</small> | 二七七二三、七五〇〇 <small>萬</small> |
| 掛號 | 一四七六、一九〇〇 | 一六九七、八四〇〇 | 一八四八、八六九〇 | 二二一一、二二〇〇 |
| 快遞 | 二七五、三一九五 | 三〇八、二五四四 | 三五八、五三二〇 | 三九九、〇五五〇 |
| 保險 | 二、五三三三 | 三、五九〇九 | 三、二一四〇 | 二、八七七八 |
| 統共 | 二二六八〇、一九二八 | 二五〇四三、二二七三 | 二七八三八、一四〇〇 | 三〇三二六、九〇二八 |

以上三萬零二百萬件之總數較上年之數增多二千四百萬件惟此項增加較之六年與五年比較所增二千八百萬件之數尚有不及其所增之二千四百萬件共數內普通郵件占有二千一百萬件計增百分之八掛號郵件占有二百五十萬件計增百分之十四快遞信件占有五十萬件計增百分之十一至於保險信函件數復見跌落惟所保價值則由二百十二萬五千六百八十五圓增至二百四十二萬零九圓顧此項事務曾經若何利用應以件數為標準並不在所保價值之若干緣大宗款項祇寄一二次即與所保價值之總額大有關係按保險信函件數跌落一層縱係或因公眾對於郵局信用加增將所有價值證券日漸取用普通及掛號信辦法寄遞之所致惟紙幣一項保險信辦法之作用大都係在寄送紙幣發於此省者罕能於他省按額面價值兌現此則亦未可忽第觀已往政局情形無一可為郵務發展之助則各類郵件中僅有保險信一項跌落此固尚堪愜意耳查經辦各類郵件所增之總數其中信函計增二千三百萬件上年僅增一千五百萬件明信片計增一百萬件上年則增五百五十萬件刷印物及其他各件幾無增減

就地投送之郵件 此項事務之為公眾所信用仍漸增加溯自民國五年以來所寄件數顯有穩固之增益茲將前四年之數目列表如左

就地投送之郵件

| | |
|------|----------------------------|
| 民國四年 | 一三六九、二六〇〇 <small>萬</small> |
| 民國五年 | 一七一九、七七〇〇 <small>萬</small> |
| 民國六年 | 一八一四、八四〇〇 <small>萬</small> |
| 民國七年 | 一八九四、九〇〇〇 <small>萬</small> |

其在各大城邑公眾對於輔佐郵寄機關之利用達於如何地步均見以下之列表是年計增百分之十二所有福建郵區各水道往來之小輪曾於其中數輪上試行設置信箱其成績已甚美滿

自信箱信櫃信筒提出之郵件

| | |
|------|----------------------------|
| 民國四年 | 四一九七、二七〇〇 <small>萬</small> |
| 民國五年 | 四六四一、九四〇〇 <small>萬</small> |
| 民國六年 | 五五七三、九〇〇〇 <small>萬</small> |
| 民國七年 | 六二八四、八五〇〇 <small>萬</small> |

民局包封 郵局所收代民局轉運之郵件顯見略有增加但此項數目無論高下僉不足表明民局營業之進退蓋增加之數或因郵局有册可稽之民局郵件為數加增反之其削減之數或可表示非按正當手續載運即係走私郵件之民局郵件為數增多是年截至十二月底止民局經在中華郵局掛號者之數目共有四百五十五家而是年內擎獲民局走私各類郵件之數目共計一萬一千四百七十九件茲將民局營業之數經由郵局者列表如左

民局交寄之包封信件

| 年 分 | 包 封 數 目 | 前項包封內裝信件之數目 | 基 羅 重 量 |
|------|--------------------------|-------------|---------|
| 民國四年 | 一五、五四九六 <small>萬</small> | 三三六、六二二七 | 一、八二五八 |
| 民國五年 | 一五、五四一七 <small>萬</small> | 二六二、四三〇一 | 二、〇八〇八 |
| 民國六年 | 一六、一四六四 <small>萬</small> | 二七三、〇二四四 | 二、一三八八 |
| 民國七年 | 一五、六六六八 <small>萬</small> | 二五五、九三一四 | 二、一五三七 |

乙包裹

交寄包裹之列表

| 年分 | 數目 | 基羅重量 | 價值銀圓 |
|------|---------------------------|-----------|-----------|
| 民國四年 | 二〇三,三三三 <small>萬</small> | 七九〇,四一二九 | 二七一八,七二七七 |
| 民國五年 | 二二三,一二〇〇 <small>萬</small> | 八四八,四二〇〇 | 二九二八,三三〇〇 |
| 民國六年 | 二六四,〇三五五 <small>萬</small> | 一〇〇〇,六三二一 | 三四八九,三五〇〇 |
| 民國七年 | 二七三,八〇九 <small>萬</small> | 一〇八五,〇〇三四 | 四〇一〇,九七〇〇 |

包裹 包裹數目較之民國六年約祇增加件數十萬件重量七十五萬基羅而在民國六年較民國五年則增加件數四十萬件重量一百五十萬基羅但此項輕微之增加以大概而論尙堪滿意緣是年中有數處重班郵件之幹路均經阻斷有時此項幹路完全停頓者有數星期之久其最爲失序之各郵路即係西安蘭州間之各路此不特於甘肅及新疆兩省內投遞之進口包裹受有影響且於該兩省出口包裹之營業亦屬頗有障礙仿此四川及貴州兩省之包裹運輸因政局不靖亦受有多寡之影響所有寄往四川省汽機通運處所之保險包裹曾經完全停止直至年終仍係繼續停辦然就四川而論雖有各該需行抵抗之限制以及運輸之困難是年交寄之包裹較之上年其重量則祇減少七百基羅此則仍堪滿意者也是年全國交寄之包裹數目共有二百七十三萬八千零九十件上年則祇二百六十四萬零三百五十五件其價值共有四千零十萬九千七百圓上年則祇三千四

以上所列包裹營業之價值計有四千萬圓有奇較諸民國六年之數目實增五百萬圓此項數目較民國六年所列者尤爲可靠因是年內按照修改之章程包裹保險與否可聽寄件人之便是則少報包裹價值以避強迫保險之誘力即經祛除至於代物主收價之包裹詳見後文

房屋及地基

郵政於民國六年所定遇有機會獲得自有產業之政策本年仍賡續進行

甲 房屋

直隸 郵政進行迅速早使郵政總局房屋不敷於用故已繪成圖樣加建一翼並於原有房屋之一部分上加蓋樓房一層業將其一部分實行其所加一翼已於年終完工所有北京中央郵局之新房屋已招建築工程師各呈圖樣以競優先該房屋當於民國八年開工建造

東三省 哈爾濱 (Pristan) 地方購得地基一段業於該地基上建成新式郵局一所此所房屋意欲日後作爲該處郵務支局現則暫作哈爾濱一等郵局房屋之用俟不久哈爾濱新埠地基建有房屋時爲止其在四平街承由四鄭鐵路劃撥郵局之地基業於其上建築郵局一所

山東 數年前在濟南商埠購得之地基已於是年七月內就其上開始建築新郵務管理局一所及郵員公寓兩所其工作業經妥善進行旋值天氣嚴寒遂不得不將工程暫行

停止該項寓所應於民國八年春間建成備住而局屋則應於秋季完工此外並在烟台購有隨帶郵局向租房屋之地基一段計有二畝之譜該所房屋業已修改一新但日後終須拆卸另改時式之房屋

江蘇 南京新建之江蘇郵務管理局完工一層按照上年總論之所述正在計畫之中旋因添購忽行出售之鄰近各地基須將原繪圖樣修改故於完工上致有耽延查原有之地基頗爲四周房屋所限制今益以新購之地基即得建造更爲寬大之公事房並使衛生上之地位得以較優並可於免除火患一層益得無慮至於公寓三所年終時殆可均告竣矣

廣東 廣州粵海關按照郵局所繪圖樣而建之華麗房屋向係租與郵局者已由郵局購置該局全部係用鐵筋洋灰建造堅固倍常故對於建築商對於郵局並對於該郵務管理局所在之省分深信均堪稱譽

雲南 雲南郵務管理局近因甚形擠促業於樓下加添郵件及包裹房並於樓上另添經辦管理事務之公事房數間以擴大之

乙地 基

直隸 爲郵政總局行將需用起見業經購得毗連郵政總局之地基一段約十六畝並在
北京繁盛驛馬市大街購得地基一方將於民國八年在該地基上建造郵務支局一所
其在張家口火車站附近之處亦經購得地基一段約二畝半不久即在該處新建一等

郵局至於正定府軍糧城以及濱海避暑處所之北戴河亦均購有地基以便新建郵局之用此外可於此處敘明者則有石家莊所租之郵局房屋連同其他房屋多所均於民國六年被水淹毀直至本年終郵局始克租定他處房屋緣無一所可以覓購故也當房屋未經租定之時郵局即在鐵路車站房間辦事而該房間係承正太鐵路當局慷慨撥給郵局備用故郵局對於該鐵路當局特於此處公佈謝忱

河南 臨漳縣及嵩縣兩處均經購有地基以便建造郵局

陝西 毗連西安府郵務管理局之地基兩段計共九畝業經購得以應將來之所需

東三省 除上文甲房屋項內所述哈爾濱 (Pristan) 及四平街之地基外另經購得與奉天郵局地產相連之地基兩段其全地基之面積現已足敷不久即行籌畫新建郵務管理局並郵員寓所之用奉天小西關郵務支局所佔用之房屋亦已由郵局購置將來須行拆卸以便建造時式房屋以代之吉林亦購有地基一大方為將來該處一等郵局之用而於四鄭鐵路上之八面城三江口地方亦均獲有小段之地基

四川 揚子江上游之萬縣已購得約有七畝之地基一段將於該處新建一等郵局所有該局圖樣現已在酌奪之中

湖南 長沙業經購有地基約合七畝半以備將來建造湖南郵務管理局之用該地所處地位甚形便利適在小吳門內與粵漢鐵路車站相近

安徽 安慶已購置地基一小段作為將來安徽郵務管理局之中堅

浙江 温州城內大街已覓得地基一段為將來一等郵局之用
 雲南 蒙自購得地基一段約計十二畝接近新建之壁虱寨箇舊廠鐵路車站以備將來
 之所需

局所信櫃郵站

茲將近四年郵局及代辦所數目之增殖列表比較如左

| 局所 | 年分 | | | |
|-------|--------|--------|--------|--------|
| | 中華民國四年 | 中華民國五年 | 中華民國六年 | 中華民國七年 |
| 郵務管理局 | 二一 | 二一 | 二一 | 二一 |
| 一等郵局 | 三二 | 三二 | 三四 | 三六 |
| 二等郵局 | 九五六 | 九九〇 | 一〇七八 | 一一五二 |
| 三等郵局 | 三八〇 | 三六八 | 三三八 | 三三三 |
| 郵務支局 | 一九八 | 二〇五 | 二一二 | 二二一 |
| 郵寄代辦所 | 六九二三 | 七一八一 | 七四二〇 | 七六〇四 |
| 共計 | 八五一〇 | 八七九七 | 九一〇三 | 九三六七 |

以上局所計增二百六十四處較上年所增之數畧見減少惟仍堪為滿意威海衛一局因
 華工招募局移往青島故將該局仍行改歸從前二等郵局之地位而張家口徐州府及無
 錫各處則均升為一等郵局以便與各該局應辦之公務克較相宜近因有郵務若干由西

比利亞鐵路改歸張家口至庫倫之郵路是以張家口一處特為重要就收入方面觀之該處堪列於北京天津之次查二等及三等郵局之共數已達一千四百八十五處較諸上年一千四百十六處則增六十九處惟二等郵局增多七十四處而三等郵局則減去五處按照上年總論所述凡三等郵局升為較高地位自係予以開發匯兌之便利至於較大城邑之郵務支局已增九處郵寄代辦所增有一百八十四處就有若干處係由村鎮信櫃所改升他如保險包裹辦法業經另向二十二處局所推行是則辦理此項包裹之局所是年終已達五百九十處此項局所均在郵政章程下集通郵處所內以甲字標明其以乙(一)乙丙各字標明之匯兌局所增多二百零三處現在辦理此項事務之局所共有一千三百六十二處之多又標有丁字之快遞郵件局增多三十六處已達六百六十四處而標有己字之保險信函局增多五十處其總數已達九十七處茲再將城邑及村鎮各信櫃之發展列表如次

次要局所

| 局所 | 年分 |
|---------|----------------|
| 城邑信櫃 | 中華民國四年 二二七一 |
| 城邑信櫃 | 中華民國五年 二二五四 |
| 城邑信櫃 | 中華民國六年 二三四二 |
| 城邑信櫃 | 中華民國七年 二四三三 |
| 村鎮信櫃及郵站 | 二〇一一 |
| 村鎮信櫃及郵站 | 二三〇七 |
| 村鎮信櫃及郵站 | 二五四八 |
| 村鎮信櫃及郵站 | 二七一一 |

城邑信櫃 查此項信櫃較上年增加九十一處其在較大城鎮設立代售郵票處輔以適

宜地點所置之信筒已見為滿意將來當逐漸設置該項代售郵票處以代城邑信櫃之用
 村鎮信櫃及村鎮郵站 查此項信櫃及郵站上年計增二百四十一處是年則增一百六
 十五處誠以是年全年各處情形於內地擴充事務大都不見相宜按該項事務不第用之
 可以考驗村鎮之需求亦可將人迹遙隔之窩遠地方與外界接通之最為節儉方法其在
 各該地方對於郵件於每一星期或隔一星期之到達無不重視其事而郵差總係備受歡
 迎

郵路

郵路比較表

| 郵路 | 計程 | 年分 | | | |
|---------|---------|---------|---------|---------|--------|
| | | 中華民國四年 | 中華民國五年 | 中華民國六年 | 中華民國七年 |
| 郵差郵路 | 里數 | 里數 | 里數 | 里數 | |
| 輪船及民船郵路 | 六三六〇〇 | 六四七〇〇 | 六八六〇〇 | 六九八〇〇 | |
| 鐵道郵路 | 一九〇〇〇 | 一九〇〇〇 | 一九五〇〇 | 二〇〇〇〇 | |
| 共計 | 四九二六〇〇 | 五〇、四七〇〇 | 五二、〇一〇〇 | 五三、八八〇〇 | |
| | 四一、〇〇〇〇 | 四二、一〇〇〇 | 四三、二一〇〇 | 四四、九〇〇〇 | |

每三里合一英里

郵差郵路 查郵差郵路之增加計有一萬七千里此項增加大抵係分布於河南東三省

及直隸等區之中其在河南郵區之擴充係以新設之村鎮投遞路綫爲其主因而在直隸郵區則係因庫倫以西郵路之擴張該路經由蒙古之烏里雅蘇台科布多沙札蓋直至新疆邊境之承化寺計長五千五百二十五里如再益以張家口庫倫間原有之郵路二千七百里承化寺至迪化府之郵路一千九百里則此項郵差郵路總共之長度計有一萬一百二十五里約合三千三百七十五英里誠爲世界陸地上最長之郵差郵路因有此項郵路現時中央政府與新疆省城(迪化府)之接通即得取經由蒙古之一路與經由河南陝西甘肅等省現仍維持之向有郵路計程六千六百里即合二千二百英里者交相爲用並有以

下所列之晝夜兼程快班郵路即如由宜昌經廟宇漕以達萬縣之郵路計長一千五十里觀音堂至西安府之郵路計長五百七十里及延吉府至吉林之郵路計長七百九十五里因其郵件增多均已倍其出發之班次張家口庫倫之間每星期出發一次之輕班郵件郵班亦以此故改於每星期出發二次並於以上兩處設有運送重班郵件及包裹之駝班每月往來一次查維持某項郵路之經營倍嘗艱困一與上年相同即如郵班阻斷巡員奉派前往調查竟有被此方或彼方軍隊逮捕指爲間諜蔽其目引至軍營者幸各該巡員解釋明晰臨事有方遂得每次於如式究問後均經釋放惟郵差恆遭不幸例如被匪擄掠創傷之事層見疊出甚至有喪失生命者

輪船及民船郵路 查此項郵路並未大見擴充所有自宜昌經萬縣至重慶成隊之郵船其負重已至全體容量之極度其載運之郵件計重九十七萬基羅約合九百五十四噸而

外雇當地船隻運送之郵件計五十一萬四千基羅即合五百零五噸其訂有合同各輪船所運之郵件計二萬九千基羅即合二百八十五噸統計是年共有一百七十七萬四千基羅約合一千七百五十噸每日計有四千八百六十基羅約合四噸半除以上所列者外尚有大宗郵件是年復由法美日英等國敵艦免費代運郵局應再行特表感謝之忱查船隻傾覆者計有數艘沉毀者二艘蓋有險要各灘均屬必經之路故使此項船厄有時實不能避免至於此項郵班之秩序以沿途各處軍務繁興盜風熾盛遂致大受阻礙

鐵道郵路 查國有鐵路對於備給必需之地方及利便

多係免收費用

以資輸運爲數日增之郵

件一層無不迅即辦理郵局對於國有及其他各路督辦局長之鼎助應表謝忱一與往日相同所有北省與長江一帶往來之重班郵件及信函之總包向由海道運遞者現均由津浦鐵路輸送於是既可縮短時間尤能使郵班往來更爲有序其與此相類者則有北省與湖北湖南四川互寄之重班郵件總包目下亦係交由京漢鐵路往來運送是年九月十六日粵漢鐵路之武昌至長沙段內業已正式開車所有寄往湘南湘西之各類郵件現在即用該路轉運四鄭鐵路於一月十一日開車亦即用以運輸郵件

資例

茲將是年郵寄資例之更動開列如左

寄往新疆蒙古郵件及包裹之郵資 經由蘭州至新疆及經由張家口至蒙古之各早班郵路向來祇能寄遞輕班郵件者自四月一日起開始寄遞各類之郵件惟須按下列特資

交納郵費即係明信片單者四分雙者八分新聞紙係按國內資例三倍納費至於書籍刷印物貿易契貨樣由新疆或蒙古境內各地方往來中國各處者其郵資係按每二百五十格蘭姆收取三角重至一千格蘭姆爲止過此應收之資例及應守之各節即與包裹相同又各類郵件如經註明請由西比利亞一路轉寄並已按外洋各國資例付費者郵局即將該件交由該路轉遞至若自新疆蒙古境內各處與中國其他各處往來包裹之資例已由四倍國內單純費增至六倍他如包裹投遞之各處越於迪化及庫倫者應加收一單純費係向收件人索取

保險包裹 查國內保險包裹寄往現經設有國內包裹保險便利之地方者除往來四川各局不計外其保險費已由百分之一減至百分之一之二分之一其寄往四川各局之保險費向來收取百分之四者今則收取百分之二至於包裹內裝有普通貨物價值三十圓或三十圓以上者必須保險之辦法現在業經取消保險與否任聽寄者之便惟裝有金銀器具珠玉寶石者仍係必須保險

寄往香港等處明信片之資費 往來香港威海衛澳門之明信片其郵資單者已由一分增爲一分半雙者已由二分增爲三分

寄往青島之郵件 按照恢復青島直接往來郵務與日本所訂之辦法(參看與外國郵政之交際項下所列協約一段)自民國七年十一月一日以後凡寄往青島郵件之郵資約與寄往日本朝鮮及關東日本租界者相同(參看寄費清單第四資)

寄往青島之包裹 除按國內包裹資例(參看寄費清單第二資)照納外每包加收銀圓一角

關於匯票之辦法詳見以次所列之經濟成績

經濟成績

茲將上四年經濟成績列表如左

| 年別 | 類別 | 收 入 | 營業支出 (即資本以外之開銷) | 盈 餘 | 虧 短 | 資本支出 ^甲 |
|---------|------------------|----------------------------------|----------------------------------|---------------------------------|------------------|---------------------------------|
| 民 國 四 年 | | 六七九,八五八〇二八 <small>萬 圓</small> | 六四九,五九八七七六 <small>萬 圓</small> | 三〇,二五九二五二 <small>萬 圓</small> | | 六,三八七六八〇 <small>萬 圓</small> |
| 民 國 五 年 | | 七六三,〇四一六八四 | 六六九,三〇一三五八 | 九三,七四〇三二六 | | 三,一九一八二六 <small>乙</small> |
| 民 國 六 年 | | 八五七,四三三二二四 | 七一五,一八三四〇八 | 一四二,二五一八一六 | | 六〇,六三五八九〇 <small>乙</small> |
| 民 國 七 年 | <small>丙</small> | 九五〇,〇〇〇〇〇〇〇〇 | 七五九,〇〇〇〇〇〇〇〇 | 一九一,〇〇〇〇〇〇〇〇 | <small>丁</small> | 八一,三〇〇〇〇〇〇〇 <small>乙</small> |

甲 大抵即係購置地基及新添物產(房屋傢具郵車郵船自行車信筒鐵櫃等項)之支出
乙 由盈餘項下支付

丙 民國七年數目係約計之數

丁 實盈二百零二萬二千圓惟因彌補新疆營業損失計用十一萬二千圓
其中一部分仍可收回

就以上所列觀之可見民國七年之收入較諸民國六年約增百分之十一而營業支出約增百分之六

遺失郵件及包裹之賠償 是年郵件及包裹之損失頗鉅大都因盜匪劫掠之所致而此項劫掠之案於陝西四川雲南等省尤為層出不窮祇就四川省內一項劫案而論其為武裝盜匪劫去之包裹其保險數目已有一萬四千元之多此外因四月間江寬輪船於臨近漢口地方沉沒致令郵件及包裹亦復發生重大之損失其國內保險費除因國際戰事所致不計外對於遺失損壞或被人抽竊各情事均包在內業自四月一日起由每圓抽取一分減為每圓抽取半分維時並將值價三十圓或逾於其數之包裹必須保險之規定予以取銷所有保險信函及包裹之詳細情形見本總論第五十四頁第五十五頁第五十六頁及第五十七頁之戊字己字各附表

印花票 是年售出印花票共計七萬二千九百七十一圓四角上年則有八萬八千五百十三圓四角二分

匯票 左列係近四年所發所兌之款數

| 年 別 | 所發款數 | 所兌款數 |
|---------|----------------------------|-----------|
| 民 國 四 年 | 一三五五、二三〇〇 <small>萬</small> | 一三四六、八九〇〇 |
| 民 國 五 年 | 一五九六、五八〇〇 <small>萬</small> | 一五七八、七一〇〇 |
| 民 國 六 年 | 二一五二、三三〇〇 <small>萬</small> | 二一二二、七〇〇〇 |
| 民 國 七 年 | 三五三三、五八〇〇 <small>萬</small> | 三四七九、八六〇〇 |

民國七年所發之匯票其價值若平均計之每張計合十七圓三角其發出匯票之總額較六年數目計增千分之六百四十二以視五年則增一倍又千分之二百十三是年因國內紛擾情形致有數次不得不將數處地方匯票事務之範圍縮小抑或完全停辦一與民國六年相同

發給赴歐華工之匯票 發給英國招工局之匯票其數幾有三百五十萬圓而發給法國當局者則約有三十三萬二千四百圓現因歐戰告終華工逐漸回國是以民國八年此項匯票當有相關之減落

俘虜之匯票 是年向拘於南京(江蘇)德奧俘虜開發之匯票計一百三十六張合銀圓二千九百七十圓零七角五分關於辦理匯兌之詳細事宜參看第四十八頁乙字附表

代物主收價包裹 是年所收價值總數共計銀圓十三萬四千二百圓發還總數共計銀圓十二萬六千圓上年共收僅有八萬六千六百圓發還僅有八萬七千圓其增進大致係由杭州數家企業商店將定購之大宗綢緞衣服運寄國內各處之故其在上海所辦代物主收價包裹之數目仍無動搖計大宗出口之件係外洋進口之貨物所有關於辦理代物主收價包裹之詳細事宜參看第四十八頁乙字附表

與外國郵政之交際

歐戰直至是年十一月停戰之約簽定時始行告止是以上次總論出版以來關於互換事

務並未見有何項緊要之變更中國郵政與他國郵政之交際仍屬克敦睦誼所有西比利亞鐵路之郵遞事務以有俄國內部之情形因致解體本郵政遂不得不於是年三月停止取用西比利亞一路轉運寄往歐洲新疆以及蒙古之郵件迨屆年終此路始能達到這黎阿賓司克 (Chelabinsk) 及歐發 (Ufa) 之間之阿薩車站過此以西鐵路仍不能用自民國三年十一月間日本佔據青島及膠州灣租借地以後郵局與青島郵務直接之關聯即行阻斷此項郵務關聯業於是年十一月一日重行恢復其在寧波之法國客局已於是年四月一日實行停辦是年六月二十八日在遼源州(東三省)之日本客局亦經停辦

俘虜之郵件 對於在中國收容之德奧海陸軍人所准免費運送包裹之優益因漸有濫用情事故於是年一月查得須將俘虜包裹之免費運送加以限制於是規定俘虜交寄之包裹如係裝有奢侈品者均應照付郵資倘按郵章應行保險者並須交納保險費

國際回信郵票券 自是年七月一日起中國已加入兌換聯郵各國國際回信郵票券之事務除郵寄代辦所外各管理局一二三等郵局及其所屬當地郵務支局均備有此項郵票券向公眾出售每券售價銀圓一角二分凡回信郵票券由加入兌換該券之聯郵各國發出者均得於各管理局一二三等郵局及其所屬當地郵務支局兌換惟郵寄代辦所不在此列每券得換一角(二十五生丁姆)郵票一枚或按額面價值共計一角(二十五生丁姆)之郵票數枚

協約 是年十月十日日本部所派之代表與日本郵務代表在青島簽訂一項郵務辦法以便將民國三年日本佔領青島及膠州灣租借地以來曾經間斷之直接郵務關聯重行恢復此項辦法訂明於青島濰縣濟南直接交換信件總包及包裹於是年十一月一日實行（詳見前列資例項下）

互換事務 民國六年十二月間因向在香港海防往來行駛之法國輪船香港號沉沒遂使上半年往來雲南省之包裹事務頗形減少所有普通包裹均須由陸路取道貴州轉運而保險包裹之收寄（此項包裹係由海道經由香港及海防運遞）則經加以限制是年五月間曾與香港郵政總辦籌設辦法以便將中國郵局包裹運往海防得用英國船隻與領受津貼之法國輪船相輔而行因有此層則向有之爲難情形得以解除而包裹之運輸亦自此恢復原狀矣海道運送之便利既經恢復其取道貴州之陸路自係棄而不用是年三月二日經由西比利亞一路通至歐洲新疆及蒙古之郵班業經停頓其寄往歐洲之郵件總包則由海道運送而寄往新疆及蒙古者則由陸路分別取道張家口及甘肅運遞自三月十二日起僅有發往俄國之郵件其收寄係取道哈爾濱及波格拉尼（Pogranichnaya）其納亞地方由黑龍江鐵路轉運且係由寄件人自負責成嗣因西比利亞及歐洲俄境情勢轉移隨將海參崴及哈巴老夫斯克（Habarovsk）間之郵班於是年九月二十一日規復旋於是月二十四日向西復通至撒馬拉（Samara）爲止迨至十月二十三日更復向西通至歐發（Ufa）

爲止其與俄國往來之包裹郵班計自是年三月十三日起卽行停頓是年十月間因歐戰發生之情形所有與下列各國往來之包裹事務均經停頓

玻利非亞、智利、可倫比亞、戈斯達黎加、古巴、埃及、愛斯蘭、及發祿島、多明衣加共和國、哈依提、闕都拉斯、墨斯哥、尼加拉瓜、巴拿馬、巴拉圭、秘魯、聖薩瓦多、烏拉乖、美利堅國之聖女島、
(前爲丹麥國所屬之西印第斯)

是年十一月十二日至十二月十日又十二月二十八日至民國八年一月十六日因南滿鐵路運輸包裹所生之困難本郵政不得不將瀋陽以北之包裹停止收寄

人員

帛總辦之病故 七月中傳來噩耗卽前郵政總局總辦民國六年六月起派充本部郵政名譽顧問帛黎在法國拉羅史背納地方病故查帛總辦綜理郵政幾自郵政創立之日爲始今郵政所以底於現時發達及精善地步者乃因帛總辦心力之所致實較其他人員爲特多蓋帛總辦於海關服務二十有七年後自前清光緒二十七年任爲郵政總辦隸屬前總稅務司赫德以來所有平生心力專注於郵政之利益並將前總稅務司原定之擴張辦法妥慎進行且於各項困難紛擾之中引導郵政俾克成就迨至稟承本部充任郵政總局總辦綜理一切益復奮勵有方出其幹才卓識以當重任中國郵政現時之地位可作爲該總辦最良之紀念

洋員 郵政洋員之數仍與六年大畧相同截至十二月底洋員計有郵務長十五員副郵務長十八員(其內有十員係屬署理)郵務官六十八員(內有一員署郵務長八員署副郵務長)校對員一員郵務佐四員及轉運員一員以上所列各員內在年終時仍有十員尚在從軍而是年間曾有三員免除軍役復任職務十一月間停戰之約既經締結甚望其他仍在從戎之各員不久即可復任從前之職務此外有愛司格克傅明狄第業以及克禮叟數員曾經徵赴疆場供其無上之犧牲本郵政記其捐軀殊深悼惜此數君高上之榜樣實爲郵政全體堪以欽仰而允宜自豪者也

華員 華員截至民國七年十二月底計有副郵務長四員(其內有兩員係以署郵務長管理郵區)郵務官五十一員郵務員一千一百零九員郵務生二千五百八十九員揀信生一千六百二十三員郵寄代辦人七千六百零四名信差五千零五十六名郵差六千八百十五名舵工水手等三百六十八名聽差五百八十一名雜項人役一千一百三十三名共二萬六千九百三十三人民國六年年終則祇有二萬五千八百六十七人是年內開缺之人員自郵務生班次以上則有告退者裁退者或因病休致者撤退者病故者共四百十四員是年委任人數共計一千四百四十八員內有郵務員九員已在每年舉行升入郵務官班之考試內考升入班

直隸 是年之始既遇肺疫而年終感冒之症又復流行郵員之歿於感冒症者較之肺疫爲多其故殆以罹此感冒症者罕經加意診治也查是年一二三月之防疫六七八月內鐵路之被水冲毀及全年之軍隊調撥在在均與鐵路郵班之定序有妨而六七月間之水災既使長城以外之郵差郵班爲之阻斷復將長城以內大段區域均被淹沒不獨使郵務交通爲難且因居民流於貧困之故遂使被災之人烟輻輳各區域內經辦之郵務實地減少其在本省南北兩部盜賊猖獗惟郵局於此則鮮有所失本省以南多有村鎮爲山東竄來之盜匪所劫掠致令各該鄉民相率棄家羣赴各城逃避縱有前項不利情形郵差郵路則經增設原有郵班則經加速且經新建局房並施有其他之整頓一面並視所需籌設臨時郵班而在疫症流行之時所有自染疫區域發出之郵件均經先行消毒方始轉發此外並在天津及北京各郵務支局試行兌付匯票之辦法以謀公眾之便其在京漢鐵路直達郵車上之人員業經改歸北京郵局單獨管理此項更改證明實較從前爲優

山西 上年安謐之省分無幾而山西竟居安謐省分之一是則該省頗堪引以自豪而此層對於郵務自係大加便利其結果遂使經辦郵件及包裹之數均見增加是年最要之事項乃係口外(卽長城以外)各地發生鼠疫蔓延於本省北部幸當局竭盡全力至三月底時卽經撲滅其在染疫之區郵件自係受有耽延然該處事務仍經力求妥善進行此

則多賴在事各郵局長及郵差之功績郵差之染疫身故者計有五人京綏鐵路有若干時停止開車勢不得不添雇郵差又戒嚴之施行幾至年底始止所有郵件之檢查因他省內尙有不靖故仍接續舉辦至於防運嗎啡丸藥一舉查獲裝有此項丸藥之包裹不下四十三起此外並查出私運鴉片之案若干起然經警吏與郵政當局協同防範現時私運鴉片已屬極難矣至郵政由於盜劫之損失甚屬輕微所有損失殆均於口外地方所發見包裹事務獲有穩健之增進交寄件數計增五千件其價值計增七萬圓至所收之包裹約有十二萬八千件計價十三萬九千一百圓其在太原府投送郵件業經大加改良其法係將火車所運之郵件先於石家莊分揀嗣復於火車上再行分派其結果則使郵件於火車到達後不上一小時即能備妥投送非若從前須候三小時此項更動深爲官民所稱許而郵局人員亦有同感是年間所收巡查報告計有一百六十一件各巡員曾經儘令多次出巡據其報告情形現擬於民國八年將局所數目增多並將郵務便利推行於多數處所

河南 上年不利之情形緣於政局杌隉霖雨不時因而遭遇水患致令鐵路之運輸解體四鄉不法案件迭出者依然存在於本年於是久經凋敝之商業不得不於貧瘠連遭之又復一年內極力支持所有當地銀號復將其內地分號停閉多處以爲更事收縮業務之計郵局則經將匯兌便利廣爲擴張以應公衆之需此項辦法之爲人樂用就開發及兌取匯票所獲之良好進境觀之已可概見是年八月間大雨如注致令河流漲溢禾稼

被傷生命財產均經受損維時被淹之區域甚廣旱道郵路郵班仍令其辦理妥善不免大費躊躕鐵路則受損頗劇尤以道清及京漢兩路爲最而隴海鐵路亦與其列於是屢有阻斷情事且有同時數條鐵路完全停車遂使郵員於清除所積各處寄來之郵件頓增困難內有一次遇有浸入水中損毀不堪之橋梁迫得巡員甘冒生命肢體之危行過該橋以示趑趄不前之郵差該橋實可踏過四月十七日隴海鐵路由徐州府開往鄭州之火車經匪襲擊將車攔截肆行搶掠被戕被傷者計有數人於是鐵路局將車停止開駛僅於能有適當保護之時不在此列計自四月十八日起至三十日止均係如此陝西全省及甘肅省一部分內之擾亂仍係接續未已而潼關廳地方經匪兩次佔據遂使河南山西兩省間重班輕班郵路大受其困加以郵局之馱匹數次被奪是則於維持通過匪徒騷擾區域之郵路已有之難事外復增困阨幸賴河南督軍趙倜惠予鼎助得將各馱匹均行釋回此外遇有意外情事並承本省大吏及各鐵路局立予可重之協助各鐵路局中尤以京漢路局爲最此則亦應伸謝者也所有河南省之各郵差郵路及其時間表業經重行組織釐定以與京漢津浦及隴海鐵路修正之行車時刻表彼此應合此項行車時刻表之修改係因當地情形而起他如運送軍隊車輛絡繹不絕遂令尋常火車之暢行及郵件之運遞大受妨礙一俟和平及恆狀恢復可望運遞郵件較爲按時一切運輸較爲順利也然而縱有前述各項困難郵務之發展進行甚速其所收之效果亦復甚優

陝西 政爭不息一切困苦相與而來遂使是年爲本省歷史上最厄之一載加以土匪特行猖獗最初既經得利遂有成隊叛兵希冀隨地搶掠一併加入其中於是人數因之益衆通省之中所聞者惟有劫掠一事而盜匪所施之方法到處皆同總係威嚇搶掠勒索甚至對於不幸落其掌握者施以逾格之暴行其舉動儼係按定序舉行每於離去一處之前必將該處淪爲廢土倘於其佔據有所抵抗則攻落後通常均勒索大宗賠款然後繼之以到處搶掠反之如一城鎮之奪據易於得手則卽邀其居民認捐一種款項以爲保護之酬報是以於大多數巨城之內商業全停居民及鋪商境况較佳者以匪徒不法之行爲無所約束之故僉已逃避他方郵局亦受其蹂躪被搶者計有郵局七處代辦所六十六處村鎮信櫃五處其在較小之局所公款及郵員本人什物均受損失另有數局經匪徒迭次入內其不幸之結果亦復相同所有較小地方均無法重設郵局須俟退出或克復各該城鎮時始可恢復至若每一代辦所受有如此騷擾者其代辦人一面亦係鋪商僉經逃避以待重見平靖方能旋歸且因土匪騷擾之範圍括有全省是以各郵差郵路暫時幾均阻斷郵件及包裹時有被劫情事每遇一處被佔其司令卽堅欲檢查郵件並將信件扣留被扣者以公文及掛號郵件居其多數其寄往蘭州府之重班郵件曾有兩次於寄遞中經匪攫去近因蒙古盜匪加入本省土匪所有接通西安府迤西各路均爲匪等所把持此外四鄉並爲鄰省軍隊所蹂躪惟該軍隊則與土匪遠離不屑與之攜手茲有堪以特述者則以此項軍隊姑無論其因何作戰對於郵局則顯係認爲不涉

黨爭而爲全國謀利之機關誠以該軍隊隨地均經聲明保護郵局且准郵差往來旅行無阻其於載運重班郵件之騾匹並不加以干涉惟其餘騾匹見於街市或途中者則均徵作軍用並於處處厲行戒嚴查重班郵班計有三次暫行停止係因應經路途之各段正在劇戰或因鄰近之處土匪甚夥更無他道可取故也至於往來之行旅則不得不中道停頓大受不便荒涼之象到處顯然各通衢上大多數商鋪闕無居人欲求類似食物之品實極不易而寓宿之處亦屬無從覓得蓋原有之客店或係關閉或係爲佔據該地方軍隊所隨之人佔住住所此外罹於流行之感冒症者爲數甚多凡斯軍務龐興土匪猖獗金融緊迫以及普通不靖加以運輸之具闕如以致百業停頓在在均令進境無從收效然而已往十二箇月之成績縱有各該拂逆情形以視從前各年則仍較優開發匯票之數雖係小有參差而兌取匯票之數則增加實有可觀

甘肅 按段巡查之辦法經於是年在本省舉行即將本區分爲三段每段選派郵務員一員郵務生二員爲之經理所有徧查區內各局所一事曾經十分注意並於涼州府附近地方試辦村鎮投遞及攬收之辦法查本省戶口寥寥故於揀派具有相當保證之適宜郵寄代辦人及較優之郵差曾歷種種困難蓋有多數地方僅有商鋪數家戶口亦屬無幾然由居民之安樂觀之則甘肅畢竟尙非瘠苦省分緣每戶幾皆種有多寡不等之田地藉此卽能易於生活無須更賴他項入款以故人民殊堪自立對於能以弋獲薪金之恆久職業漠不關心而街市上所見之乞丐爲數亦屬較少是年之收穫尙稱豐稔惟商

務不幸因陝西各大路上土匪之出現大受影響以致運輸幾皆停頓釐金及他項官稅亦大爲減色且因貨物輸入本省之困難及本省匯出款項之匯費甚鉅遂致市面各項應用物件價格增漲是以生計之費用亦卽因之而增加七月間有郵差一名於夜間在平涼迤西四十里之芨蘇灣地方遇有盜匪搶去郵件總包並將該差戕害嗣經地方官將該郵件總包一部分覓回並將凶犯緝獲八月間有替工郵差一名於渡河時溺斃是年末兩月內蘭州府及數處腹地地方流行感冒之症甚形蔓延據外國醫官及警吏之報告死者之數甚多且有數處城鎮死亡枕藉致無棺木可購甚至捲裹尸身求一蘆蓆亦不可得計有蘭州府諳識洋文之資深郵務員一員秦州局信差一名文縣至碧口郵路上郵差一名均不數日而歿此症之盛行誠於郵務有礙

新疆 是年顯著之特點係在本省與本國中部南部相較及與俄國邊境情形兩相比照實處於異常安謐之境查有俄國農民由伊犁及塔城附近地方移入新省暫時避難直至擾亂已過時始止惟國外之騷擾不幸波及國內郵務所有與塔城俄國郵局交換郵件之事曾經常川停止而收入郵件之數計減少百分之九此則或因他省戰事及百業於以停滯之所致本省因有人民極少之特殊情形對於開設新局所一層祇能徐圖進步不克大事擴張現時凡係重要城鎮殆均通郵十一月間已將郵務便利展至外蒙古之科布多現並設一郵班經過山嶺及沙漠極難旅行之地與阿爾泰(承化寺)互相銜接計程一千五百八十五里刻正將此路向烏里雅蘇台再行展接此外計在柯坪新設郵

寄代辦所一處而烏納木河原設郵差之郵站則經開始改辦二等郵局之職務其在阿爾泰及蒙古各郵路上所歷最劇困難之一則係該兩處祇能雇用哈薩克及蒙人充爲郵差而此等人不負責任常藉最微之口實推諉不前而由當地遊牧民族之中覓雇其他郵差亦幾無從辦到所有通至阿爾泰之郵路因有大河數條年中於某時期難以渡涉曾經設備橫過之鐵絲以便推送郵件總包之用其阿爾泰至科布多郵路上所經之河流四處亦當設備相同之鐵絲十月間感冒之症於本省徧處流行祇就迪化府一隅而言死者已約二千人郵局員役於此一時或彼一時罹此而臥病者幾均人人如是而郵差之辦理差務亦因之大受妨礙本區內原有各郵班業經改良遂使向時各郵差郵路減短五百二十里至關於新設郵路之擴充其實在成績卽係上年總里數內現經加入一千六十五里本區內盜劫遺失郵件之案爲數無幾九月間郵差在阿爾泰境內爲哈薩克人所攔擊及搶劫者計有三次近古城子者計有二次內有三次續將郵件總包覓回惟有二次郵差之馬匹未克追獲每年仲秋之際郵差屢有被哈薩克蠻野遊牧民族攔擊之危於此期間此等民族卽移於本省東部沿大路一帶城鎮之附近地方居住以避嚴寒匯票之開發業經推及塔城綏來縣古城子及哈密各二等郵局舉行收入包裹之數目計增百分之七十八殊堪滿意足證在此遼遠區域內之包裹郵遞其有關緊要與日俱增查棉花及羊毛爲本省大宗出產平時均有大幫運往俄國惟上三年內於此則無何項交易該項貨物因無別處銷場商民均受其累其大要原由則以本省僻處

一隅如向海岸地方運送費既不貲事亦難舉也現時棉花及羊毛於本省各集中處所堆存以待營業之規復者計有數千包之多

東三省 是年關於本省之阻礙而郵局應行努力以赴者多與往年相同蓋俄國及西比利亞擾亂不已致令西比利亞黑龍江及烏蘇里各鐵路須將開行營業之車輛完全停止並使其他鐵路大受稽延職此之故所有松花江及黑龍江按期輪船之交通亦受妨礙遂不得不增設費用不貲之郵差及車輛郵班至於向常之盜劫水災及大雪均經遭遇而三省徧處發行鈔票無所限制於郵務亦非所利迨至下半年時天際風雲又呈變態則以輸運之具不足於用致使糧食及燃料均屬缺乏其在北滿之生計費用現已成爲最大之恐慌然而縱有各該相類之障礙東三省郵局復又距躍一步以赴一項目即係貫穿此項幅員廣袤之區域俾與往日祇在縹緲之際之其他遼遠各處互相銜連是年內並本此項目的實地籌備以便沿黑龍江自該江與烏蘇里河匯流處之綏遠縣起達至國境極北邊界之奇乾河止設一綿亘不斷之郵路分別時令輪派馬步郵差船隻冰撬往來輸送其路程計在四千里以上即與香港烟台間之路程約畧相同此路擬於民國八年春間開辦即將沿途所經各重要城鎮均行納入將來此路按期既有郵班往來可使前此幾若孤懸之區域均得接通如此可望將來於開闢貿易及其他企業之新市場均有助力

山東 山東區內之郵務因經盜匪流行極受阻擾本省西部劫掠之案尤爲層見疊出並

有多次致使郵件及款項不克按時運轉且令巡查事項不獲舉行其爲盜匪擄去者計有郵局長郵差各二名並信差一名然幸均獲脫險另有郵差二名則經被戕局所之中大多數業經被搶尙有數起勢須將郵局及代辦所以及郵差郵路停止辦理因有此等情形遂見是年之內不惟不便甚且不能再將郵務加以擴充於是新開之局所極居少數包裹事務以各路途情形不靖所受之影響尤多普通郵件雖有盜匪尙可往來而較有價值之包裹郵件則在多數路途勢須屢經留滯然而包裹統計仍見增加則確可信若無阻礙情形其所增加必當更見穩固雖其增加頗形微小就其數目觀之則堪預卜將來恢復恆狀時之佳况也

四川 四川省內之紛爭當民國六年杪雲貴四川軍隊佔據重慶時遂演成南北之紛爭而至本年開始數月又續有再接再厲之情形南方軍隊以重慶爲根據乃由趣向成都各路開始進行擬將川督劉存厚及其佈於成都一帶之兵力驅逐出境此項戰事延長幾至兩月之久在該時期之內所有川省通達海岸各郵路之銜接大受妨礙交通爲之阻斷此等軍事舉動不但使所到各地方均受影響且因運載之牲畜以及船隻夫役並所有各種轉運方法均被徵用遂致需待輪運便利以執營業之人及商號幾均失業於是緊要各路受累更屬匪輕加以西藏之變亂羅羅境內種族之輕潮以及全省盜匪之汗漫均使郵務進行不無阻礙當亂事沸騰之間查有郵局三處代辦所數處俱遭搶掠以致公家帑項受有損失另有兩船所載之保險包裹總包被掠案極重大致使郵局對

於請求賠償損失所費之款竟達一萬四千一百四十八圓之多其在察木多之郵局因經藏亂暫行歇辦所有與該處及邊界某某地方郵務之銜接均不得因而停頓而察木多郵局長竟爲藏人所囚其脫險之危間不容髮當時適逢英國領事蒞止故得有釋放之機郵政對於該領事之惠予出力實深感紉然而雖有以上不利之情形而郵務之良好進步仍經獲得綜其經濟之結果縱因遺失遇有重大之要請而較上年所記之進益竟能駕而上之此就普通包裹停辦幾有三月而保險包裹自一月底即經停辦迄未恢復觀之更見爲超越尋常之外

湖北 英國輪船迭爲變兵所擊射約自二月中旬至三月六日往來漢口宜昌之間均經停止航行維時此等輪船何日再行開始往來未能確定遂經佈置自孝感至宜昌之路暫設重班郵件之差班其第一次之郵差係於二月二十六日發自孝感此項郵班最後於三月七日輪船復舊之時遂即停止施行當輪船交通停頓之際所有囤積漢口之重班郵件係用民船寄往宜昌轉寄川省同時因值軍事行動漢口長沙間小輪行駛甚希於是重班郵件寄往長沙歷經艱困所有囤積之件於三月一日乃用民船寄往長沙其以京漢鐵路聯合北部之交通在夏令間因值大水多寡受有阻斷者數次各項郵件則須轉由他路運輸最後至八月二十五日直接之運輸始克復舊四月二十五日之夜招商局輪船江寬號爲楚材兵輪撞沉致令郵件及包裹損失甚鉅他如國內之軍務盜匪之出沒以及感冒症之傳染均使本省郵務窒礙殊多其各大旱路之郵差郵班因值

交戰且因獨立軍及盜匪等類對於郵差種種之阻難遂使是年中計有大多時期辦理甚形棘手尤以辦理湖北西南一帶之郵班爲特甚郵船亦經數被捉扣感冒症之傳染似於湖北西南境內最爲猖獗該處土匪蠢動異常尤以王安瀾及其黨羽較爲更烈二者均於郵差之郵班有惡影響其郵差則有多次或遇盜匪或遇潰兵計有一名爲匪所戕二名擄去勒贖並有郵船水手二名爲槍所傷其中一名受傷後溺水而斃郵務處所多爲兵匪所搶掠其中多係較小地方之代辦所且均受有款項上之損失其在是年之杪自宜昌至萬縣每日所發晝夜兼程之郵差郵班因運往四川之郵件爲數增多故將班次加倍其在漢口管理局內原爲海關驗看包裹另備之容間已見爲過形狹小經由海關請經郵局認可將其容間增添因此致令包裹辦公處略需再行佈置

湖南 是歲開年之始全省卽在不靖之中且在戒嚴之下而在汨羅河岳州以及平江城間之南江橋正有戰事三月二十五日之夜戰敗之流軍結合本地土匪將較優之商店全行搶掠繼續通宵直至次日近午聞有節制之軍隊自北門及東北門入城其搶掠始行停止當在岳州交戰之時因據臨湘螺山之軍隊向輪船及小輪發槍是以該處郵局計一星期有餘經與漢口完全斷絕交通所有國內繼續之軍務以及本地盜匪蠢動不止除使郵局事務甚失常序外並令本省最爲繁盛之部分大受蹂躪局所之被搶者七十七起銀錢之損失計有三千一百零七圓九角七分之多內僅五百七十二圓五角四分隨後追獲其株州及醴陵郵局當該兩城搶掠焚燒之時既被搶掠又被焚燬遂卽

停辦事務約四箇月人員所有之物全行損失而醴陵信差一名因局長爲兵捉獲試欲救援致在局內爲槍擊斃另有四局因輸送款項異常艱難故將匯票事務暫行停辦數月雖有此等難處而郵務結果仍可謂爲極形滿意所有交戰始終之間各人員均經守其職任遂使郵政事務當夫最爲困難之際仍得妥善維持是則多賴各該人員箇人及全體之功績

江西 本省是年內雖亦涉及國內戰爭且本區及廣東郵務區內均經發生戰事而郵局因此所受之損失僅係將往來交戰區域內幾處郵差郵路暫時停止其最末停止之郵路經努力設法籌備卽於十二月間重行開辦因有多數軍隊開到之故遂使郵政營業及其進款增多而於匯兌事務爲尤著是年軍隊與郵務人員之交接上未據報稱有何重大之控訴且其交際反見融洽彼此以極誠交誼互相襄助惟郵件因運輸之舟車徵作軍用以致偶見遲延但此項事故亦經設法使其罕遇所有軍官及兵士之紀律以大槪而論較爲整飭不能更求其嚴明其於籌發軍隊餉銀經濟上似覺稍有困難但紙幣價值未經再見跌落而現洋之鈔票亦得保持其票面價額至郵務之擴展仍係進行無阻各三等郵局及郵寄代辦所經有多處改爲二等郵局辦理匯兌事務並派有練達之人員管理且有數處村鎮信櫃改爲郵寄代辦所而新設者亦有數處郵差郵路均經加快並經改良而快遞事務亦經推展總之是年本區內之郵務業按事實上所能辦到者力經進步本省內一大部分雖已籌築鐵路但鐵路未經實現之時所有由贛州府經南

昌府及鄱陽湖流入揚子江河道內之航務極宜加以改良此時已建有汽機小輪二艘試行開駛將來水道一經修治此路因較陸路省時節費必爲公眾所樂用且於商業上必爲極大之助力該河道以及省中其他河道內自係常有許多數帆船航行其間但用此項帆船時日一層實不能有所計及也

江蘇 是年之進境雖不若上年之特著但各項郵務則均有見圓滿之進步處斯情形各項事務及其進款既能通盤獲有百分之十之進益實亦甚足歡迎如非國內政爭及本區內盜匪充斥則所得結果必更較優查包裹營業所受之影響特劇所有當地與國內各大區域往來之商業直令無法從事爲在清江浦所屬之錢家集郵寄代辦所應付包裹營業之需起見曾經籌設通至清江浦之臨時重班郵班鎮江蘇州兩處與朝鮮往來之包裹當暢旺時爲營業中之極大一宗者其一大部分業已改於我局交寄郵差郵路因天氣乾旱水災少見之故以通盤言之其進行實較向常爲順序惟盜匪乃爲郵路順序上最劇之障礙其爲患則較前時爲更烈本省北部有一時期全被盜匪所蹂躪卽徐州府本城亦有岌岌之勢郵差之在數處郵路上者常被盜匪擄勒搶掠並時有酷虐之情事有時郵件包封被盜匪毀棄或被劫去但因郵差對付盜匪頗有機警及經驗之故此項情事極屬罕見此則堪以感激郵差者也雖郵差本身之衣服及其自有之物品幾全被盜匪劫奪而各該差猶能以簡括之語言向之再三解說竟將郵件得以保全於是郵路時刻表勢須更改俾郵差祇於晝間開行而數處逐日郵路亦爲此故不得不改爲

間日郵路其他各路有者必須於較長或較短之時期內完全停辦有者必須將運寄包裹一項暫時停止地方官員雖臨事盡力以應此項情形但防軍一經撤退景象即復不佳各大城邑均須將城門關閉並有數處城邑經被盜匪焚掠至於拐騙及謀殺之案層見疊出倘不照付所勒之款則其結果必遭戕害即在城邑之內青年男子或婦女於街道行走亦有可危郵差本身雖冒極大危險仍能竭盡心力使此項城邑得與外界接通是則無論加以如何之稱譽當不爲過此外尙有新發生之不軌舉動即係火車被匪徒勒令停行是年四月十七日隴海路火車於河南省邊境被匪勒令停行搭客被匪擄去勒贖有郵局奉調之郵員一名亦在被擄之中其被擄者經匪強令由此一藏匿地方遷至彼一藏匿地方數日或數夜行走不息大抵以夜行爲多直至所勒之款交到以求贖放時爲止所有本區投遞之包裹計增百分之三十三

上海 是年終結算本區經濟盈餘較之民國六年爲尤鉅而江海關之收入向爲考核商業興衰之確當憑藉者是年則有顯著之跌落且因大局不靖包裹之進款受有困厄者凡數月焉查民國六年底上海郵務長於其所具該年包裹營業之節畧內論及該年包裹郵資及資費較民國五年增加六萬一千圓曾稱此項包裹營業之異常增加其中有一部分係屬出乎常軌故不得視爲經常之增加緣於三月一箇月之內在本局交寄俄國之包裹其中多半裝有茶葉者即近二萬件之多等語民國七年包裹重量及其價值見有增加而包裹進款反形減少者其故亦即在此緣寄往俄國包裹之資費自係較寄

往本國口岸者爲昂所有局內各辦公處曾經大加改組並按經驗置備改良之器具一面將各棟信生特加訓練於其辦事迅捷精細上屢行加以試驗其中有辦事不甚滿意之各員均經改派不甚繁要之職務其結果當耶穌聖誕節商業忙迫之時郵局經辦郵件之迅速實爲從來所未見計自十二月二十三日起至二十五日止三日之中本地分信處經辦之郵件即時投遞者共有普通信函二十一萬五千件明信片四萬四千件印刷物二萬五千五百件快信三千五百件掛號郵件七千件統共二十九萬五千件每名信差平均每日所投遞之普通郵件之數目卽有五百三十六件之多其在發包裹處亦以辦事增速爲關鍵蓋桑藩息斯哥開至上海之輪船南京號寄到之郵件其爲數之多超過向來之記載祇以國外寄遞之包裹而言十二月三十日上午八時交到發包裹處之郵袋計有三十九袋而同日下午一時交到者又有一百五十四袋之多此項郵袋均經開拆核對並於半夜以前封妥備發所有辦理包裹人員均出於己意於規定之時限以外仍行從事他若掛號處之改組現正進行此項改組益以新添之電氣蓋銷郵票機能於每分鐘內蓋銷信件七百件是則於此繁要之中心點辦理郵務必能更增迅捷舊時下午八時以後交到本地分信處之郵件當夜卽不辦理因是次晨辦事人員必遇有多數存積之郵件往往必須待至正午方能辦清發寄至各郵務支局茲於本地分信房特設夜班人員凡在半夜以前寄到之郵件立即辦理發寄各郵務支局以便於次晨第一次投遞時得以發出又從前下午八點鐘後卽不提取信筒之郵件凡於該時以後投

入之件係於次晨提取致錯過第一次之投遞今則於夜間特再提取一次以便於夜半以前交到管理局立刻辦理此外並於發信房及掛號房亦經特設夜班人員是以凡夜間提取之郵件由天明開離之輪船或早班火車發寄者運寄上亦復大爲加速此項特於夜間提取信筒之辦法每夜取到之信函約有三千件之多因有各該夜班人員對於進口之英國郵件統係由我局於當地代爲投送者其辦理亦得大爲增速現已籌妥辦法凡遇英國郵局郵件有寄到之表示卽派雙班人員辦公是年內私家裝設之信箱甚見樂用且徵特形順利此蓋由於夜班人員能使各報館及各商號投其所願於半夜或清晨接收信件之情形所致也是年中上海各大商號租用私家信箱者不下六十五家惟查遭遇之唯一災厄乃有吳淞之火郵局及其他約有一千二百家之舖戶均肇焚如但郵局所存公款及郵票一千五百九十六圓之中遭損失者祇有二十八圓此項堪以慶幸之結果實自辦事人員之勇奮而來此則殊足褒尙者也是年六月間感冒症之流行致令當地郵局抱病之人員居有半數因是辦理公務極爲困難者歷二星期他若南京之疫症對於與該局郵務之銜接妨礙匪輕但於上海郵局人員則無所影響耳

安徽 是年除本省北部仍有漏網之大幫武裝匪徒一與向常無殊外餘均較爲安靖所有安徽軍隊強半均在湘省從事於國內之戰爭惟是歲上半年以預防匪徒侵入之故致有多數城邑宣布戒嚴而郵件之檢查雖係作輟靡常直延至是歲之杪始行告止此外事變則有流行之時疫此種時疫固幸而未至如何劇烈之程度但究不能不力求抵

禦而郵員之中因紅熱症及流行感冒症而患病者實非少數迨至七月義門集郵寄代辦所被劫於匪其代辦人亦爲之擄去勒贖查各項損失以四月二十五日江寬輪船於漢口附近地方之沉沒爲最祇就發自安徽一省者而論所失計有掛號郵件六十六件快遞郵件十件包裹八件普通郵件七百三十四件此外被劫之案共有三起包裹總包被拆者計有五起至於郵班之阻斷則時所難免卽如招商局各江輪於一月間因軍務之征調遂將長江之航行次數縮減而南京及蕪湖兩處自三月二十一日至四月二日之防疫致令安徽郵件之往來津浦鐵路各郵局者乃不得不稽留於長途之中所有往來蕪湖之小輪均各暫停開行以防時疫其後又有二次各小輪復經停駛其故則以江流湧入因之水勢高漲恐有決隄之虞最後於六月八月十月及十二月之間霪雨連綿洪流氾濫遂使各郵差郵班迭次解體並以道途被淹渡船缺乏致有數次郵差迫得停班至兩日之久所有郵務各局以蚌埠最有顯著之進步此因其郵務成績足以證明查蚌埠於前此未幾之時祇係一村僅有茅屋數椽乃瞬息之間竟成一重要之市鎮安徽督軍之於該處駐紮已逾三年其長江流域之荻港鎮及采石兩處鐵鑛現正開採著有成效該兩處已各設有二等郵局以應公眾之所需聞荻港鎮雇有鑛工三千人並有輪船與日本直接來往又查內地郵局遷至更形合宜之地段者計有八處是年郵務以匯票營業之增進爲特色深信各郵局能將現向公眾所取極廉之匯費繼續不改則該項增加必得以長此維持所有開發之匯票較諸上年殆已倍加爲數計共四百七十五萬圓實堪大爲滿意也

浙江 是年本區並未有何項可驚之事故督軍已決定維持本省之和平撲滅一切擾亂之企謀雖各處謠傳有攜貳之舉動倡亂之圖謀尤以衢州欲謀佔取府城爲特著然地方官辦理敏捷已將爲首七人予以正法是年秋季全區百病流行感冒症之外雜以肺疫全家疫斃者指不勝屈郵員染病者數人死者一人係海鹽郵局長至被劫之案計有四起每起均有郵件之損失至於民局走私郵件之被拿獲者共二十二次其中有十五次均已科罰並令三倍納費其餘亦均酌視情形從嚴懲辦惟本省民局仍係極力經營雖各地方官依照郵局所請飭其赴郵局掛號已不啻三令五申但遵照奉行者竟無一家查是年杭州府城及其附郭各處投遞攬收郵件事務業經改組添用信差十九名收攬差八名此種改良辦法頗爲公眾所歡迎而聲訴投遞遲延者已屬罕見各處信櫃現均由騎車之收攬差提取其投往較遠地段之快信亦係由騎車差投遞此外已請領信筒十八具俟由上海收到卽行安設其在嘉興則有數項必需之改革俱已著手辦理卽如投遞及提取信件因欲其愈加迅速經加派信差三名收攬差二名並有信筒十三具一俟由滬收到卽裝設又按普通巡查及管理之辦法將本區分爲四段卽於杭州蘭谿慈谿樂清等處各派駐巡員一員其莫干山郵局向來僅係於夏季開辦者茲因全冬均有大多數外國人在彼居住故於冬月內亦經繼續辦理

福建 查福建所歷各年之中恐未能有較是年所遭患難更鉅者緣種種災害顯見同時向本省聚攻諸凡國內戰爭疫癘水災饑饉與夫無法律狀況盜賊充斥等情經歷已遍

幾無一城一村得以幸免此項災害是以全省人民所遭之損失不可勝數一與其所受之痛苦相同然而縱有此項顛沛情形郵務成績於經濟及事務兩方面則均極其稱意超於是年希望之外倘時局安靜則是年於福建郵務上當爲空前之年而無疑就其已成之結果觀之已可斷定本區前途之若何遠大矣查各項郵務頗見進步尤以所發匯票及出口包裹爲最蓋包裹一項上年業已遞加今復達至最高之率致有擴充公事房之容積並多增人員之必要是年須行抵抗之各重大困難內有數項卽係某某郵路經將一部分或有時全部分停止進行遂致郵班因而遲滯且須繞道以便郵務交通得以維持又沙縣甚關緊要之城鎮爲南軍圍困故與該處郵務交通完全阻斷者有五十日之久而其地人民所受之痛苦實爲聞所未聞此外則有郵差時被盜劫內有一名爲盜所戕一名被擄勒贖另有郵寄代辦所約計二十處或被搶劫或經被毀而郵務款項及公物之全部遺失幾至每所皆然是年盜劫之案不下三十九件之多內有兩案郵差所帶郵件甚多以致遺失包裹數百件然經分段巡員悉心查訪竟能將此兩大盜案內之人跡得現正請求地方官期將所劫郵件之完全價值追回是年將終時因與南軍商定停戰之結果全省時局顯見頗有進步現似已竭力設法將匪剿滅緣匪勢大張甚至省城亦有危及之慮也倘此舉對於福建人民亟望之和平安謐果爲新紀元之先聲則歡迎者當無過於中華郵局蓋是年之所經歷於郵局各員役幾均確爲最大之磨折而各該員役於種種困難及危險之中仍係欣然專心服務也

廣東 是年本省所受之災厄甚多諸如國內意見之紛歧全省盜賊之充斥水災之蕩析地震之爲禍均相併而使郵政營業不利於進行本省西南全部括有海南島在內爲軍隊所蹂躪陽江廳恩平縣電白縣及嘉積二等郵局瓊州城內郵務支局並石城縣郵寄代辦所等處均爲軍人所掠郵款及人員本人什物胥受損失而陽江廳郵局竟被槍掠兩次爲尤不幸雷州府城被圍足有兩月當此時間郵局人員不得不離去礮彈所毀之局屋而於鄰近村落辦理郵務四月二十八日當南雄州城失守之際該局被劫該局長則爲槍所擬逼將現款及郵票繳出因而逃赴韶州府以致郵務停止幾近匝月直至五月二十七日該局始由江西派員重行開辦蓋廣東人員屢次試從南面進入均未如願故也但於六月四日和平情狀恢復之時該局仍由廣東人員接管其在汕頭段內是年之初卽發生戰事而於六月至八月之間爲最烈維時黃岡廳饒平縣大埔縣等處戰爭繼續不已大埔縣二等郵局於七月內爲軍人所劫致郵款及包裹多件均受損失是年除郵差被劫案一百零七起外計有郵寄代辦及信櫃之被劫案五十起並有代辦人商舖被劫被焚之案八起內有兩起代辦人被盜匪所戕另有兩起代辦人則經被擄勒贖他如夏季之遭遇水災致使維持交通之事務大爲艱困廣州城內之街道大都淹沒而於沿東江一帶處所水沒屋簷故居民須支棚露宿於堤岸及山坡之上是年二月十三日汕頭及其週圍地方經有劇烈之地震以致人民傷亡甚多汕頭局受損頗劇而汕頭局員役中有信差一人適在投送郵件時間爲房屋傾覆所斃黃岡二等郵局及南澳代

辦所則均震毀其他二三等郵局數處並均畧有損傷而虎市代辦所復肇焚如然而雖有上述對於郵務進步阻礙之情形是年之成績於經濟及統計兩方面則仍有進境所有分段巡察事務業已竭力進行獲有美滿之成效惟其進行則頗歷艱險蓋巡員屢經於間不容髮之際逃出盜匪之手並有數次爲軍人所射擊查廣東郵區內郵務前途之狀況極優將來卽有政治上之紛擾以及軍事行動其進境如係緩慢亦必穩固不搖但外界之競爭仍屬激烈此則於若干時內當視爲妨礙迅速進步之主要原因也

廣西 民國七年告終之際本區內外均處於不靖之中一與是年開始之時相同所有政治之俶擾盜匪之充斥以及營業之因而冷淡均令郵務擴充發展爲之遲緩雖有如此困難情形而郵局是年之成績洵稱十分滿意緣本區見有盈餘而無虧折以此爲第一次也查本省內地所有軍隊幾均於是年之首調往廣東湖南以致匪徒充斥成幫盜賊甚爲猖獗於是數處郵路之郵班不得不暫行停止郵差則屢次受匪騷擾而被盜攔截之案計有五十三次以致郵件總包之受損失者竟有二十五次之多每次郵差所有之衣服衾被及川資等項亦遭損失其在桂林全州郵路上有替工郵差一名竟被盜匪戕害而太平至啼審南甯至上思廳各郵路據報亦有郵差二名被戕其梧州至桂林靜安至林溪馱盧至果化龍州至樟平原各郵路之上則有郵差四名被匪所傷按本省郵差所處之地位危險特甚且自湖南廣東戰事發生以來所有工人幾均被募從軍是以僱覓工人充當郵差甚形困難當南鄉地方被成幫盜匪攻擊之時郵局亦被搶掠公款及

郵票均受損失而檢查之施行以及八九月間之水患亦均與郵務有所妨礙雖遇有各項困難情勢而所經辦各類郵件以及包裹是年內均有切實之增加

雲南 是年本省對於中央繼續維持獨立而雲南軍隊駐在四川貴州兩省內扼要各處者即行操縱各該省之政局是年十一月督軍唐繼堯由蜀返滇對於當地紳商擔保不久將與北方有和平之解決一閱月後雲南即派代表赴原定議和地點之南京是年本區郵務之成績實堪滿意郵局當軸以及全體人員無論何時均承地方官予以有效及出於心願之贊助而各地方官保衛及鞏固郵務便利之忱彼此皆同是以雖因水患並土匪苗民騷擾道路不靖以致發生種種困難而其結果仍能將郵班之聯絡維持按期不紊並克使營業經辦各事頗有增加查是歲爲本省郵務在統計及經濟各方面均有進步及整頓之一年曾將現有郵差之郵路詳加考查其中計有八條郵路共長二千二百三十九里業經加速並添設新郵差郵路兩條即將各郵路之總共長度由二萬三千九百二十二里達至二萬四千四百七十七里此外有十八處局所將其地位提升以便辦理匯兌事宜並新設代辦所十一處郵局之收入計增百分之二十七是則雲南之不久加入自贍各區實可預操左券者也查本國無論何處遇有政治紛爭則盜匪之騷擾即行復現雲南亦係如此計在是年之內此間因盜劫遺失郵件之案共有八十起並有土匪搶掠郵局而遺失公款之案一起且有郵差三名均遭戕害另有數名爲匪所傷本省今年雨季異常連綿竟成災患遂將麥秋收穫減去一半此項災患加之道路上土匪充斥遂致本地營業大受影響所有成幫之運輸因有水患或因道路不靖曾經數次被阻其由四川所發之商幫則因恐土匪搶掠不復循通至雲南中部之大道而行職是之故

四川緬甸間成幫運輸亦甚寥落現時此項運輸係由雲南省北部循山路而行不復如曩日經過雲南省中部矣至與貴州之運輸亦見減少是以本省內多數市鎮之商業生計或因運輸減少或因改由他途均受妨礙他如歐戰對於雲南省所求極少雖有物品可供者甚多而協濟協約各國之物品殆僅係菽豆及牛皮數百噸而已是年雲南鐵路由大雨所蒙之損失較諸往年爲更鉅自七月中旬約至九月底止時有坍塌情事致有將火車上郵件過載之必要是年秋間雲南發生感冒之時症然大致祇限於輕微之寒熱郵員傳染者甚多並有數次因郵差中途傳染致令內地郵件運輸事務受有耽延此項感冒之時症係自本省西南傳入且就各處傳染之日期觀之即可溯其來源係自沿東京緬甸大道而來

貴州 自上年下半年湖南四川省內開始戰爭以來所有通至揚子江各省之道路不得謂爲確係通行無阻蓋各該路均爲盜匪所擾遂致是年全年內一切商業幾至完全停頓然賴地方官維持兌換中國銀行及本省銀行之鈔票著有成效是以省內金融尙未如他省之困迫此則堪以感謝者也所有南北戰爭之堅持不決致使全省盜匪又復甚熾是以郵局殆成爲能以往來轉運小數貨物而有穩妥之望之唯一機關查郵件時有被劫情事其最堪注意之案卽係在貴定縣損失郵票價值銀圓一千七百八十八圓二角七分及由鎮遠府兩次發來之重要包裹總包內有一部於大道上受有損失當蒙督軍竭誠爲力特行派兵一團巡緝由省城通至鎮遠府之大道其鎮遠一處乃係通達揚子江一大水道之終點是以按期之包裹郵班或可因此得免阻撓縱係事變異常一切郵務之進行則屬甚爲有序

下編 統計

附表甲

各省各等郵局近二年之比較表

管理局一二三等郵局暨郵務支局 郵寄代辦所

中華民國六年 中華民國七年 中華民國六年 中華民國七年

各等地位之局所

中華民國六年 中華民國七年
甲乙丙丁戊己庚 甲乙乙丙丁戊己庚

| | | | | | | | | | | |
|-------------------|------------------|-----------------|-----------------|----------|----------|--------|----------------|---------------|----------------|--------------------------------------|
| 湖 北 | 四 川 | 山 東 | 東 三 省 | 新 疆 | 甘 肅 | 陝 西 | 河 南 | 山 西 | 直 隸 | 郵 務 區 |
| 九〇 | 一二七 | 一〇四 | 二〇三 | 二一 | 二二 | 三七 | 八七 | 四〇 | 一九一 | |
| 九三 | 一二七 | 一〇五 | 二一六 | 二二 | 二二 | 三七 | 九九 | 五二 | 一九八 | |
| 三三三 | 五六三 | 四五五 | 四四三 | 三八 | 一〇一 | 一六五 | 四六一 | 二七〇 | 八〇六 | |
| 三二二 | 五九七 | 四六三 | 四五二 | 三八 | 一〇三 | 一六八 | 四八〇 | 二六二 | 八四五 | |
| 八四〇 一三三 八七二 | 八一 一八四 一〇一 | 〇四 三八 三〇八 | 八七 五六 九四一 | 三三 三二 | 二六 一一 | 二 六 | 九三 三一 五〇 | 九 三一 二一 | 八八 二八 五七 | 甲 乙 丙 丁 戊 己 庚 |
| 四九四 | 八一 | 五〇七 | 五六 | 四 | 二 | 二 | 一七六 | 一一 | 〇一一 | 中華民國六年 |
| 〇三二 | 八七一 | 〇四一 | 三八三 | 四 | 二 | 二 | 一四二 | 九七 | 一九四 | 中華民國七年 |
| 五六〇 三八七 | 六一 七四〇 | 一八 三二八 | 三二 九五四 | 四一 二 | 七 一一 | 七 四 | 七三 四七 | 〇二 三一 | 二九 三五 六六 | 甲 乙 乙 丙 丁 戊 己 庚 |
| 七一五 | 八一 | 六〇七 | 一一 〇七 | | | | 九 七六 | 三 一一 | 二 八三 | |

局件郵遞快丁
局運通機汽庚

局兌匯類甲乙
局兌匯類乙丙

局襄包價物收代及險保甲
局兌匯類特乙

| | | | | | | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 統共 | 貴州 | 雲南 | 廣西 | 廣東 | 福建 | 浙江 | 安徽 | 上海 | 江蘇 | 江西 | 湖南 |
| 一六八三 | 三〇 | 四二 | 三一 | 一三一 | 七五 | 七三 | 七九 | 六一 | 九八 | 八五 | 五七 |
| 一七六三 | 三〇 | 四二 | 三一 | 一三二 | 七五 | 八〇 | 九二 | 六三 | 九八 | 九二 | 五七 |
| 七四二〇 | 一七七 | 一七二 | 二三八 | 九二九 | 三三三 | 三二二 | 四六七 | 三六 | 三七二 | 四二一 | 三三八 |
| 七六〇四 | 一九三 | 一八二 | 二四一 | 九四四 | 三三四 | 三二七 | 四六七 | 三六 | 三八五 | 四二七 | 三三八 |
| 八二七六八 | 二七六 | 八五二 | 四一〇 | 七二九 | 六五三 | 五九六 | 六九一 | 三七三 | 七六八 | 一六四 | 二五六 |
| 六八二二七 | 二二二 | 五二八 | 〇二二 | 二四五 | 三三〇 | 三二〇 | 九四二 | 七三三 | 四八〇 | 六六五 | 二六八 |
| 五七六二一 | 二 | 八二 | 二七八 | 九六二 | 〇三 | 〇四 | 〇五 | 四三五 | 〇九 | 五二二 | 二二七 |
| 六二一三 | | | 八 | 二五 | 五八 | 八九 | 二二 | 五 | 七三 | 二二 | 七 |
| 七四八 | | 三三二 | 四一 | 三二一 | 三五四 | 四五六 | 四八二 | 一四三 | 四九八 | 四二一 | 五二 |
| 〇九五 | 二 | 八一 | 四一三 | 七六四 | 六四一 | 六三二 | 二二九 | 五四 | 七四九 | 一一三 | 二二 |
| 九二 | | | 八 | 四 | 一 | 二 | 九 | 二 | 九 | 三 | 二 |
| 二九四 | 七二 | 六一 | 〇二 | 八四 | 一三 | 六〇 | 八〇 | 〇三 | 三五 | 三七 | 五二 |
| 九六六 | 六二 | 三八 | 〇二 | 三五 | 三〇 | 三三 | 〇四 | 三三 | 三〇 | 七二 | 四八 |
| 二六二 | 二 | 八二 | 二四 | 七五 | 〇五 | 〇九 | 四一 | 五八 | 〇九 | 〇二 | 二七 |
| 七九八 | | 三三二 | 四一 | 二二 | 三四 | 八六 | 四三 | 五三 | 九八 | 四二 | 五二 |

局寄收裹包郵聯庚

局之益利運通機汽給准裹包內國於僅
局函信險保

附表乙

中華民國七年各局郵務情形表

郵務區

就地投

郵務區

接收

交寄

轉發

共

函信

直隸 八九四〇、二六三
 山西 二〇五九、二六九
 河南 二二五〇、七九八三
 陝西 六〇五、二〇〇
 甘肅 二五九、五〇〇
 新疆 七九、九四〇
 東三省 五一三、四〇九
 山東 三〇六、六八三
 四川 二四九、一六六〇
 湖北 二八七九、三八〇七
 湖南 一五〇、一六九〇
 江西 一九七八、四九〇五
 江蘇 四七〇、一九五六
 上海 四六四五、九四九三
 安徽 一七七八、三五五一
 浙江 二六八二、四二七
 福建 一四五八、〇四二九
 廣東 四九七九、四四四六
 廣西 六三六三、三二二
 雲南 五〇五九、六〇三
 貴州 三〇二、一六〇
 統共 五二〇、六五三、七六三

萬

萬

萬

萬

萬

四三二、六三三
 五一、五一九四
 八五八、九三三六
 二二二、二九〇
 一三三、一六〇
 五二、〇〇〇
 二八六四、三五〇六
 一二四七、三四五六
 一八三八、一〇〇〇
 一〇五六、六〇〇
 一三二、一四九〇
 六二七、四九〇
 一一〇、五九〇
 一九三、〇五〇
 一一九八、九四〇
 一、一五八五、二五三五
 三三四三、二四一八
 七五二、二〇三三
 一六三八、三三四七
 八〇二、〇三二二
 二八三、一七六
 三三六、一〇三
 一六六、六五〇
 一六六、六五〇
 一五四、九一〇
 二四六、三六〇
 三三九、五一〇
 二二七五、一一〇〇
 一、〇四九七、七六四
 九八八、四二〇六
 六三三、七二〇
 一三〇、二六三
 三〇、二六三、七六三

一八、一七四、五〇九六
 二四四七、〇七三
 四三一四、二三〇九
 一一五六、二八六
 一〇三八、一〇〇
 三五六九、九〇五
 六二四六、二八六
 四九四、一七一〇
 五六八七、九〇六四
 二九一、一九〇〇
 三九三、二六五七七
 九一八、〇二〇九
 一、一五八五、二五三五
 四三七、四〇〇
 三九七、〇
 四九〇、三六四七四
 三〇、二六三、五二
 一、〇四九七、七六四
 一二四七、九四七八
 九八八、四二〇六
 六三三、七二〇
 一三〇、二六三
 三〇、二六三、七六三

附表丙

中華民國七年各處信櫃信箱信筒經過寄件數目表

| 郵務區 | 信函 | 他項郵件 | 共 |
|-----|---------------------------|---------------------------|---------------------------|
| 直隸 | 六二四,二八〇〇 <small>萬</small> | 一八〇,四九〇〇 <small>萬</small> | 八〇四,七七〇〇 <small>萬</small> |
| 山西 | 一九,五二〇〇 | 一,二三〇〇 | 二〇,七五〇〇 |
| 河南 | 一一四,五九〇〇 | 一九,六二〇〇 | 一三四,二一〇〇 |
| 陝西 | 二八,八八〇〇 | 三,五六〇〇 | 三二,四四〇〇 |
| 甘肅 | 五,七六〇〇 | 二〇〇〇 | 五,九六〇〇 |
| 新疆 | 六四〇〇 | | 六四〇〇 |
| 東三省 | 三八八,七八〇〇 | 四三,二四〇〇 | 四三二,〇二〇〇 |
| 山東 | 一二八,九三〇〇 | 五,九九〇〇 | 一三四,九二〇〇 |
| 四川 | 九九,一三〇〇 | 一五,五五〇〇 | 一一四,六八〇〇 |
| 湖北 | 二五四,九五〇〇 | 三六,一七〇〇 | 二九一,一二〇〇 |

| | | | |
|--------|---|--------------------------------------|---|
| 湖 南 | 一 一 八 、 四 九 〇 〇 | 三 四 、 八 五 〇 〇 | 一 五 三 、 三 四 〇 〇 |
| 江 西 | 六 三 、 五 八 〇 〇 | 二 〇 、 五 七 〇 〇 | 八 四 、 一 五 〇 〇 |
| 江 蘇 | 四 八 〇 、 七 〇 〇 〇 | 二 二 五 、 三 四 〇 〇 | 七 〇 六 、 〇 四 〇 〇 |
| 上 海 | 一 四 五 〇 、 七 三 〇 〇 | 一 五 三 、 四 一 〇 〇 | 一 六 〇 四 、 一 四 〇 〇 |
| 安 徽 | 一 〇 一 、 七 三 〇 〇 | 七 、 八 三 〇 〇 | 一 〇 九 、 五 六 〇 〇 |
| 浙 江 | 二 五 四 、 一 八 〇 〇 | 一 五 四 、 四 〇 〇 〇 | 四 〇 八 、 五 八 〇 〇 |
| 福 建 | 八 〇 、 五 〇 〇 〇 | 八 、 七 九 〇 〇 | 八 九 、 二 九 〇 〇 |
| 廣 東 | 一 〇 五 九 、 七 七 〇 〇 | 三 七 、 九 六 〇 〇 | 一 〇 九 七 、 七 三 〇 〇 |
| 廣 西 | 三 八 、 四 四 〇 〇 | 一 、 二 五 〇 〇 | 三 九 、 六 九 〇 〇 |
| 雲 南 | 六 、 九 八 〇 〇 | 三 八 〇 〇 | 七 、 三 六 〇 〇 |
| 貴 州 | 一 〇 、 八 二 〇 〇 | 二 、 六 四 〇 〇 | 一 三 、 四 六 〇 〇 |
| 統 共 | 五 三 三 一 、 三 八 〇 〇 | 九 五 三 、 四 七 〇 〇 | 六 二 八 四 、 八 五 〇 〇 |

附表丁

中華民國七年快遞郵件數目表

| 郵務區 | 接收 | 交寄 |
|-----|---------------------------|--------------------------|
| 直隸 | 一三九,九二〇〇 <small>萬</small> | 五九,〇二〇〇 <small>萬</small> |
| 山西 | 一,九三二〇 | 一,八五五〇 |
| 河南 | 一〇,四〇〇〇 | 一一,九二〇〇 |
| 陝西 | 三,四五〇〇 | 二,五〇〇〇 |
| 甘肅 | 五七〇〇 | 四七〇〇 |
| 新疆 | | |
| 東三省 | 二二,二七〇〇 | 二二,二六〇〇 |
| 山東 | 一六,〇六〇〇 | 一二,六五〇〇 |
| 四川 | 二二,四五〇〇 | 二二,三五〇〇 |
| 湖北 | 一七,九八〇〇 | 一七,二〇〇〇 |

| | | |
|--------|----------|----------|
| 湖 南 | 六、四四〇〇 | 一六、七二〇〇 |
| 江 西 | 一二、三八〇〇 | 一二、二〇〇〇 |
| 江 蘇 | 八一、七九〇〇 | 七四、七三〇〇 |
| 上 海 | 五七、六五〇〇 | 八〇、七五〇〇 |
| 安 徽 | 一四、〇九七〇 | 一四、三七五〇 |
| 浙 江 | 三二、四八〇〇 | 三七、二九〇〇 |
| 福 建 | 五、八八〇〇 | 五、一三〇〇 |
| 廣 東 | 四、六四〇〇 | 四、六二〇〇 |
| 廣 西 | 七八〇〇 | 六五五〇 |
| 雲 南 | 一、五九〇〇 | 一、二二〇〇 |
| 貴 州 | 二、一九〇〇 | 二、二四〇〇 |
| 統 共 | 四五四、九四九〇 | 三九九、〇五五〇 |

附表 戊

中華民國四年至民國七年交寄保險信函數目比較表

| 郵務區 | 中華民國四年 | | 中華民國五年 | | 中華民國六年 | | 中華民國七年 | |
|-----|--------|---------|--------|---------|--------|---------|--------|---------|
| | 件數 | 保險圓數 | 件數 | 保險圓數 | 件數 | 保險圓數 | 件數 | 保險圓數 |
| 直隸 | 七,七六〇 | 三〇,八五一九 | 一〇,八五八 | 五四,九六二七 | 一〇,五六二 | 六九,九〇九四 | 九,〇三三 | 九〇,七四〇八 |
| 山西 | 四六三 | 二,九七二八 | 六九一 | 三,一九〇〇 | 九六 | 五五三一 | 四四 | 二,六四五 |
| 河南 | 一九三八 | 一一,五二〇六 | 二,九四九 | 一七,〇九九一 | 一,四八六 | 一〇,一〇二〇 | 五二六 | 二,二六四五 |
| 陝西 | | | | | | | | |
| 甘肅 | | | | | | | | |
| 新疆 | | | | | | | | |
| 東三省 | 六六六〇 | 二七,九八五六 | 七,五九八 | 二九,三七七一 | 五,五三六 | 四四,一九八八 | 五,二〇六 | 五一,五二六〇 |
| 山東 | 一一七一 | 五,七三三三 | 一,八八五 | 八,二五七〇 | 一,四七五 | 七,〇五一〇 | 一〇,五六 | 五,一五八二 |
| 四川 | | | | | | | | |
| 湖北 | 八〇八 | 五,五〇八七 | 一,七一一 | 八,三一二七 | 一,五五二 | 七,八一五二 | 一,二五七 | 五,一三七八 |

| | | | | | | | | | | | |
|--------|--------|---------|--------|--------|--------|---------|---------|--------|--------|--------|----------|
| 湖 南 | 江 西 | 江 蘇 | 上 海 | 安 徽 | 浙 江 | 福 建 | 廣 東 | 廣 西 | 雲 南 | 貴 州 | 統 共 |
| 五七三 | 一〇八七 | 一六五〇 | 七二 | 六一八 | 一三九四 | 一一三九 | 一一三九 | | | | 二,五三三三 |
| 二,三三〇八 | 四,〇三八〇 | 九,二八一 | 三,三四二 | 二,四二七七 | 八,〇一〇〇 | 五,一三四六 | 五,一三四六 | | | | 一一六,〇七六三 |
| 一〇七六 | 一二九五 | 二九〇九 | 一三〇 | 一〇〇七 | 一六八一 | 二一一三 | 二一一三 | | | | 三,五九〇九 |
| 四,九五二一 | 六,五八七〇 | 一四,〇九七七 | 四四八六 | 三,三四七三 | 七,八〇五七 | 九,六三八三 | 九,六三八三 | | | | 一六八,〇七五三 |
| 四九九 | 一一四九 | 三〇六四 | 八七 | 六九四 | 一四六七 | 四四七〇 | 四四七〇 | | 三 | | 三,二一四〇 |
| 一,三三三〇 | 五,五一八三 | 二八,三六九四 | 五一九三 | 二,七三一二 | 七,六六〇六 | 二六,八一二二 | 二六,八一二二 | | 一五〇 | | 二二二,五六八五 |
| 二七二 | 一〇五三 | 三〇四二 | 七二 | 七四七 | 一二二三 | 五二一八 | 五二一八 | | 三 | | 二,八七七八 |
| 六五二四 | 五,六四五四 | 三六,七三一四 | 四三七〇 | 三,五二六四 | 七,四九七五 | 三二,二九二五 | 三二,二九二五 | | 七四〇 | | 二四二,〇〇〇九 |

附表己

中華民國七年保險包裹數目表

| 郵務區 | 接 收 | | | 交 寄 | | | 轉 發 | | |
|-----|--------|----------|---------|------|---------|--------|--------|----------|---------|
| | 件 數 | 保險圓數 | 基羅重量 | 件 數 | 保險圓數 | 基羅重量 | 件 數 | 保險圓數 | 基羅重量 |
| 直 隸 | 二,七〇〇〇 | 一八三,二五〇〇 | 一七,一八〇〇 | 三六〇〇 | 二〇,六八〇〇 | 一,八七〇〇 | 八八〇〇 | 五八,〇一〇〇 | 五,三八〇〇 |
| | 萬 | 萬 | 萬 | | 萬 | 萬 | | 萬 | 萬 |
| 山 西 | 二五〇〇 | 一二,三六〇〇 | 一,二七〇〇 | 二〇〇 | 八六〇〇 | 一四〇〇 | | | |
| 河 南 | 五五〇〇 | 二四,九三〇〇 | 三,四三〇〇 | 一〇〇 | 四七〇〇 | 七〇〇 | 一三〇〇 | 五,八九〇〇 | 九七〇〇 |
| 陝 西 | | | | | | | | | |
| 甘 肅 | | | | | | | | | |
| 新 疆 | | | | | | | | | |
| 東三省 | 五,二五〇〇 | 三四三,三一一〇 | 三四,九三〇〇 | 三四〇〇 | 一九,五三〇〇 | 一,三七〇〇 | 二,八五〇〇 | 一六五,四三〇〇 | 一八,〇八〇〇 |
| 山 東 | 三二〇〇 | 一六,二〇〇〇 | 一,四五〇〇 | 一八〇〇 | 一四,一六〇〇 | 九四〇〇 | 七〇〇 | 三,九二〇〇 | 三〇〇〇 |
| 四 川 | 一九〇〇 | 五,八五〇〇 | 九八〇〇 | 四三〇〇 | 一六,七六〇〇 | 三,一九〇〇 | 二〇〇 | 五六〇〇 | 六〇〇 |
| 湖 北 | 一,七八〇〇 | 九九,五四〇〇 | 一二,五二〇〇 | 一四〇〇 | 五,九六〇〇 | 六,一〇〇 | 二四〇〇 | 一三,五九〇〇 | 一,二六〇〇 |

| | | | | | | | | | | |
|---|---|--------|---------|---------|--------|---------|--------|-------|---------|--------|
| 湖 | 南 | 一,三〇〇 | 七五,五九〇 | 七,七二〇 | 一九〇 | 九,七一〇 | 一,三一〇 | 八〇〇 | 五,四七〇 | 五二〇 |
| 江 | 西 | 八四〇 | 二九,三一〇 | 三,八八〇 | 五〇 | 一,〇〇〇 | 二二〇 | 三七〇 | 一〇,二五〇 | 一,六二〇 |
| 江 | 蘇 | 一,三五〇 | 六四,八六〇 | 八,七九〇 | 三,九〇〇 | 二九〇,五〇〇 | 二八,九一〇 | 六一〇 | 三〇,九一〇 | 四,六三〇 |
| 上 | 海 | 一,五二〇 | 一一六,一一〇 | 九,六八〇 | 四,四二〇 | 二九四,九二〇 | 三六,〇六〇 | 一,一八〇 | 八七,〇九〇 | 八,二八〇 |
| 安 | 徽 | 一四〇 | 八,〇四〇 | 六九〇 | 二〇 | 一一〇 | 一〇〇 | 二〇〇 | 一,〇八〇 | 八〇 |
| 浙 | 江 | 三六〇 | 一九,三〇〇 | 九七〇 | 一,一四〇 | 七〇,九二〇 | 八,六九〇 | 四〇〇 | 一,八六〇 | 一三〇 |
| 福 | 建 | 八七〇 | 三〇,六九〇 | 三,八九〇 | 二二〇 | 四,〇三〇 | 六三〇 | 四〇〇 | 一二,一六〇 | 一,六八〇 |
| 廣 | 東 | 八〇〇 | 五三,〇〇〇 | 五,七九〇 | 六二〇 | 三八,三八〇 | 五,〇二〇 | 一〇〇 | 三,八一〇 | 四八〇 |
| 廣 | 西 | 四〇〇 | 二,一一〇 | 一九〇 | 五〇 | 二六〇 | 二〇〇 | 二〇〇 | 八七〇 | 八〇 |
| 雲 | 南 | 一,二五〇 | 一〇二,二〇〇 | 一,一三〇 | 五〇 | 四,七三〇 | 三七〇 | 六〇〇 | 一一,三七〇 | 二三〇 |
| 貴 | 州 | | | | | | | | | |
| 統 | 共 | 一九,五一〇 | 一一八,五六〇 | 一二四,五八〇 | 一二,〇七七 | 七九二,九八〇 | 八九,四三〇 | 七,七七〇 | 四一二,二七〇 | 四三,七八〇 |

REPORT ON THE WORKING OF THE CHINESE POST OFFICE

FOR THE SEVENTH YEAR OF CHUNG-HUA MIN-KUO (1918).

Part I.

GENERAL.

THE unkindness of civil war has pressed heavily on the country during the year that is past, affecting every branch of public enterprise. The strain upon the Post Office has been great; it put to the proof not only the material strength of the Service, but, still more, its disciplined vitality and power of resistance. While the country was being wasted by civil strife and by the evil activities of hordes of bandits, the Post Office yet again proved its ability to adapt itself to the most unpromising circumstances and to emerge intact and in good running order.

The turnover of mail matter posted reached the large total of 302½ millions, and this advance upon last year's figures is supported by similar results in every branch. These results are set out in greater detail hereunder and serve to show what is possible with the establishment of an ordered security in cities, towns, and villages and the resumption of full and increasing tradal facilities.

Looking to the days to come, and hopeful for the dawn of a new era for China with the removal of the restraints of the Great War and internal strife and unrest, the Administration is inclined to the belief that something of China's greater postal future is at hand. The Postal Congress will set in motion new machinery for international postal intercourse, while within the domestic sphere the Administration, by new and larger buildings and more modern and extensive equipment, is preparing itself to meet the demand of the times; also, by the progressive substitution of improved for antiquated methods, less productive energies are gradually being diverted to more fruitful fields of endeavour. But no programme of improvement, however ambitious, can succeed if it is vitiated by radical defects, and here the illegal activities of unregistered *min-chü* fall to be mentioned. It is the duty of the various provincial authorities, as it is within their power, to protect the national Post Office from privileged competition. The efforts of some are praiseworthy in this regard; those of others are conspicuous by their absence.

On the whole, the year's results have been eminently satisfactory, and there is reason for gratification that the dutifulness of the staff has been rewarded by so large a measure of success in a task wherein no illusions are possible.

EQUIPMENT.

Various domestic improvements were carried on according to programme; Chinese typewriters, Multigraphs, and calculating machines were added to the stock of various Offices. In view, however, of the difficulty of transport, little could be done with regard to certain other contemplated schemes.

Several motor-lorries were added to the Service fleet: one in Shanghai, one in Nanking, one in Tientsin, and one in Peking.

Use of Special Obliterating Chop.—By way of observing the official assumption of his office as President by H.E. HSÜ SHIH CH'ANG, a special chop was used in certain districts for the obliterating of postage stamps on mail matter posted on the 10th October 1918.

STATISTICS OF MAIL MATTER AND PARCELS.

(a.) MAIL MATTER.

COMPARATIVE TABLE SHOWING MAIL MATTER POSTED.

| ARTICLES. | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|-------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Ordinary..... | 209,261,500 | 230,335,420 | 256,275,250 | 277,137,500 |
| Registered..... | 14,761,900 | 16,978,400 | 18,488,690 | 21,112,200 |
| Express..... | 2,753,195 | 3,082,544 | 3,585,320 | 3,990,550 |
| Insured..... | 25,333 | 35,909 | 32,140 | 28,778 |
| TOTAL..... | 226,801,928 | 250,432,273 | 278,381,400 | 302,269,028 |

The total of 302 millions shows an increase of 24 millions upon the figures for 1917. The increase, however, is not so large as that of 1917 over 1916, which was 28 millions. Of the total increase of 24 millions, ordinary articles account for 21 millions and show an advance of 8 per cent.; registers for 2½ millions, showing an advance of 14 per cent.; and express articles for half a million, an advance of 11 per cent. A decline in the number of insured letters posted has, however, again to be recorded despite the fact that their declared value rose from \$2,125,685 to \$2,420,009. It is the number, however, rather than the value which must be taken as the criterion of the extent to which this service is availed of, since one or two sendings of large amounts would greatly influence the total value. While the decrease in the number of insured letters posted may be due to the ordinary and registered post being availed of more and more for valuable papers as a result of the increasing confidence the public is placing in its national Post Office, it must not be overlooked that paper money (for the forwarding of which this service is mainly used) issued in one province is seldom exchanged at par in another province. That insured letters should be the only category of mail matter to decrease is cause for gratification, seeing that political conditions have been anything but conducive to postal development. Of the total increase of articles of all kinds handled, letters contributed 23 millions, as against 15 millions last year; postcards 1 million, as against 5½ millions last year; and printed matter and other articles remained almost stationary.

The Town Post System (articles posted for local delivery).—This service continues to grow in the confidence of the public, the number of articles posted showing a steady increase since 1916. The figures for the last four years are given hereunder:—

| — | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|------------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Articles posted for local delivery | 13,692,600 | 17,197,900 | 18,148,400 | 18,949,000 |

The extent to which the public has availed itself of the various subsidiary posting Agencies in the larger cities is shown below, the increase this year being 12 per cent. As an experiment, letter-boxes have been placed on several of the launches plying on certain waterways in the Fukien district. The result has been satisfactory.

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

| 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| 41,972,700 | 46,419,400 | 55,739,000 | 62,848,500 |

Native Clubbed Mails.—The volume of mails accepted by the Post Office for transmission on behalf of the *min-chü* shows a slight increase; this figure, however, whether high or low, does not necessarily indicate the progress or otherwise of *min-chü* business, as the increased figure might be due to a larger number of *min-chü* on the Postal register, while on the other hand a decreased figure might indicate a larger amount of *min-chü* mail being irregularly shipped, *i.e.* smuggled. The number of *min-chü* on the C.P.O. list of registered *min-chü* at the end of December totalled 455. The number of *min-chü* smuggled articles of all kinds seized during the period under review amounted to 11,479. The volume of *min-chü* trade passing through the C.P.O. is given hereunder:—

NATIVE CLUBBED MAILS POSTED.

| — | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Number of packages | 155,496 | 155,417 | 161,464 | 156,668 |
| Number of letters contained in above packages | 3,366,227 | 2,624,301 | 2,730,244 | 2,559,314 |
| Weight: kilos | 18,258 | 20,808 | 21,388 | 21,537 |

(b.) PARCELS.

TABLE SHOWING PARCELS POSTED.

| — | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|---------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Number | 2,033,323 | 2,232,100 | 2,640,355 | 2,738,090 |
| Weight: kilos | 7,904,129 | 8,484,200 | 10,006,321 | 10,850,034 |
| Value: \$ | 27,187,277 | 29,282,300 | 34,893,500 | 40,109,700 |

Parcels.—The figures show an increase of approximately 100,000 in number and three-quarters of a million kilos in weight only over those of 1917, as compared with 400,000 and 1½ millions for 1917 over 1916. This slight increase is, however, on the whole satisfactory, when it

is remembered that during the period under review several heavy-mail trunk lines were held up and in some cases were totally suspended for weeks at a time. The lines mostly disorganised were those between Sianfu and Lanchowfu; this not only affected the inward parcels intended for delivery in Kansu and Sinkiang, but in addition impeded the local export parcel traffic considerably. Similarly, the parcel traffic in Szechwan and Kweichow was more or less affected owing to the political unrest. The insured parcel service to steam-served places in Szechwan was entirely suspended and continued so at the close of the year. Still, it is satisfactory to note as regards Szechwan that, despite these restrictions and the difficulties of transport which had to be contended with, there is a decrease of only some 700 kilos of parcels posted compared with last year. The total number of parcels posted throughout the country was 2,738,090, as against 2,640,355 of the previous year, and the value \$40,109,700, as against \$34,893,500.

As predicted in the Report for 1917, the tariff rates on parcels to and from Sinkiang were increased from quadruple to sextuple.

The increase in the parcel traffic applies to all three classes of parcels, ordinary, insured, and trade charge (C.O.D.),—except that the number, but not the weight or the value, of insured parcels decreased—as will be seen from the comparative table for 1917 and 1918:—

| — | ORDINARY. | | | INSURED. | | | TRADE CHARGE. | | |
|------------|-----------|------------|-----------|----------|-----------|---------|---------------|---------|---------|
| | No. | Value. | Weight. | No. | Value. | Weight. | No. | Value. | Weight. |
| | | \$ | Kilos. | | \$ | Kilos. | | \$ | Kilos. |
| 1918..... | 2,601,100 | 32,023,800 | 9,936,300 | 120,770 | 7,929,800 | 894,300 | 16,220 | 156,100 | 19,434 |
| 1917..... | 2,488,700 | 27,338,000 | 9,139,500 | 139,030 | 7,458,000 | 848,400 | 12,625 | 97,500 | 18,421 |
| Increase.. | 112,400 | 4,685,800 | 796,800 | — | 471,800 | 45,900 | 3,595 | 58,600 | 1,013 |
| Decrease.. | — | — | — | 18,260 | — | — | — | — | — |

The value of the parcel trade as shown above is over \$40,000,000, an advance of \$5,000,000 over the figures of 1917. This figure is more reliable than that given for 1917, since the incentive to under-valuation of parcels, in order to evade compulsory insurance, has been removed during the year by the revised regulation which permits senders of parcels to insure or not, as they may desire.

For "Trade Charge Parcels," *see below*.

BUILDINGS AND LAND.

The policy of acquiring its own property as opportunity occurs, which the Administration inaugurated in 1917, has been continued during the year under review.

(a.) Buildings.

CHIHLI.—The rapid growth of the Service has early made the buildings of the Directorate General of Posts inadequate. Plans for the building of an additional wing and a second story on part of the existing building were drawn up and partly carried out, the additional wing being completed by the end of the year.

Architects were invited to submit competitive plans for the new Central Post Office at Peking, the erection of which will be commenced in 1919.

MANCHURIA.—In the Pristan section of Harbin a site was purchased and the erection thereon of a modern Post Office was completed. This building, intended eventually to serve as the Pristan Sub-Office, temporarily houses the Harbin First Class Office until, in the near future, the site at Harbin Newtown is built upon.

A Post Office has been built upon the site allocated to the Postal Service by the Sze-cheng Railway Administration at Sze-ping-kai.

SHANTUNG.—The erection of a new District Head Office and two staff residences was commenced in July upon the site in the Commercial Settlement, Tsinan, obtained several years ago. The work was well advanced when the coming of frost necessarily suspended further building operations. The residences should be ready for occupation in the Spring of 1919 and the Office in the Autumn.

At Chefoo a site measuring approximately 2 *mou*, with the building thereon, hitherto rented by the Post Office, was purchased. The building has been renovated, but will eventually be pulled down and replaced by a modern building.

KIANGSU.—At Nanking the completion of the building of the new Kiangsu District Head Office, referred to in the last Report as being under consideration, has been delayed on account of a revision of the original plans, which was found advisable as the result of the purchase of adjoining sites which suddenly came upon the market. The original site was much confined by surrounding buildings, and the newly purchased areas permit of the building of more spacious offices and provide more healthy conditions as well as greater security from fire. The three residences were practically completed by the end of the year.

KWANGTUNG.—At Canton the handsome building erected by the Maritime Customs according to Post Office plans, and hitherto rented to the Postal Service, was purchased. This Office is of reinforced concrete throughout and is, it is confidently claimed, a credit to the builders, to the Postal Service, and to the province of which it is the District Head Office.

YUNNAN.—The Yünnanfu District Head Office, which has recently been very congested, has been enlarged by the addition of new mail and parcel offices on the ground floor and some further administrative offices on the first floor.

(b.) Land.

With a view to the requirements of the Directorate General at no very distant date, a plot of about 16 *mou* adjoining the Directorate site has been acquired.

In Peking a site was obtained on the busy Lomashih main street on which a Sub-Office will be built in 1919. At Kalgan a site of about 2½ *mou*,

close to the railway station, was bought: on this the new First Class Office will shortly be built. Sites for new Post Offices have also been purchased at Chengtingfu, Chünliangcheng, and at the Summer Resort, Pehtaiho Beach.

At Shihkiachwang, it may here be mentioned, the rented Post Office, with many other buildings, was destroyed in the floods of 1917. It is only at the close of 1918 that the Post Office has succeeded in renting other premises, none being available for purchase. During the interval, the Post Office functioned in rooms in the railway station, most generously placed at its disposal by the Cheng-tai Railway authorities, to whom the thanks of the Postal Administration are here publicly recorded.

HONAN.—Sites for Post Offices have been purchased at Linchang and Sunghsien.

SHENSI.—Two sites, adjoining the Sianfu District Head Office, measuring 9 *mou*, were purchased to meet future requirements.

MANCHURIA.—In addition to the sites at Harbin (Pristan) and Szepingkai referred to above under (a.) Buildings, two sites adjoining the Postal property at Moukden have been bought in, the whole plot being now sufficiently large to accommodate the new District Head Office and staff residences to be considered in the near future. At Moukden also the premises occupied by the Siasikwan Sub-Office have been purchased; these will eventually be pulled down to allow of a modern building replacing them.

At Kirin a large site has been purchased for the future First Class Office there. Small sites have also been acquired at Pamiencheng and Sankiangkow on the Sze-cheng Railway line.

SZECHWAN.—A plot of approximately 7 *mou* has been purchased at Wanhsien on the Upper Yangtze. On this will be erected the new First Class Office, plans for which are already under consideration.

HUNAN.—At Changsha a site of about $7\frac{1}{2}$ *mou* has been purchased for the erection thereon of the future Hunan District Head Office. It is most conveniently situated just inside the Hsiao Wo Men, near to the station of the Hankow-Canton Railway.

ANHWEI.—At Anking a small site has been purchased to serve as the nucleus of that for the future Anhwei District Head Office.

CHEKIANG.—A site was acquired on the principal street of the Wenchow City for the future First Class Office.

YUNNAN.—A site measuring about 12 *mou* was purchased at Mengtsz, close to the newly built Pishihchai-Kokiuchang Railway Station, to meet future requirements.

ESTABLISHMENTS.

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

| ESTABLISHMENTS. | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|---------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Head Offices..... | 21 | 21 | 21 | 21 |
| First Class Offices..... | 32 | 32 | 34 | 36 |
| Second Class Offices..... | 956 | 990 | 1,078 | 1,152 |
| Third Class Offices..... | 380 | 368 | 338 | 333 |
| Sub-Offices..... | 198 | 205 | 212 | 221 |
| Agencies..... | 6,923 | 7,181 | 7,420 | 7,604 |
| TOTAL..... | 8,510 | 8,797 | 9,103 | 9,367 |

The increase of major establishments (264) is slightly less than last year, but is still satisfactory.

The Weihaiwei Office was reduced to its former status of Second Class Office, consequent upon the removal of the Chinese Labour Recruiting Bureau to Tsingtau. Kalgan, Süchowfu, and Wusih were raised to a status (First Class) more commensurate with the work they have to perform. Kalgan especially has come into prominence recently because of the diversion of a certain amount of business from the Siberian Railway to the Kalgan-Urga line. From the standpoint of revenue it ranks, in Chihli, next to Tientsin and Peking. Second and Third Class Offices together total 1,485, as against 1,416 last year, an increase of 69, but Second Class Offices increased by 74, while Third Class Offices decreased by five. As stated in the previous Report, the giving of a higher status to a Third Class Office automatically follows the granting of money order facilities to such an Office. Sub-Offices in the larger cities increased by nine and Postal Agencies increased by 184, some of these having been converted from Rural Box Offices.

The parcel insurance system was extended to 22 additional Offices, the number of Offices handling insured parcels being 590 at the close of the year. These Offices are indicated by the numeral "1" in the "List of Offices" appended to the "Postal Guide."

Money Order Offices—indication numerals "2a," "2," and "3"—increased by 103, the number now functioning being 1,362.

Offices giving express delivery service—indication numeral "4"—increased by 36 to 664; and insured letter facilities were extended to 50 new Offices—indication numeral "6,"—the total of these being now 97.

The following is a comparative table showing the extension in **Minor Establishments**—Town and Rural Box Offices:—

MINOR ESTABLISHMENTS.

| ESTABLISHMENTS. | 4TH YEAR, C.H.M.K. (1915). | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Town Box Offices | 2,271 | 2,254 | 2,342 | 2,433 |
| Rural Box Offices and Rural Stations | 2,011 | 2,307 | 2,548 | 2,713 |

Town Box Offices.—There is an increase of 91 Box Offices over those of 1917. In the larger towns **Stamp Sales Agencies**, supplemented by pillar-boxes conveniently located, have been found satisfactory; these will be installed more and more in the future in the place of Town Box Offices.

Rural Box Offices and Rural Stations.—The increase this year is 165, against 241 in 1917. Conditions in many parts of the country have not been favourable throughout the year for inland extension. This service was not only useful in testing the requirements of villages, but has been found to be the most economical method of bringing into touch with the outside world those remote places far off the beaten track where the weekly or bi-weekly arrival of the mail is an event and the postman always a welcome visitor.

MAIL LINES.

COMPARATIVE TABLE OF MAIL LINES.

| ————— | 4TH YEAR, C.H.M.K. (1915) | 5TH YEAR, C.H.M.K. (1916). | 6TH YEAR, C.H.M.K. (1917). | 7TH YEAR, C.H.M.K. (1918). |
|------------------------------|---------------------------------|----------------------------------|----------------------------------|----------------------------------|
| | <i>Li.</i> | <i>Li.</i> | <i>Li.</i> | <i>Li.</i> |
| Courier lines | 410,000 | 421,000 | 432,000 | 449,000 |
| Steamer and Boat lines | 63,600 | 64,700 | 68,600 | 69,800 |
| Railway lines | 19,000 | 19,000 | 19,500 | 20,000 |
| TOTAL | 492,600 | 504,700 | 520,100 | 538,800 |

1 mile = 3 *li.*

Courier Lines.—An increase of 17,000 *li* of courier lines is recorded. This increase is divided principally between the Honan, Manchuria, and Chihli districts. Extension in the first-named district is accounted for mainly by new rural delivery lines, while in the last it is due to an extension of the line west of Urga through Uliassutai, Kobdo, and Shatzekai in Mongolia, to Chenghwasze on the borders of Sinkiang, a distance of 5,525 *li*. By adding the existing line between Kalgan and Urga, 2,700 *li*, and that from Chenghwasze to Tihwafu, 1,900 *li*, the total length of this courier line will be found to be 10,125 *li*, or, roughly, 3,375 miles, the longest overland courier line in the world. By this line the Central Government is now connected with the capital of Sinkiang (Tihwafu) by a route through Mongolia alternative to that previously and still maintained *via* Honan, Shensi, and Kansu, a distance of 6,600 *li*, or 2,200 miles. To cope

with the increase of mail matter to be carried, the following fast day-and-night lines were doubled: the Ichang-Miaoyütsao-Wanhsien line, length 1,050 *li*; the Kwanyintang-Sianfu line, length 570 *li*; and the Yenki-fu-Kirin line, 795 *li*. For a similar reason the weekly light-mail service between Kalgan and Urga was converted to a twice-a-week service, and a heavy-mail and parcel service by camel operating once a month between the above points was inaugurated. As in the previous year, much difficulty was experienced in keeping certain lines functioning. In some cases Inspectors sent to investigate the cause of interruptions were arrested by soldiers of one or other party, accused of being spies and led blindfolded into their camps. Fortunately, explanations combined with tact resulted in every case in their release after due inquiry. Couriers have not always been so lucky; many instances of seizure, robbery, and wounding by bandits again occurred, and in some cases couriers lost their lives.

Steamer and Boat Lines.—The extension of these lines to be recorded is not large. The Ichang-Wanhsien-Chungking post-boat fleet was taxed to its utmost capacity throughout: it carried mails weighing kilos 970,000, or approximately tons 954, while outside native craft conveyed kilos 514,000, *i.e.*, tons 505. Contract steamers carried kilos 290,000, *i.e.*, tons 285, making in all a total of kilos 1,774,000, or approximately tons 1,750 for the year, or of kilos 4,860, or tons 4½, per day. To the above must be added large quantities of mails which have again this year been conveyed gratuitously by the French, American, Japanēse, and British gunboats, for which service the thanks of this Administration are once more due. There have been some capsizals of boats, and two wrecks, but the dangerous rapids which have to be negotiated make this unavoidable at times. The regularity of the service was impeded greatly by the military operations and the brigandage rife all along the route.

Railways.—As in the past, the Service has to express its thanks to the Directors of the various Government and other railways for their ready assistance in providing the necessary accommodation and facilities—in many cases gratuitously—for the carriage of an ever-increasing quantity of mail matter. Heavy as well as letter mails between the North and the Yangtze are now forwarded by the Tsin-pu Railway instead of by sea, thus saving much time and ensuring greater regularity. Similarly, heavy mails exchanged between the North and Hupeh, Hunan, and Szechwan are now transmitted by the Kin-han Railway.

On the 16th September the Wuchang-Changsha section of the Hankow-Canton Railway was formally opened to traffic. This service is now being availed of for the transmission of all categories of mail matter for southern and western Hunan.

The Szepingkai-Chengkiatun Railway was opened to traffic on the 11th January and is also availed of for the carriage of mails.

TARIFF.

The following changes were introduced in the Tariff of Postage during the year:—

Rate of Postage for Mail Matter and Parcels to Sinkiang and Mongolia.—From the 1st April, the overland routes to Sinkiang *via* Lanchowfu and to Mongolia *via* Kalgan, which hitherto were available only for light mails consisting of letters and postcards, were opened for all categories of mail matter at the following special rates: postcards 4 cents single, and 8 cents double; newspapers at treble domestic rates. The rate of postage for books, printed matter, commercial papers, and samples between places in either Sinkiang or Mongolia and the rest of China is 30 cents per 250 grammes up to 1 kilo, after which they are subject to the same rates and conditions as parcels.

All categories of mail matter may continue to be forwarded by the Transsiberian route if so indicated and franked at the international rate.

The rate for parcels between places in Sinkiang and Mongolia and the rest of China has been raised from quadruple to sextuple domestic rates. On parcels delivered at places beyond Tihwafu and also beyond Urga an additional single rate of postage will be collected from the addressee.

Insured Parcels.—The insurance fee for domestic parcels has been reduced from 1 per cent. to $\frac{1}{2}$ per cent. for all places having domestic parcel insurance facilities, except to or from Offices in Szechwan; for such Offices the fee is 2 per cent. instead of 4 per cent. as formerly charged. The rule which made compulsory the insurance of parcels containing ordinary goods of the value of \$30 or more has been abolished, insurance now being optional except in the case of goldware, silverware, jewellery, and precious stones.

Rate for Postcards for Hongkong, etc.—The rate of postage for postcards to and from Hongkong, Weihaiwei, and Macao has been raised from 1 cent single and 2 cents double to $1\frac{1}{2}$ cents and 3 cents respectively.

Postal Articles for Tsingtau.—Following upon the Agreement concluded with Japan for the resumption of direct postal relations with Tsingtau (*vide* "Relations with Foreign Administrations: Agreements"), the rates of postage on postal articles for Tsingtau are, since the 1st November 1918, the same as those for Japan, Korea, and the Leased Territory of Kwantung (*vide* Tariff of Postage, Tariff IV).

Parcels for Tsingtau.—10 dollar-cents per parcel in addition to the domestic parcel tariff (*vide* Tariff of Postage, Tariff II).

For "Money Orders," *see below* under "Financial Results."

FINANCIAL RESULTS.

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

| | REVENUE. | WORKING EXPENSES (<i>i.e.</i> , Capital Expenditure excluded). | SURPLUS. | DEFICIT. | CAPITAL EXPENDITURE (<i>a.</i>). |
|--------------------|--------------|--|----------------------------|----------|---------------------------------------|
| | \$ | \$ | \$ | \$ | \$ |
| 1915.... | 6,798,580.28 | 6,495,987.76 | 302,592.52 | ... | 63,876.80 |
| 1916.... | 7,630,416.84 | 6,693,013.58 | 937,403.26 | ... | 311,918.26 |
| 1917.... | 8,574,352.24 | 7,151,834.08 | 1,422,518.16 | ... | 606,358.90 |
| 1918 (<i>c.</i>) | 9,500,000.00 | 7,590,000.00 | 1,910,000.00 (<i>d.</i>) | ... | 813,000.00 |

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

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

(*c.*) Figures for 1918 approximate.

(*d.*) Actual surplus \$2,022,000, but \$112,000 applied to meet loss on working of Sinkiang (Chinese Turkestan); part of this is refundable.

As will be seen from the above, revenue for 1918 shows an increase of about 11 per cent. over that for 1917, while working expenses show an increase of about 6 per cent.

Indemnities for Losses of Mail Matter and Parcels.—Losses of mail matter and parcels were heavy, as in 1917, mainly owing to brigandage, which was particularly rampant in Shensi, Szechwan, and Yunnan. In a single robbery case in Szechwan, parcels insured for \$14,000 were carried off by armed brigands. Heavy loss of mail matter and parcels occurred through the sinking of the s.s. *Kiangkwan* in April near Hankow.

The domestic insurance fee, which covers all cases of loss, damage, or abstraction except those due to a state of international war, was reduced from 1 per cent. to $\frac{1}{2}$ per cent. from 1st April, when the rule that parcels of a declared value of \$30 or over must be insured was abrogated (*see above* under "Tariff").

For detailed particulars concerning insured letters and parcels, *see* Appendices *H*, *J*, *K*, and *L*, on pages 34, 36, 37, and 38 respectively.

Revenue Stamps.—Sales for 1918 totalled \$72,971.40, as against \$88,513.42 for 1917.

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

| — | 1915. | 1916. | 1917. | 1918. |
|--------------|------------|------------|------------|------------|
| | \$ | \$ | \$ | \$ |
| Issued | 13,552,300 | 15,965,800 | 21,523,300 | 35,335,800 |
| Cashed | 13,468,900 | 15,787,100 | 21,227,000 | 34,798,600 |

The average value of each money order issued in 1918 was \$17.30, and the total value issued showed an increase of 64.2 per cent. over the figures for 1917, or of 121.3 per cent. over 1916. Owing to the disturbed state of the country, the money order service at certain places had, as in 1917, either to be restricted or entirely suspended on several occasions during the year.

Money Orders Issued to Chinese Labour Corps.—Those issued to the British Emigration Bureau amounted to nearly \$3,500,000; the total amount issued to the French authorities was approximately \$332,400. The gradual repatriation of labourers owing to the cessation of the Great War will result in a corresponding decrease under this heading during 1919.

Money Orders for Prisoners of War.—During the year, 136 money orders, representing \$2,970.75, were issued to the German and Austrian prisoners of war interned at Nanking (Kiangsu).

For detailed particulars concerning money order transactions, *see* Appendix *N*, on page 40.

Trade Charge (C.O.D.) Parcels.—The total sums collected and refunded during 1918 were \$134,200 and \$126,000, as compared with \$86,600 and \$87,000, respectively, for 1917. The increase was mainly due to the large quantity of silk clothing made to order and exported to other parts of China by several enterprising concerns in Hangchow. The volume of trade charge parcel business done in Shanghai remained steady, the main exports being foreign imported goods.

For detailed particulars concerning trade charge parcels, *see* Appendices *J*, *K*, and *L*, on pages 36, 37, and 38 respectively.

RELATIONS WITH FOREIGN ADMINISTRATIONS.

General.—Owing to the European war which closed with the signature of the armistice in November 1918, no important changes have taken place in connexion with exchange services since the last Report was issued. The relations of the Chinese Administration with the foreign Postal Administrations have continued to be friendly and cordial.

In view of the disorganisation of the Transsiberian mail service owing to the internal condition of Russia, this Administration had to abandon in March 1918 the use of the Transsiberian route for the transmission of mails to Europe, Sinkiang, and Mongolia. At the close of the year the line was still unavailable further west than Asha, a station situated between Cheliabinsk and Ufa.

Direct postal relations with Tsingtau, which had been interrupted since the occupation of the town and of the Leased Territory of Kiaochow Bay by Japan in November 1914, were resumed on the 1st November 1918.

The French Post Office at Ningpo was closed on the 1st April 1918.

The Japanese Post Office at Liaoyüanchow (Manchuria) was closed on the 28th June 1918.

Prisoners-of-war Mails.—The privilege of free transmission of parcels, granted to the interned German and Austrian soldiers and sailors in China, having led to abuse, it was found necessary in January 1918 to place restrictions on the free transmission of prisoners-of-war parcels. It was thus ruled that parcels posted by prisoners of war, containing articles other than daily necessities (articles for relief of prisoners of war—clothing or provisions), would be liable to payment of postage, and, in cases where insurance was required by Postal regulations, to the payment of insurance fees also.

International Reply-coupons.—Since the 1st July 1918, China has participated in the exchange of international reply-coupons of the Universal Postal Union.

International reply-coupons are offered for sale to the public at all District Head, First, Second, and Third Class Offices, and their local Sub-Offices—except Agencies—at the price of 12 dollar-cents (\$0.12) per reply-coupon.

Reply-coupons emanating from Union countries participating in their exchange may be exchanged at all District Head, First, Second, and Third Class Offices, and their local Sub-Offices—except Agencies. The reply-coupon is changeable for a 10-cent stamp (25 centimes) or stamps of a nominal value of 10 cents (25 centimes).

Agreements.—On the 10th October 1918, at Tsingtau, an Agreement was signed by a Delegate of the Ministry of Communications and the Japanese Postal Delegates, for the resumption of direct postal relations with Tsingtau, which had been interrupted since the occupation by Japan, in November 1914, of Tsingtau and the Leased Territory of Kiaochow Bay.

The Agreement, which came into force on the 1st November 1918, provided for a direct exchange of letter mails and parcels at Tsingtau, Weihsien, and Tsinan.

Exchange Services.—Consequent upon the loss in December 1917 of the French steamer *Hongkong*, which used to ply between Hongkong and Haiphong, the parcel traffic with the province of Yunnan was reduced during the first part of the year. Ordinary parcels had to be sent overland *via* Kweichow and the acceptance of insured parcels, the latter sent by the sea route *via* Hongkong and Haiphong, was restricted.

In May 1918 arrangements were made with the Hongkong Postmaster General for the conveyance of Chinese parcels to Haiphong by British vessels concurrently with the French subsidised steamers. This relieved the situation, and the parcel traffic has since resumed normal conditions. The overland route *via* Kweichow was naturally abandoned upon the resumption of the sea transport facilities.

On the 2nd March 1918 the mail service to Europe, Sinkiang, and Mongolia by the Transsiberian route was suspended. Mails for Europe were sent by sea, and those for Sinkiang and Mongolia were forwarded overland *via* Kalgan and Kansu respectively. From the 12th March, mails for Russia only were accepted for transmission *via* Harbin, Pogradichnaya, and the Amur Railway at senders' risk.

Following the course of events in Siberia and Russia in Europe, the mail service was resumed between Vladivostock and Habarovsk on the 21st September 1918, as far westward as Samara on the 24th September 1918, and again as far westward as Ufa on the 23rd October 1918.

The parcel service with Russia has been suspended since the 13th March 1918.

Owing to circumstances connected with the war, the parcel service to the following countries was suspended in October 1918:—

Bolivia, Chili, Columbia, Costa Rica, Cuba, Egypt, Iceland, and Faroë Islands, Dominican Republic, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay, Virgin Islands of U.S.A. (former Danish West Indies).

The difficulties attending the transmission of parcels by the South Manchuria Railway caused this Administration to suspend the acceptance of parcels for places north of Moukden from the 12th November to the 10th December 1918 and from the 28th December 1918 to the 16th January 1919.

STAFF.

Death of Mr. Piry.—In mid-July the sad intelligence was received of the death at La Roche Bernard, France, of Mr. T. PIRY, formerly Postmaster General and, since the month of June 1917, Honorary Adviser to the Chinese Postal Administration. "He has been associated with the administration of the Service almost from its inception, and to him more than to any other is due the credit for its present development and efficiency. Appointed Postal Secretary under Sir ROBERT HART in 1901 after twenty-seven years of service in the Customs, he has ever since devoted his life to its interests, carefully working out the scheme of extension originally laid down by the Inspector General, and successfully piloting it through all kinds of difficulties and perplexities. As Postmaster General under the Ministry of Communications, he continued his wise and energetic administration and filled his high position with ability and distinction."

The Chinese Postal Service as it is to-day is his best memorial.

Foreign Staff.—The number of foreign employés in the Service during the year remained practically the same as in 1917. At the end of December the staff consisted of 15 Commissioners, 18 Deputy Commissioners (10 of whom were acting as Commissioners), 68 Assistants (one of whom was acting as Commissioner and 8 acting as Deputy Commissioners), one Proof Reader, four Postal Officers, and one Transport Officer.

Of those mentioned above, 10 were still on war service when the year closed. Three had been liberated in the course of the year and returned to duty. In view of the armistice concluded in November, it is hoped that the others still serving with the colours will soon be in a position to resume their former positions in the Service.

It is with a sense of profound regret that the Service has to record the loss of the following gentlemen, who were called upon to make the supreme sacrifice in the course of the war, namely: Mr. H. G. C. PERRY-AYSCOUGH, Mr. A. KAUFFMANN, Mr. J. DIDIER, and Mr. J. E. GRISAUD. Their example of exalted self-surrender is one of which the Postal Administration as a whole may be reverently and justly proud.

Chinese Staff.—The Chinese staff at the end of December 1918 consisted of four Deputy Commissioners (two of whom were acting as Commissioners in charge of districts), 51 Assistants, 1,109 Clerks, 2,589 Yu-wu-shêng, 1,623 Sorters, 7,604 Agents, 5,056 Postmen, 6,815 Couriers, 368 Laodahs, Sailors, etc., 581 T'ingch'ai, and 1,133 Miscellaneous, a total of 26,933, as against 25,867 at the end of 1917.

The wastage of staff, of and above the rank of Yu-wu-shêng, during the year through resignations, men being paid off or invalided, dismissals, and deaths, numbered 414.

The number of men appointed during the year numbered 1,448, and nine Clerks were successful in the annual examination held for entrance to the Assistants' ranks.

Part II.

CHIHLI.—Commencing with a visitation of the pneumonic plague, the year ended with an epidemic of influenza, the latter disease killing more Postal employes than the former, possibly because it was treated with less respect by its victims. Plague preventive measures in January, February, and March; wash-outs in June, July, and August; and troop movements throughout the year interfered with the regularity of the railway services. Floods in June and July interrupted the courier services outside the Great Wall and inundated large areas inside the Wall, not only rendering mail communications difficult, but, by impoverishing the inhabitants, materially reducing the volume of postal business in the populous areas affected. Highway robbers were active in the north and south, although the Post Office suffered little loss from their activities. Many villages in the south were pillaged by bandits from Shantung, causing the inhabitants of the rural areas to abandon their homes and crowd into the cities for protection. Despite these unfavourable circumstances, new courier lines were established, existing services accelerated, new Offices built, and other improvements effected. Emergency courier services were organised as required, and during the plague epidemic all mails from infected areas were disinfected before being transmitted. An experimental scheme of cashing money orders at the Tientsin and Peking Sub-Offices was introduced for the convenience of the public. The staff of the through mail vans employed on the Kin-han Railway was put under the sole control of the Peking Office, this proving to be a change for the better.

SHANSI.—The Shansi Province prides itself on the fact that it was one of the very few peaceful provinces during the past year, and this has naturally greatly facilitated postal operations, the result being an increase in the amount of mail matter and parcels handled. The most important event of the year was the outbreak of pneumonic plague in the K'ou-wai area (*i.e.*, beyond the Great Wall) and its spread to the northern part of the province. Fortunately, no efforts were spared by the authorities, and by the end of March it died out. Delays were naturally caused to mails in the infected areas, but work went on there as efficiently as possible, greatly to the credit of the Postmasters and couriers concerned. Five couriers died of plague. For a time the King-sui Railway suspended its service, and extra couriers had to be engaged. Martial law was in force until nearly the end of the year, and censorship of mail matter is still carried on, on account of the unrest in other provinces. In the campaign against the morphia-pill traffic, no less than 43 seizures of parcels containing such pills were made. Several cases of opium smuggling have been discovered, but close co-operation between the police and Postal authorities has now made such smuggling very difficult. Losses due to brigandage were small and practically all in the K'ou-wai area. The parcel post trade grows steadily, there being an increase of 5,000 in the number posted and of \$70,000 in the value of these. About 128,000 parcels, of the value of \$1,391,000, were received. A great improvement in the delivery of mail matter for Taiyüanfu itself was effected by the sorting of train mails, first at Shihkiachwang, and, later, on the train itself. The result is that mail matter is ready for delivery less than an hour after the arrival of the train instead of in three hours as formerly. The change is appreciated by both officials and public, as well as by the Office staff. 161 Inspection Reports have been sent in during the year. The Inspectors have been kept on the move as much as possible, and as a result of their reports it is intended to provide for an increased number of establishments and an extension of postal facilities to many new places during 1919.

HONAN.—Last year's unfavourable conditions, due to the political unrest, abnormal rains, and the consequent disastrous floods with disorganisation of railway traffic, and increase of lawlessness in the country, continued in the year under review. The long-suffering trade had to make the best of another lean and unpropitious year. Native banks further restricted their business by closing up more of their branches in the interior. The Post Office widely extended its money order facilities in order to meet public demand, and the popularity of the system can be easily gauged from the excellent progress made in money order transactions, both issued and cashed. Torrential rains caused the rivers to overflow their

banks in August, destroying crops and taking toll of life and property. Vast areas remained submerged and great difficulties were encountered in keeping up efficient services on overland lines. The railways suffered greatly, especially the Tao-ching and the Kin-han, but the Lung-hai line had its share also. Repeated interruptions and sometimes complete cessation of railway traffic on more than one line simultaneously, increased the difficulty which the staff had in clearing congested mails from all directions. In one instance an Inspector had to pass over a badly damaged bridge, submerged under water, at the risk of life and limb, in order to demonstrate to the hesitating coolies that the bridge could be negotiated. On 17th April the Lung-hai train from Süchowfu to Chengchow was fired upon, held up, and looted by bandits. Several persons were killed and wounded. The administration then stopped running the trains unless in cases where adequate protection was forthcoming. This lasted from April 18th to 30th. Disturbances continued in Shensi and part of Kansu. Tungkwanting was twice captured by bandits. The heavy- and light-mail lines between Honan and Shensi greatly suffered. Several cases of seizure of postal pack-animals occurred, adding to the already difficult task of keeping lines working through the bandit-infested regions. The pack-animals were invariably released through the kind assistance of the Honan Tschün, H.E. CHAO T'ü. Thanks are also due to the high provincial authorities and the various railway administrations, especially the Kin-han, for prompt and valuable assistance in cases of emergency. All courier lines in Honan and their time tables had to be reorganised and readjusted in unison with the revised time tables of the Kin-han, Tsin-pu, and Lung-hai Railways. These changes of time tables were made on account of local conditions, etc. Endless movements of troop trains interfered seriously with the smooth-running of traffic trains and carrying of mails. When peace and normal conditions are restored, it is hoped that a more regular transmission of mails and a smoother working of traffic generally will result. Despite all difficulties, postal development has proceeded apace, and excellent results have been achieved.

SHENSI.—Continuous strife, with all its attendant miseries, has made the past year one of the worst in the history of the province. *T'u-fei* have been especially active. On account of initial successes, their numbers were augmented by bands of disloyal soldiers attracted by the prospect of wholesale looting. Throughout the province the tale is one of spoliation, the methods of the robbers being the same everywhere, namely, intimidation, pillage, and extortion, and even excessive cruelty to those unfortunates who fell into their clutches. Operations appear to have been carried out in a systematic manner, each place being laid waste before departure. Where occupation was resisted, a large indemnity was usually demanded after capture, and then general looting followed. On the other hand, where possession of a town was facilitated, the residents were "invited" to contribute to a general fund in return for protection. In most of the large cities business was entirely suspended, the better class of residents and shopkeepers leaving owing to the unrestrained lawlessness of the bandits. The Post Office also suffered from their depredations: seven Offices, 66 Agencies, and five Rural Box Offices were looted, the smaller establishments losing both official funds and the private effects of the staff, whilst some Offices had successive visits with similar disastrous results. In the smaller centres it has been impossible to reopen the Post Offices pending the evacuation or recapture of the towns. In the case of every Agency so molested, the Agent was also a shopkeeper; these Agents have all deserted until peace and quietness again prevail. As the *t'u-fei's* sphere of operations has included the whole of the province, nearly all of the courier lines have, in their turn, been temporarily interrupted. Robberies of mails and parcels have been frequent, and, as each place was captured, the commanders insisted on censoring mail matter, correspondence—mostly official despatches and registered articles—being detained by them. Twice they have swooped down and seized heavy mails in transit to Lanchowfu. Recently, Mongolian robbers have joined forces with the provincial *t'u-fei*, and as the year closes, the western roads converging on Sianfu are all strongly held by them. In addition, the country is overrun by soldiers from the neighbouring provinces, who, however, hold aloof from the *t'u-fei*, disdaining to be associated with them in any way. It is worthy of special notice that the soldiers, in whatever interests they are fighting, apparently recognise that the Post Office is an institution unconcerned with party strife, but doing service for the general good of the country, as in every case they give assurance of protection to the Post Office, the couriers being allowed to travel up and down without hindrance. Mules carrying heavy mail matter have not been interfered with by them, but all others found in the streets or on the roads were commandeered for military use. Martial

law is rigidly enforced everywhere. On three occasions there was a temporary suspension of the heavy-mail service, the reasons being that severe fighting was going on in sections of the road to be traversed, or that *tru-fei* were numerous in the vicinity and no alternative road was available. Travellers to and fro have had to put up with much inconvenience. Devastation is apparent on all sides. On the main routes the majority of the shops are untenanted, and it is very difficult to obtain anything in the shape of food. Accommodation is unprocurable, the former inns being either closed or else occupied as quarters by men attached to the forces in possession of the place. The influenza epidemic claimed many victims. The military situation, *tru-fei* activities, stringency of money, general unrest, lack of transport, and consequent stagnation of business, have all contributed to nullify progress; yet, all these adverse conditions notwithstanding, the results for the past 12 months compare favourably with those of preceding years. Money orders issued show little difference, but there is a perceptible increase in the amount of orders cashed.

KANSU.—The sectional inspection scheme was carried out in Kansu this year. The Kansu district is divided into three sections, with one Clerk and two Yu-wu-shêng in charge of each section. Full attention was devoted to the thorough inspection of the Postal establishments in the district. The rural delivery and collection scheme has been introduced in the vicinity of Liangchowfu as an experiment. On account of the sparse population in Kansu, difficulties have been experienced in selecting suitable Agents and good couriers with proper security. At many places there are only a few shops and the population is small. After all, Kansu is not a poor province as far as the well-being of the people is concerned. Nearly every family has more or less land on which it can easily live without other income. Therefore the people are very independent and indifferent to constant wage-earning employment. Comparatively few beggars are seen on the streets. The harvest for the year was satisfactory. Trade, unfortunately, was seriously affected by the presence of *tru-fei* on the main roads in Shensi, whereby the traffic was almost stopped. The *likin* and other provincial taxes greatly decreased. The difficulty of importing goods into Kansu and the high bank charges on remitting money from this province caused a rise in the price of various necessary articles in the market, thus raising the cost of living. In July one courier was killed by bandits who robbed the mails at night in Hsienmawan (莫麻灣), 40 *li* west of Pingliang. Part of the mails was subsequently recovered and the murderers arrested by the local authorities. In August a substitute courier was drowned when crossing a river. In the last two months of the year the epidemic of influenza was serious at Lanchowfu and some inland places in Kansu, causing many deaths, as reported by the foreign medical officer and constabulary. In some towns the deaths were so numerous that no coffin or even matting for the wrapping of the bodies could be obtained. One of the senior Clerks at Lanchowfu, one postman of the Tsinchow Kan Office, and one courier on the Wenhsien Kan-Pikow line died within a short period. The prevalence of this disease handicapped postal work.

SINKIANG (Chinese Turkestan).—The outstanding feature of the year is the remarkably peaceful condition of this province as compared with Central and South China and as contrasted with the state of affairs over the frontier in Russian territory. Russian peasants entered the province in the Ili district and also in the vicinity of Tahcheng, and took temporary refuge until the trouble was overpast. Yet the troubles without reflected adversely upon the work within. There has been a continued suspension of the exchange of mails with the Russian Post Office at Tahcheng, whilst a decline of 9 per cent. in the amount of mail matter received may be attributed to the fighting in other provinces and the resultant stagnation of business. Owing to the diversity of the very scanty population of the province, postal progress can only be slow and of no great magnitude as far as the opening of new establishments is concerned. Practically every town of importance is now postally connected. In November postal facilities were extended to Kobdo in Outer Mongolia; and a postal service now links up the Altai (Chenghwasze) with that place, crossing extremely difficult country—mountains and desert—for a distance of 1,585 *li*. The further extension of this line to Uliassutai is being carried out. A new Postal Agency was opened at Koping, and the former station at Urumuhu for the control of couriers commenced to function as a Second Class Office. One of the greatest difficulties met with on postal lines in the Altai and Mongolia, where Hassa or Mongol couriers only can be engaged, is the irresponsibility of these men, who on the slightest pretext refuse to travel, and it is almost an impossibility to obtain other couriers from the nomadic tribes of the locality.

On account of the impassability of the larger rivers on the route to the Altai at certain times of the year, cable crossings have been established for the transport of mails ; and similar cables are to be erected across four rivers on the Altai-Kobdo line. During October an influenza epidemic raged throughout the province, and about 2,000 deaths occurred in the Tihwafu locality alone. Practically every member of the staff was laid up with the sickness at one time or other, and couriers were seriously hindered in the discharge of their duties. Improvements to existing postal services within the district have resulted in the shortening of former courier lines by 520 *li*. The net result of extension in regard to new lines is that 1,065 *li* have been added to the previous year's total. There have been a few cases of loss of mails within the district as a result of robbery. During September couriers were attacked and robbed by Hassas on three occasions in the Altai and twice near Kuchengtze. The mails were subsequently recovered in three instances, but in two cases the couriers' horses were not recovered. Each year in mid-autumn there is the recurring danger of attacks on couriers by the wild nomadic tribes of Hassas or Quazacs who are at that period taking up their winter quarters in the vicinity of the towns along the main routes in the east of the province. The issue of money orders has been extended to the Tahcheng, Suilaihsien, Kuchengtze, and Hami Second Class Offices. The highly satisfactory increase of 78 per cent. in the number of parcels received evidences the growing importance of the parcel service in this far-distant territory. Cotton and wool are the staple products of the province and, in normal times, large quantities are exported to Russia, but no business in this direction has been transacted for the last three years. The people have suffered correspondingly, as no other markets are open for these commodities, chiefly on account of the isolated situation of the province and the expense and difficulties of transport to coast ports. Thousands of bales of cotton and wool are now stored in various centres of the province, awaiting the resumption of business.

MANCHURIA.—The year under review was similar in many respects to the previous year as regards the obstacles under which the Post Office had to labour in Manchuria. The continued unrest in Russia and Siberia rendered necessary the complete suspension of traffic for business purposes on the Siberian, Amur, and Ussuri Railways, and caused serious delays on others. For the like reason all regular steamship communication on the Sungari and Amur Rivers was hampered ; so much so, that additional costly courier and cart services had to be maintained. The usual robberies, floods, and snow-storms were encountered, and the unlimited issue of paper money throughout the three provinces did not facilitate the work. Another threatening cloud appeared on the horizon in the latter part of the year, namely, the scarcity of foodstuffs and fuel, owing to the inadequate means of transport. The cost of living in North Manchuria is now causing the greatest apprehension. Despite these and similar handicaps, it is gratifying to record that the Post Office in Manchuria has made another great stride towards its goal of fully penetrating this vast area and of linking up with the outside world remote places which formerly only loomed far away on the horizon. It is also with this goal in view that active preparations have been made during the year for the inauguration of one continuous postal line served in turn by couriers, mounted and on foot, boats, and sledges—according to season—along the Amur River from Suiyüanhsien, situated at the confluence of the Amur and Ussuri Rivers, to Chichienho at the extreme northern limit of Chinese territory—a distance of more than 4,000 *li*, or approximately the same distance as between Hongkong and Chefoo. This line, which it is intended to start early in the spring of 1919, will take in all towns of any importance *en route*. It will make accessible by regular mails districts which have hitherto been practically isolated, and thereby, it is hoped, contribute to the opening up of new fields for trade and other enterprises in the future.

SHANTUNG.—Postal work in the Shantung district has been considerably hampered by the prevalence of brigands. Robberies have been particularly rife in the western part of the province and have in many instances prevented regular transmission of mails and funds and have made inspections impossible. Two Postmasters, two mail-couriers, and one postman have been kidnapped by robbers, but have all been able to escape. Two couriers have been killed. A large number of Postal establishments have been looted, and in some cases it has been necessary to suspend the functioning of Offices, Agencies, and courier lines. In these circumstances it has not been advisable or even possible to further postal development and very few new establishments have thus been opened in the course of the year. The parcel traffic has especially suffered from the unsafe condition of the roads. Where ordinary mails might pass in spite of the brigands,

the more valuable parcel mails had frequently, and on many routes, to be detained. When parcel statistics nevertheless show an increase, there is every reason to believe that, if it had not been for the adverse conditions, the increase would have been much more substantial. The figures, in spite of the small increase shown, augur well for the future when normal conditions shall have been restored.

SZECHWAN.—The struggle in Szechwan, which had developed into one between North and South at the end of 1917, when the capture of Chungking was effected by the Yun-Kwei and Szechwan troops, continued with renewed vigour in the opening months of the year. With their base at Chungking, the Southern troops commenced to advance by all the routes converging on Chengtu for the purpose of dislodging the Szechwan Tschün, LIU TS'UN-HOU (劉存厚), and his forces scattered over the Chengtu plain. This campaign lasted for nearly two months, during which period connexions were seriously hampered and traffic interrupted on all the lines by which Szechwan has access to the coast. These military operations not only affected the places immediately touched by them, but every important route became involved in no small measure through the commandeering of all pack-animals, boats, coolies, and, in fact, every means of transport, thus practically depriving persons and concerns carrying on any business which required transport facilities. The Tibetan revolt, minor uprisings of tribes in the Lolos' country, and brigandage throughout the province are additional causes which impeded postal progress. During the upheaval, three Post Offices and several Agencies were looted, involving losses of official funds. One very serious robbery of two boat loads of insured parcel mails involved the Post Office to the extent of \$14,148 in settlement of claims preferred for the losses sustained thereby. The Chamdo (察木多) Post Office, consequent on the Tibetan revolt, was temporarily closed, and mail connexion with that place and certain frontier places has been unavoidably suspended. The Chamdo Postmaster narrowly escaped being taken prisoner by the Tibetans, his release being obtained by the timely arrival of a British Consular official, to whose good offices the Service is greatly indebted. Notwithstanding the above adverse conditions, good postal progress was attained. The financial results, despite the heavy claims met in respect of losses, exceed the advancement recorded for the preceding year. This is the more remarkable, since the ordinary parcel business was suspended for almost three months, while suspension of the insured parcel business—effected from the end of January—has not yet been withdrawn.

HUPEH.—British steamers, having been repeatedly fired upon by disaffected troops, stopped running between Hankow and Ichang from about the middle of February till March 6th. It being uncertain when the steamers would recommence running, arrangements were made for the inauguration of a temporary heavy-mail courier service from Siaokan to Ichang, and the first couriers were despatched from Siaokan on February 26th. This service was finally discontinued on March 7th, when the steamer service was resumed. The heavy mails accumulated at Hankow during the suspension of steamer communications were sent by junk to Ichang for further transmission to Szechwan. At the same time, owing to military operations, very few steam-launches were plying between Hankow and Changsha, and difficulty was experienced in sending heavy mails to the latter place. The accumulation was sent by junk to Changsha on March 1st. Railway communication with the North by the Kin-han Railway was more or less interrupted at various times during the summer owing to floods, and mails had to be diverted to other routes. Through traffic was finally resumed on August 25th. The sinking of the China Merchants Steam Navigation Company's s.s. *Kiangkwan* as a result of a collision with the Chinese gunboat *Chutsai* on the night of April 25th, caused a very serious loss of mails and parcels. Civil war, activities of bandits, and an epidemic of influenza interfered very considerably with postal operations. The main overland courier services, especially those in the south-western part of Hupeh, were carried on with difficulty during the greater part of the year owing to fighting, and interference with the couriers by the independent troops and bandits. The post-boats also were held up on several occasions. The epidemic of influenza seemed to be at its worst in the north-western part of Hupeh; here too, rebels, more especially one WANG AN-LAN (王安瀾) and his followers, were active; both had a bad effect on the courier services. In many cases couriers were accosted by bandits or disbanded soldiers; one courier lost his life, being shot by bandits, two were held up for ransom, and two sailors on the post-boats were wounded by rifle-fire. One of these died

from drowning after having been wounded. Many Postal establishments—generally those (Agencies) at the smaller places—were looted by soldiers or bandits, and monetary losses sustained thereby. At the end of the year the daily fast day-and-night courier service from Ichang to Wanhsien was doubled owing to the increased quantity of mail matter for transmission to Szechwan. The space originally set apart for the Customs examination of parcels at Hankow Head Office proved to be too small, and additional space was applied for by the Customs and granted by the Post Office. This necessitated a slight rearrangement of the Parcels Office.

HUNAN.—The year commenced with the whole province in a state of unrest and under martial law, with fighting taking place at Milo Ho (汨羅河), Yochow (岳州), and at Nankiangkiao (南江橋) between Pingkiang (平江縣) and Tungcheng Hup (通城). On the evening of the 25th March the straggling units of a beaten army, with the local rascals joining in, commenced looting the better-class shops. The looting continued throughout the night and right up to noon next day and only ceased on the news getting about that disciplined troops had entered the city through the north and north-east gates. During the fighting at Yochow the Post Office was absolutely cut off from all direct communication with Hankow for over a week, owing to the steamers and launches being fired upon by soldiers in occupation of Linsiang (臨湘縣) and Loshan Hup (螺山). The prolonged civil war and continued activity of the local brigands caused extensive devastation in the most active parts of the province, besides considerably dislocating postal work. 77 cases of the looting of Postal establishments were recorded, with monetary losses amounting to \$3,107.97, of which only \$572.54 was subsequently recovered. The Post Offices at Chuchow Hun (株州) and Liling (醴陵縣) were both looted and burnt down in the looting and burning of the two cities, and consequently were closed to business for some four months, the staff losing all they possessed, while one of the Liling postmen, in attempting to rescue the Postmaster from the clutches of soldiers, was shot dead in the Office. On account of the great difficulty of transferring funds, money order transactions at four other Offices were temporarily suspended for a number of months. These hardships notwithstanding, postal results can be said to be most satisfactory. Throughout the whole of the fighting the staff remained at their posts, and great merit is due to them, one and all, for the satisfactory way in which the services were maintained throughout these most trying times.

KIANGSI.—Although this province was concerned in the civil war during the year, and fighting took place both within the district and in the Kwangtung district, the resulting damage to the Post Office was merely the temporary closing of a few courier lines running in the zone between the belligerents. The last line so closed was reopened in December, after previous efforts to hasten matters. The presence of many soldiers has tended to increase postal business and revenue, especially in the money order department. During the year no serious cause of complaint was reported in the relations between troops and Postal staff. On the contrary, relations were of a friendly nature, and each party assisted the other in the most cordial manner. Mails were occasionally delayed by the transport being requisitioned for military purposes, but this was kept to a minimum, and the conduct of military officers and men has, generally speaking, left nothing to desire. Some financial strain was felt in providing money for soldiers' pay, but the paper currency was not further depreciated, and the dollar bank-notes preserved their face value throughout. Extension went on uninterruptedly; Third Class Offices and Agencies were developed into Second Class Offices with money order facilities, and staffed with trained men; Rural Box Offices were converted into Agencies, and new ones opened; courier lines were accelerated and improved; express facilities were extended, and altogether this district was advanced postally as far as practicable within the year. Pending the appearance of railways, which are already planned to extend over a considerable portion of the province, it is very desirable that navigation should be improved on the river which runs from Kanchow Ki through Nanchang and the Poyang Lake into the Yangtze. Already two motor-launches have been built and tried experimentally, and, with the waterway regulated, this route, which saves time and money over the land route, would become very popular, and a great help to trade. There have been always, of course, many junks plying on this river and on other rivers in the province, but with them time is of no consequence whatever.

KIANGSU.—A satisfactory improvement is noted in all branches of the service, though the advance is not so very marked as that of last year. In the circumstances, an all-round improvement of over 10 per cent. in operations and in revenue is very welcome. But for the dissensions in the country and brigandage in the district, much better results would have been achieved. The parcel trade suffered especially. Local trade and business with large sections of the country were rendered impossible. In order to meet the requirements of the parcel business at Tsienkiatsi, an Agency under Tsingkiangpu, a temporary heavy-mail service to Tsingkiangpu was arranged. At Chinkiang and Soochow a large proportion of the parcel trade with Korea—which, in the busy seasons, amounts to a very considerable quantity of business—has recently come to the Chinese Post Office. Courier lines as a whole ran more regularly than usual, as the season was dry and there were few floods. The principal hindrance to regularity was brigandage, which was worse than ever before. For a time the whole of the north of the province was overrun, and Süchowfu itself was threatened. On certain lines couriers were continually held up, robbed, and not infrequently maltreated. On occasion mails were destroyed or stolen, but, thanks to the skill and experience of the couriers in dealing with the robbers, such cases were very rare. A few words of explanation again and again saved the mails, though the couriers themselves were left stripped of practically all their clothing and belongings. Time tables had to be altered so that the men should run in daylight only. For the same reason daily lines had to be run bi-daily, other lines had to be stopped for longer or shorter periods, and on others the carriage of parcels had to be temporarily stopped. Spasmodic efforts were made by the officials to cope with the situation, but, as soon as the soldiers withdrew, it became as bad as ever. Large towns had to keep the city gates closed; some were looted and burned. Kidnapping and murder were rife. If a ransom was not paid, death was the result. Even in cities it was not safe for young men or women to appear in the streets. The devotion of couriers, who, in spite of the great personal dangers, kept such places in touch with the outside world, cannot be too much admired. A new departure was the stoppage of railway trains by brigands. On April 17th the Lung-hai train was held up close to the borders of Honan. Passengers were taken and carried off for ransom. Among them was a Post Office Clerk on transfer. The captives were marched for days, or rather nights, from one hiding place to another until such time as the stipulated funds were forthcoming to secure their release. The increase in parcels for delivery in the district was 33 per cent.

SHANGHAI.—The year closed with a financial surplus greater than that shown in 1917, and this for a year when the Shanghai Customs revenue, an infallible barometer of the condition of the business world, registered a marked decline and when general unrest played havoc with the parcel revenue of several months. At the end of the year 1917, the Shanghai Commissioner, in a *résumé* of his parcel business for that year, after referring to the increase in postage and fees on parcels of \$61,000 over 1916, went on to say: "This exceptional increase in the parcel trade is, however, in part abnormal, and cannot be accounted for as regular increase. In fact, during the month of March alone nearly 20,000 parcels, mostly containing tea, were posted at this Office for Russia." This accounts for the fact that increased weight and value totals for 1918 appear side by side with reduced parcel revenue, postage for Russia being naturally higher than for China ports. A considerable amount of reorganisation took place in various departments, improved equipment, based on experience, being introduced. Sorters have been trained, and examined repeatedly, in speed and accuracy, and many unsatisfactory men removed to less exacting duties. The result has been that during the great stress of the Christmas trade, mail matter passed through the Office at record speed. During the three days, 23rd to 25th December, the following totals were dealt with by the Local Office and promptly delivered, viz: ordinary letters, 215,000; postcards, 44,000; printed matter, 25,000; express, 3,500; registered articles, 7,000—a grand total of 295,000, and an average *daily* number of 536 *ordinary* articles per postman. In the Parcel Despatching Office also, acceleration has been the keynote; the s.s. *Nanking* from San Francisco brought a record mail to Shanghai. Mentioning *international* transmission parcels only, 39 bags were handed to the Parcel Despatching Office at 8 A.M. on 30th December, and a further 154 bags at 1 P.M. on the same date: all were opened, checked, and closed for despatch before midnight, the parcel staff volunteering overtime. The reorganisation of the Registration Department is now proceeding; this, and the introduction of electric cancelling-machines, capable of postmarking 700 letters each per minute, will go still further towards accelerating postal work

at this busy centre. Formerly, mails reaching the Local Office after 8 P.M. were not dealt with the same night, and the next morning consequently found the staff faced with an enormous accumulation, often occupying the period up to noon before despatch to Sub-Offices. A special night staff now works in the Local Office, and everything arriving before midnight is dealt with and despatched to Sub-Offices to catch the first morning delivery. No pillar-box collection was formerly made after 8 P.M., anything posted after that hour being cleared the following morning, missing the first delivery; a special late collection is now made, reaching the Head Office before midnight, and being dealt with at once. As special night staffs are also maintained in the Despatching and Registration Offices, mail matter from this late collection for despatch by daylight steamers or early trains is much accelerated in transmission. This special late collection from pillar-boxes brings in about 3,000 letters each night. The night staffs also permit of much faster handling of incoming British mails, all delivered locally by the Chinese Post Office. Arrangements have been made by which double "watches" come on duty when a British Post Office mail is signalled. The use of private boxes has been popularised during the year and has proved particularly successful, owing to the way in which the special night staffs enable newspaper and business offices to receive their correspondence at midnight when desired, or in the early morning. No fewer than 65 of the largest concerns in Shanghai rented private boxes in the year under review. The only disastrous episode was the great fire at Woosung, consuming the Post Office, and other houses estimated at 1,200. Out of \$1,596 official funds and postage stamps, only \$28 was lost, this fortunate result being due to the commendable work of the staff. The influenza epidemic of June put half of the local staff on the sick list, and for two weeks work was carried on with the greatest difficulty. The plague at Nanking interfered not a little with mail connexions with that Office, but did not otherwise affect the Shanghai staff.

ANHWEI.—Except for the usual numerous gangs of armed bandits at large in the northern part of the province, comparative quiet prevailed. The majority of the Anhwei troops were engaged in civil warfare in Hunan. Martial law was, however, proclaimed in many cities during the early part of the year as a precautionary measure against bandit incursion, and the censoring of mail matter continued spasmodically to the year's end. By way of a change, plague, which fortunately did not develop to any serious extent, had to be combated, while dengue fever and the influenza epidemic were the cause of much sickness among the staff. In July the Imentsi (義門集) Agency was looted by bandits, and the Agent carried away for ransom. In a review of the losses, the sinking of the s.s. *Kiangkwan* near Hankow on the 25th April heads the list with 66 registers, 10 express articles, eight parcels, and 734 ordinary articles posted in Anhwei alone. Three cases of highway robbery and five of tampering with parcel mails were recorded. Interruptions to the mail services were of frequent occurrence, as the following will show. The requisitioning of all the China Merchants' river steamers for military purposes in January curtailed river sailings, while plague quarantine measures at Nanking and Wuhu from 21st March to 2nd April caused Anhwei mails to and from the Tsin-pu Railway Post Offices to be unavoidably delayed on the longer routes. All sailings of launches plying in and out of Wuhu were temporarily suspended as a preventive step, and subsequently, on two occasions, they were stopped again owing to the high water from the Yangtze River threatening the dykes. Finally, the heavy rains and floods of June, August, October, and December repeatedly disorganised the courier services and, on several occasions, gave the couriers an enforced rest for two days, as the roads were submerged and ferries were lacking. Of all the Offices, Pengpu made the most marked progress, as postal results go to prove. Pengpu, not long ago a village of but a few straw huts, is fast becoming a town of considerable importance. The Anhwei Tuchün has had his headquarters there for over three years. Iron mines are being successfully operated on the Yangtze River at Tikangchen and Tsaishih, where, to meet public requirements, Second Class Offices have been opened. At Tikangchen some 3,000 miners are said to be employed, and steamers are plying direct to and from Japan. Eight inland Offices were removed to more suitable locations. The outstanding feature of the year's work is the increase in the money order business, which, it is believed, has come to stay so long as the Post Office can maintain the very favourable remitting rates now offered to the public. Compared with the preceding year, the issue of money orders has been almost doubled, thus bringing the turnover to the highly satisfactory sum of 4 $\frac{3}{4}$ million dollars.

CHEKIANG.—No event of any startling nature has to be recorded during the year under review. The Tschün was determined to preserve peace in the province, and cut short any attempt at an uprising. Although there were rumours of disloyal movements, and an attempt to start an uprising at several places, notably at Chüchowfu, where an attempt was made to take the city, the officials took prompt action, and seven of the ringleaders were executed. Much sickness prevailed during the autumn; influenza, combined with septic pneumonia, raged throughout the district, in many cases wiping out whole families. Several members of the Postal staff were affected, and one died, namely, the Postmaster at Haiyen. Four cases of highway robbery have to be recorded, each resulting in loss of mails. 22 cases of smuggling mail matter by the *min-chü* hongts were detected; of these, 15 paid fines and treble postage; the remainder were variously dealt with according to circumstances. The *min-chü* in Chekiang are still very active, and although repeated reminders to register have been given them by the various officials at the request of this Office, not a single one did so. During the year the delivery and collection services in Hangchow City and suburbs were reorganised, 19 postmen and eight collectors being added to the staff. The improvement has been welcomed by the public, and complaints of delay in delivery are seldom heard. Box Offices are now cleared by collectors on bicycles, and express letters to the more distant sections are also delivered by bicycles. 18 pillar-boxes have been requisitioned for and will be planted as soon as received from Shanghai. At Kashing some much-needed reforms were taken in hand. With a view to accelerating the deliveries and collections, three additional postmen and two collectors were appointed. 13 pillar-boxes will be planted as soon as they are received from Shanghai. In accordance with the general scheme for inspection and control, the district was divided into four sections, with an Inspector stationed at Hangchow, Lanchi, Tzeki, and Yotsing respectively. The Mokanshan Post Office, usually open in the summer only, continued to function during the winter months, there being quite a large number of foreigners staying there through the winter.

FUKIEN.—In the annals of Fukien no year can possibly have recorded greater misfortunes than those which were encountered during that just past. Every evil and calamity apparently concentrated in this province to strike it at one and the same time. Civil war, epidemics, floods, famine, lawlessness, and wide-spread brigandage, all were experienced. Not a city, and hardly a village, was spared these evils. The losses incurred as a consequence by the people throughout the province must have been as incalculable as their sufferings. Notwithstanding these adversities, the postal results, both financial and in operations, obtained during the year under review, were most gratifying and certainly well above expectations. Given peaceful conditions, this would no doubt have been postally a record year for Fukien, and the results achieved show conclusively what immense possibilities there are here for the future. Every branch of the service has shown considerable advance, particularly the money orders issued and the outward parcels, which, already on the increase last year, have now reached such a very large proportion as to necessitate the enlarging of office accommodation and a considerable increase of *personnel*. Among the principal difficulties that had to be contended with during the year were the partial and, in some cases, the total suspension of certain mail lines, thereby involving slow and roundabout services in order to maintain open postal communication; the total interruption of connexion for 50 days with Shansien, a very important city which was being besieged by the Southern troops and which underwent unheard of sufferings, and constant attack by highwaymen on couriers, one of whom was murdered and another held for ransom. Some 20 Postal Agencies were looted or destroyed, with, almost in every case, total loss of Postal funds and property. Not less than 39 cases of highway robbery were recorded, two of which involved large courier convoys, entailing the loss of several hundred parcels. Careful and systematic inquiries have, however, enabled the sectional inspectors to locate the persons responsible for these two large robberies, and the officials are now being asked for recovery in full of the value of the mails robbed. Towards the end of the year, as a result of the armistice concluded with the Southern troops, the situation has shown considerable improvement throughout the province. Steps have also been taken—seemingly in earnest—to suppress brigandage, which had attained such wide-spread proportions as to endanger even the capital city. If this really means the commencement of a new era of peace and tranquillity, which is so greatly desired by the people in Fukien, none will welcome it more than the Chinese Post Office, for last year's experiences have certainly been most trying for almost all the staff, who cheerfully and devotedly performed their duties under difficulties and dangers of all kinds.

KWANGTUNG.—In the year under review this province suffered many calamities; the general dissension in the country, the brigandage and piracy throughout the province, devastating floods, and a disastrous earthquake, all combined adversely to influence postal operations. The whole south-western portion of the province, including the island of Hainan, suffered from the ravages of the army. Yeungkong (陽江廳), Yanping (恩平縣), Tinpak (電白縣), and Kachek (嘉積) Second Class Offices, Kiungchow City (瓊州府城) Sub-Offices, and Shekshing (石城縣) Agency were looted by soldiers, with losses of Postal funds and personal effects, the first of these having also the misfortune to be attacked twice. Luichow City (雷州府城) was in a state of siege for fully two months, during which period the staff had to leave the Office, which was damaged by shells, and to carry on the postal work in a neighbouring village. At the fall of Namyung City (南雄州城) on 28th April, the Namyung Office was looted, and the Postmaster, after being compelled at the point of the bayonet to surrender his cash and stamps, fled to Shiuchow (韶州府), causing a suspension of postal business for nearly a month, till 27th May, when the Office had to be reopened by the Kiangsi staff, after many unsuccessful attempts made by the Kwangtung staff to gain passage from the south. The Office was again taken over by the Kwangtung staff on 4th June, when peaceful conditions were restored. In Swatow section, fighting broke out in the early part of the year, and was at its height from June to August, when continued military operations took place around Ungkung (黃岡廳), Jaoping (饒平縣), and Taipuhsien (大埔縣) districts. Taipuhsien (大埔縣) Second Class Office was looted by soldiers in July, resulting in the loss of Postal funds and a big parcel mail. Besides 107 courier robbery cases, there were 50 cases of robbery at Agencies and Box Offices, and eight cases of Agents' shops being looted and burnt. In two instances the Agents were killed by looters, and on two other occasions the Agents were captured and held for ransom. The visitation of floods during the summer made the work of maintaining communications a matter of the greatest difficulty; most of the streets in Canton City were submerged, and in some places along the East River the water covered the roofs of houses, the inhabitants having to encamp on embankments and hills. A severe earthquake was experienced in Swatow and surrounding places on the 13th February 1918, causing much damage and loss of life. The Swatow Office was severely damaged, and a postman of the Swatow staff was killed by the collapsing of a building, while on duty delivering mail matter. The Ungkung (黃岡廳) Second Class Office and Namoa (南澳) Agency were destroyed, and several other Second and Third Class Offices were slightly damaged. The Fushi Tung (虎市) Agency was also destroyed by fire. Despite the above-mentioned impediments to postal progress, the results for the year, both financial and statistical, have shown improvement. Sectional inspection was assiduously carried out with satisfactory results, but with considerable difficulty and risk, as Inspectors had narrow escapes from brigands and pirates, and on several occasions were fired on by soldiers. The postal prospects in Kwangtung district are very favourable, and the future should see steady, if slow, progress despite political chaos and military operations. Competition is still keen, and must be considered a factor detrimental to rapid progress for some time to come.

KWANGSI.—The year 1918 ended for this district, as it commenced, in a state of unrest within as well as without the province. The political upheaval, the activities of robber bands, and the consequent dull trade retarded postal development and expansion. But in spite of all difficulties, the postal results for 1918 were quite satisfactory, this being the first year in which the district showed a surplus in place of a deficit. Consequent upon the transfer, in the early part of the year, of nearly all the soldiers from the inland places of the province to Kwangtung and Hunan, brigandage was rife and robber bands very active, thus rendering temporary interruptions of mail services on certain courier lines necessary. Couriers were frequently molested. 53 cases occurred of couriers being held up by highwaymen, resulting in the loss of 25 mails. In each case the couriers also lost their clothes, bedding, and private money. One substitute courier on the Kweilin-Chüanchow line was murdered by robbers, two couriers on the Taipingfu-Moyao and Nanning-Shangsze lines were also reported to have been murdered, and four couriers on the Wuchow-Kweilin, Chongon-Lumkai, Tolu-Kwohwa, and Lungchow-Changpinyün lines, respectively, were wounded. The position of couriers in this province is a particularly dangerous one, and the fact that, since hostilities commenced in Kwangtung and Hunan, nearly all the available labourers have been recruited as soldiers, has

occasioned very great difficulty in finding men to fill the post of courier. When the town of Namheung (南鄉) was attacked by a gang of banditti, the Post Office there was looted, and official funds and stamps were lost. The introduction of censorship, and the floods in August and September, also adversely affected postal operations. However, despite the various difficulties met with, all categories of mail matter, as well as parcels handled, showed a substantial increase during the year.

YUNNAN.—During 1918 Yunnan continued to maintain independence of the Central Government, and Yunnan troops stationed at strategical points in Szechwan and Kweichow commanded the political situation in these provinces. In November Tsuchin TANG CHI-YAO returned to Yunnanfu from Szechwan and assured the local gentry that peace with the North was to be made shortly. A month later, Yunnan sent delegates to the Peace Conference originally to be held at Nanking. The postal results in Yunnan during 1918 have been gratifying. The Postal authorities, as well as the whole Postal staff, received on every occasion the most effective and spontaneous support from the local authorities, and the desire to see postal facilities strengthened and protected has been common to all the officials. The result has been that, notwithstanding numerous difficulties due to floods and the unsafe state of the roads owing to *t'u-fei* and the turbulent Lolo tribes, postal connexions were maintained with regularity and transactions increased considerably. 1918 has been for Yunnan a year of postal progress and improvement in every direction, statistically and financially. A careful study was made of existing courier lines, eight of which, aggregating 2,239 *li*, were accelerated. Two new courier lines were opened, bringing the total length of lines from 23,922 to 24,417 *li*. 18 Offices were given a higher status for money order transactions. 11 new Agencies were opened. Postal receipts increased by 27 per cent., and it is now safe to anticipate that Yunnan will shortly take its place among the self-supporting districts. Political unrest is followed everywhere in China by an aftermath of brigandage. This has been the case in Yunnan, where during 1918 there have been 80 cases of loss of mails due to highway robbery and one case of loss of official funds due to the looting of Post Offices by *t'u-fei*. Three couriers were killed and several wounded. The rainy season in Yunnan has this year been very disastrous and unusually long, and has reduced the wheat crop by half. This calamity, added to that of the roads being infested with *t'u-fei*, seriously affected the local trade. The caravan traffic was on several occasions interrupted either by floods or by the unsafe state of the roads. For fear of being pillaged by *t'u-fei*, caravans from Szechwan did not resume following the main routes leading to central Yunnan. For the same reason the caravan traffic between Szechwan and Burma has been much reduced and is now maintained through the mountainous routes across northern Yunnan instead of passing, as formerly, through central Yunnan. Traffic with Kweichow is also less frequent. As a consequence, in many of the market towns in Yunnan commercial life has been disturbed by the fact of traffic being either lessened or diverted to other routes. The European war has asked very little from Yunnan, a few hundred tons of beans and cow hides being practically the only goods Yunnan has sent to the Allies, although large quantities were obtainable. The Yunnan Railway has suffered much more than usual from the heavy rains. From the middle of July to about the end of September breakdowns necessitating transshipment of mails on the railway line were frequent. There was an outbreak of influenza in Yunnan during the autumn, but it was generally limited to a mild form of fever. Many Postal employes were affected, and in some instances delay to inland transmission of mails was caused by couriers being afflicted while *en route*. Influenza entered Yunnan from the south and the west, and, from the date on which various places were infected, it has been possible to trace its course along the main routes from Tonkin and Burma.

KWEICHOW.—Since the opening of hostilities in Hunan (湖南) and Szechwan (四川) in the latter part of the year 1917, the routes leading to the Yangtze provinces cannot be said to have been really open to traffic. They have been infested by robbers, hence the almost complete stoppage of general trade for the entire year under review. Thanks, however, to the authorities' successful maintenance of the exchange of the Bank of China and local bank-notes, the financial situation in the province has not been so depressed as in certain other provinces. The deadlock caused by the fighting between the North and South resulted in a recrudescence of highway robbery all over the province, so that the Post Office

became practically the only channel by which small amounts of goods could go and come with any chance of safe transport. Robberies of mails were frequent, the most noteworthy cases being the loss of stamps to the value of \$1,788.27 at Kweiting (貴定縣) and of part of two important incoming parcel mails on the main route from Chenyüan (鎮遠府). In this connexion, the sincerity of the Tschün was manifested by his sending a *t'uan* (團) of soldiers to police the main road from the capital to Chenyüan, the terminus of the main waterway from the Yangtze River, so that interference with the regular parcel service might be obviated. Against serious odds, postal work in general was carried on with very consistent regularity.

H. PICARD-DESTELAN,

Co-Director General.

DIRECTORATE GENERAL OF POSTS,

PEKING, 15th March 1919.

Part III.

APPENDIX A.

SUMMARY OF CHINESE POST OFFICE ESTABLISHMENTS OPEN AT END OF THE YEAR, WITH COMPARATIVE SUMMARY FOR PREVIOUS YEAR.

| POSTAL DIVISIONS. DISTRICTS. | 6TH YEAR OF CHUNG-HUA MIN-KUO (1917). | | | | | | | | | | 7TH YEAR OF CHUNG-HUA MIN-KUO (1918). | | | | | | | | | | |
|-------------------------------------|---|------------------|----------------------------------|------------|------------|------------|--------------|------------|-----------|---|---------------------------------------|----------------------------------|------------|------------|------------|------------|------------|--------------|------------|-----------|------------|
| | Head 1st, 2nd, and 3rd Class, and Sub- Offices. | Postal Agencies. | Offices with Special Functions.* | | | | | | | Head 1st, 2nd, and 3rd Class, and Sub- Offices. | Postal Agencies. | Offices with Special Functions.* | | | | | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 5a | 6 | | | 7 | 1 | 2a | 2 | 3 | 4 | 5 | 5a | 6 | 7 |
| Chihli..... | 191 | 806 | 87 | 86 | 28 | 58 | 157 | ... | 5 | 110 | 198 | 845 | 91 | 47 | 52 | 39 | 54 | 166 | ... | 12 | 138 |
| Shansi..... | 40 | 270 | 9 | 13 | 12 | 12 | 11 | ... | 1 | 11 | 52 | 262 | 9 | 7 | 10 | 12 | 13 | 11 | ... | 3 | 11 |
| Honan..... | 87 | 461 | 39 | 33 | 16 | 54 | 109 | ... | 1 | 67 | 99 | 480 | 41 | 21 | 17 | 34 | 74 | 111 | ... | 9 | 67 |
| Shensi..... | 37 | 165 | ... | 2 | 16 | 11 | ... | ... | ... | ... | 37 | 168 | ... | 2 | ... | 17 | 11 | ... | ... | ... | ... |
| Kansu..... | 21 | 101 | ... | 3 | 13 | 2 | ... | ... | ... | ... | 22 | 103 | ... | 4 | ... | 14 | 2 | ... | ... | ... | ... |
| Sinkiang..... | 21 | 38 | ... | ... | ... | ... | ... | ... | ... | ... | 22 | 38 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Manchuria..... | 203 | 443 | 78 | 54 | 69 | 43 | 119 | ... | 5 | 68 | 216 | 452 | 83 | 35 | 23 | 69 | 45 | 127 | ... | 11 | 70 |
| Shantung..... | 104 | 455 | 40 | 43 | 28 | 23 | 80 | ... | 5 | 70 | 105 | 463 | 40 | 14 | 31 | 28 | 23 | 81 | ... | 6 | 70 |
| Szechwan..... | 127 | 563 | 18 | 17 | 83 | 46 | 10 | ... | ... | 18 | 127 | 597 | 18 | 17 | 16 | 71 | 46 | 10 | ... | ... | 18 |
| Hupei..... | 90 | 313 | 28 | 44 | 30 | 31 | 81 | 27 | 4 | 49 | 93 | 322 | 30 | 22 | 25 | 26 | 30 | 88 | 27 | 7 | 51 |
| Hunan..... | 57 | 338 | 22 | 15 | 26 | 18 | 27 | 7 | ... | 25 | 57 | 338 | 22 | 12 | 5 | 24 | 18 | 27 | 7 | ... | 25 |
| Kiangsi..... | 85 | 421 | 11 | 16 | 64 | 65 | 22 | 11 | 4 | 12 | 92 | 427 | 11 | 13 | 3 | 73 | 70 | 22 | 11 | 4 | 12 |
| Kiangsu..... | 98 | 372 | 47 | 46 | 48 | 50 | 89 | 137 | 4 | 89 | 98 | 385 | 47 | 19 | 53 | 23 | 50 | 89 | 138 | 9 | 89 |
| Shanghai (local)... | 61 | 36 | 23 | 37 | 13 | 34 | 55 | ... | 1 | 34 | 63 | 36 | 25 | 4 | 40 | 13 | 35 | 58 | ... | 5 | 36 |
| Anhui..... | 79 | 467 | 16 | 29 | 41 | 29 | 50 | 22 | 4 | 28 | 92 | 467 | 22 | 19 | 28 | 30 | 34 | 51 | 22 | 4 | 34 |
| Chekiang..... | 73 | 322 | 35 | 39 | 26 | 30 | 84 | 90 | 4 | 65 | 80 | 327 | 36 | 21 | 36 | 20 | 36 | 89 | 90 | 8 | 66 |
| Fukien..... | 75 | 333 | 26 | 35 | 33 | 30 | 45 | 8 | 3 | 45 | 75 | 334 | 26 | 14 | 21 | 33 | 30 | 45 | 8 | 3 | 45 |
| Kwangtung..... | 131 | 929 | 67 | 42 | 59 | 46 | 232 | 65 | 3 | 124 | 132 | 944 | 67 | 4 | 48 | 53 | 47 | 235 | 65 | 12 | 124 |
| Kwangsi..... | 31 | 238 | 14 | 11 | 20 | 12 | 17 | 18 | ... | 14 | 31 | 241 | 14 | 3 | 8 | 20 | 12 | 24 | 17 | 1 | 14 |
| Yunnan..... | 42 | 172 | 8 | 15 | 25 | 8 | 28 | ... | 3 | 23 | 42 | 182 | 8 | 11 | 16 | 13 | 8 | 28 | ... | 3 | 23 |
| Kweichow..... | 30 | 177 | ... | 2 | 27 | 26 | ... | 2 | ... | ... | 30 | 193 | ... | 2 | ... | 27 | 26 | ... | 2 | ... | ... |
| TOTAL..... | 1,683 | 7,420 | 568 | 582 | 677 | 628 | 1,216 | 387 | 47 | 852 | 1,763 | 7,604 | 590 | 291 | 432 | 639 | 664 | 1,262 | 387 | 97 | 893 |

* 1 indicates Domestic Parcel Insurance and Trade Charge Offices.
 2a ,, Money Order Offices Aa.
 2 ,, Money Order Offices A.
 3 ,, Money Order Offices B.
 4 ,, Express Delivery Offices.

5 indicates Steam-served Offices.
 * 5a ,, Offices allowed steam-served privileges for domestic parcels only.
 6 ,, Insured Letter Offices.
 7 ,, Offices accepting parcels under Union regulations.

APPENDIX B.

MAIL MATTER RECEIVED DURING THE YEAR.

| DISTRICTS. | LETTERS. | | POSTCARDS. | | NEWS-PAPERS AND PRINTED MATTER. | COMMERCIAL PAPERS. | SAMPLES OF MERCHANDISE. | FREE CORRESPONDENCE. | | TOTAL. | INCLUDED IN THE TOTAL WERE: | | |
|------------------------|-------------|------------|------------|--------|---------------------------------|--------------------|-------------------------|----------------------|-----------------|-------------|-----------------------------|-------------------|------------------|
| | Franked. | Unfranked. | Single. | Reply. | | | | Letters. | Other Articles. | | Registered Articles. | Express Articles. | Insured Letters. |
| | | | | | | | | | | | | | |
| Chihli | 68,248,063 | 52,700 | 4,687,200 | 1,400 | 13,342,200 | 88,800 | 94,300 | 711,200 | 2,175,400 | 89,401,263 | 8,712,900 | 1,399,200 | 5,263 |
| Shansi | 8,243,619 | 1,600 | 759,500 | 500 | 2,465,100 | 6,000 | 6,500 | 71,200 | 505,250 | 12,059,269 | 1,456,800 | 19,320 | 49 |
| Honan | 15,807,183 | 5,400 | 1,327,300 | 200 | 3,610,500 | 60,200 | 19,600 | 297,700 | 1,379,900 | 22,507,983 | 2,830,600 | 104,000 | 283 |
| Shensi | 5,050,700 | 1,600 | 102,900 | 4,000 | 786,000 | 1,900 | 6,100 | 46,100 | 52,700 | 6,052,000 | 1,412,100 | 34,500 | ... |
| Kansu | 1,702,300 | 1,000 | 25,100 | 100 | 483,500 | 17,000 | 1,100 | 25,300 | 339,600 | 2,595,000 | 893,800 | 5,700 | ... |
| Sinkiang | 712,400 | 2,600 | 6,800 | 200 | 62,800 | ... | 600 | 11,600 | 2,400 | 799,400 | 200,800 | ... | ... |
| Manchuria | 40,945,999 | 38,600 | 2,639,200 | 800 | 6,898,100 | 135,600 | 60,900 | 389,700 | 125,200 | 51,234,099 | 3,530,800 | 222,700 | 3,899 |
| Shantung | 23,284,130 | 10,400 | 1,457,500 | 2,300 | 5,377,700 | 253,600 | 31,300 | 141,600 | 48,300 | 30,606,830 | 3,270,200 | 160,600 | 430 |
| Szechwan | 15,621,000 | 16,700 | 1,042,500 | 3,600 | 7,928,100 | 50,800 | 20,800 | 155,600 | 77,500 | 24,916,600 | 4,078,700 | 224,500 | ... |
| Hupeh | 19,854,407 | 17,400 | 2,788,200 | 100 | 4,756,100 | 23,700 | 14,700 | 1,303,400 | 35,800 | 28,793,807 | 3,188,500 | 179,800 | 1,707 |
| Hunan | 10,257,200 | 24,200 | 1,688,500 | ... | 2,658,700 | 119,100 | 5,400 | 166,100 | 97,700 | 15,016,900 | 1,278,300 | 64,400 | ... |
| Kiangsi | 8,089,105 | 3,600 | 933,400 | 2,900 | 10,561,600 | 155,200 | 11,600 | 15,600 | 11,900 | 19,784,905 | 1,157,600 | 123,800 | 205 |
| Kiangsu | 25,286,556 | 63,000 | 10,936,800 | 600 | 9,759,000 | 276,200 | 48,000 | 217,500 | 414,300 | 47,001,956 | 3,391,200 | 817,900 | 2,256 |
| Shanghai (local) | 29,944,093 | 75,300 | 9,524,000 | 2,500 | 6,502,800 | 49,100 | 55,400 | 282,600 | 23,700 | 46,459,493 | 2,779,600 | 576,500 | 4,693 |
| Anhwei | 10,865,611 | 15,400 | 2,297,500 | 300 | 4,067,200 | 45,000 | 18,510 | 409,440 | 64,500 | 17,783,551 | 1,688,000 | 140,970 | 81 |
| Chekiang | 13,111,727 | 28,100 | 6,531,500 | 200 | 6,302,300 | 360,100 | 18,900 | 97,400 | 371,200 | 26,821,427 | 1,596,500 | 324,800 | 1,627 |
| Fukien | 10,190,529 | 35,100 | 1,000,400 | 500 | 3,096,900 | 71,600 | 17,700 | 111,000 | 56,700 | 14,580,429 | 1,077,700 | 58,800 | 5,529 |
| Kwangtung | 44,712,246 | 99,400 | 336,300 | 1,200 | 4,331,300 | 24,600 | 9,300 | 223,600 | 56,500 | 49,794,446 | 1,389,600 | 46,400 | 3,746 |
| Kwangsi | 4,290,702 | 3,600 | 105,300 | 200 | 1,625,600 | 58,700 | 3,800 | 261,000 | 14,300 | 6,363,202 | 700,900 | 7,800 | 2 |
| Yunnan | 3,679,103 | 11,500 | 91,500 | 800 | 1,198,400 | 1,300 | 7,600 | 60,800 | 8,600 | 5,059,603 | 1,360,100 | 15,900 | 3 |
| Kweichow | 1,816,200 | 2,500 | 189,300 | 2,000 | 886,300 | 2,100 | 6,900 | 40,000 | 76,300 | 3,021,600 | 643,700 | 21,900 | ... |
| TOTAL | 361,712,873 | 509,700 | 48,470,700 | 24,400 | 96,700,290 | 1,800,600 | 459,010 | 5,038,440 | 5,937,750 | 520,653,703 | 46,548,400 | 4,549,490 | 29,773 |

APPENDIX C.

MAIL MATTER POSTED DURING THE YEAR.

| DISTRICTS. | LETTERS. | | POSTCARDS. | | NEWS-PAPERS AND PRINTED MATTER. | COMMERCIAL PAPERS. | SAMPLES OF MERCHANDISE. | FREE CORRESPONDENCE. | | TOTAL. | INCLUDED IN THE TOTAL WERE: | | | |
|------------------|--------------------|----------------|-------------------|---------------|---------------------------------|--------------------|-------------------------|----------------------|------------------|--------------------|-----------------------------|-------------------|------------------|-------------------------------------|
| | Franked. | Un-franked. | Single. | Reply. | | | | Letters. | Other Articles. | | Registered Articles. | Express Articles. | Insured Letters. | Articles Posted for Local Delivery. |
| Chihli..... | 28,209,533 | 27,600 | 2,177,900 | 100 | 11,511,800 | 6,200 | 38,900 | 414,700 | 739,500 | 43,126,233 | 2,996,500 | 590,200 | 9,033 | 5,196,000 |
| Shansi..... | 3,829,644 | 600 | 376,900 | 100 | 674,400 | 400 | 1,700 | 51,750 | 179,700 | 5,115,194 | 645,000 | 18,550 | 44 | 13,100 |
| Honan..... | 6,420,626 | 1,200 | 661,200 | 300 | 681,500 | 2,800 | 8,800 | 191,300 | 621,600 | 8,589,326 | 1,163,100 | 119,200 | 526 | 71,500 |
| Shensi..... | 1,922,400 | 600 | 80,700 | 1,600 | 135,300 | 800 | 4,200 | 46,500 | 30,800 | 2,122,900 | 368,000 | 25,000 | ... | 16,600 |
| Kansu..... | 1,011,200 | 300 | 14,800 | ... | 73,800 | ... | 200 | 14,700 | 216,600 | 1,331,600 | 520,500 | 4,700 | ... | 1,700 |
| Sinkiang..... | 487,000 | 400 | 5,400 | ... | 9,800 | ... | 200 | 11,800 | 5,400 | 520,000 | 127,600 | ... | ... | 400 |
| Manchuria..... | 23,301,106 | 30,300 | 1,431,400 | ... | 3,386,100 | 94,700 | 38,000 | 270,200 | 91,700 | 28,643,506 | 2,068,100 | 222,600 | 5,206 | 349,400 |
| Shantung..... | 10,407,656 | 2,900 | 585,700 | 1,100 | 1,257,100 | 24,100 | 15,500 | 135,000 | 44,400 | 12,473,456 | 1,406,100 | 126,500 | 1,056 | 148,100 |
| Szechwan..... | 10,627,600 | 5,500 | 758,100 | 1,500 | 2,371,300 | 12,000 | 9,300 | 114,200 | 35,000 | 13,934,500 | 2,026,700 | 213,500 | ... | 418,600 |
| Hupeh..... | 10,900,657 | 12,100 | 1,615,900 | 100 | 1,703,000 | 9,300 | 7,700 | 596,600 | 25,000 | 14,870,357 | 1,377,800 | 172,000 | 1,257 | 1,045,800 |
| Hunan..... | 5,895,200 | 11,600 | 1,038,100 | ... | 662,900 | 5,300 | 6,300 | 149,500 | 58,300 | 7,827,200 | 718,200 | 167,200 | ... | 176,200 |
| Kiangsi..... | 5,410,972 | 2,500 | 593,600 | 1,700 | 2,470,500 | 4,400 | 4,700 | 24,800 | 12,600 | 8,435,772 | 575,600 | 122,000 | 272 | 104,400 |
| Kiangsu..... | 15,834,653 | 39,500 | 7,267,000 | 400 | 2,064,800 | 44,000 | 24,400 | 134,500 | 160,300 | 25,569,553 | 1,368,000 | 747,300 | 1,053 | 1,231,000 |
| Shanghai (local) | 23,918,542 | 40,900 | 7,381,500 | 1,200 | 25,694,700 | 38,800 | 51,100 | 270,400 | 6,500 | 57,403,642 | 1,522,700 | 807,500 | 3,042 | 5,955,300 |
| Anhui..... | 5,867,812 | 10,900 | 1,388,800 | 200 | 425,770 | 3,400 | 9,310 | 263,230 | 50,900 | 8,020,322 | 775,300 | 143,750 | 72 | 42,100 |
| Chekiang..... | 9,230,847 | 28,600 | 4,600,200 | 300 | 2,136,900 | 25,300 | 11,800 | 104,100 | 244,300 | 16,382,347 | 978,800 | 372,900 | 747 | 749,600 |
| Fukien..... | 5,792,523 | 9,400 | 666,200 | 300 | 908,400 | 3,000 | 10,400 | 90,500 | 41,300 | 7,522,023 | 510,000 | 51,300 | 1,223 | 150,300 |
| Kwangtung..... | 31,124,718 | 20,000 | 1,571,600 | 900 | 1,943,400 | 8,600 | 5,900 | 134,900 | 36,400 | 33,432,418 | 634,300 | 46,200 | 5,218 | 3,198,700 |
| Kwangsi..... | 2,191,026 | 2,300 | 75,300 | ... | 375,900 | 1,700 | 2,300 | 162,750 | 9,900 | 2,821,176 | 341,400 | 6,550 | 26 | 15,900 |
| Yunnan..... | 2,070,903 | 3,800 | 42,400 | 800 | 187,700 | 1,100 | 2,500 | 44,700 | 7,100 | 2,361,003 | 618,900 | 11,200 | 3 | 13,000 |
| Kweichow..... | 1,281,000 | 400 | 191,500 | 1,900 | 114,400 | 900 | 4,300 | 40,000 | 32,100 | 1,666,500 | 369,600 | 22,400 | ... | 51,300 |
| TOTAL.... | 205,735,618 | 251,400 | 31,020,200 | 12,500 | 58,789,470 | 286,800 | 257,510 | 3,266,130 | 2,649,400 | 302,269,028 | 21,112,200 | 3,990,550 | 28,778 | 18,949,000 |

APPENDIX D.

MAIL MATTER IN TRANSIT DURING THE YEAR.

| DISTRICTS. | LETTERS. | | POSTCARDS. | | NEWS-PAPERS AND PRINTED MATTER. | COMMERCIAL PAPERS. | SAMPLES OF MERCHANDISE. | FREE CORRESPONDENCE. | | TOTAL. | INCLUDED IN THE TOTAL WERE : | | |
|-----------------------|--------------------|----------------|-------------------|---------------|---------------------------------|--------------------|-------------------------|----------------------|------------------|--------------------|------------------------------|-------------------|------------------|
| | Franked. | Un-franked. | Single. | Reply. | | | | Letters. | Other articles. | | Registered Articles. | Express Articles. | Insured Letters. |
| Chihli..... | 38,839,400 | 15,000 | 2,303,400 | 100 | 6,912,000 | 4,000 | 42,000 | 151,700 | 950,000 | 49,217,600 | 4,498,300 | 541,800 | ... |
| Shansi..... | 5,044,940 | 600 | 490,900 | 200 | 1,474,000 | 1,600 | 2,900 | 20,500 | 260,600 | 7,296,240 | 858,000 | 440 | ... |
| Honan..... | 8,690,800 | 1,200 | 628,600 | 100 | 1,817,300 | 32,500 | 9,100 | 110,900 | 754,500 | 12,045,000 | 1,640,500 | 19,900 | ... |
| Shensi..... | 2,737,900 | 300 | 91,700 | 2,800 | 402,400 | 400 | 3,700 | 16,100 | 32,600 | 3,287,900 | 763,200 | 3,300 | ... |
| Kansu..... | 760,100 | 100 | 10,400 | ... | 197,700 | 4,100 | 500 | 9,700 | 146,500 | 1,129,100 | 381,000 | 300 | ... |
| Sinkiang..... | 296,400 | 1,200 | 3,400 | ... | 9,200 | ... | ... | 3,000 | 1,800 | 315,000 | 78,000 | ... | ... |
| Manchuria..... | 20,952,400 | 14,000 | 1,174,900 | 100 | 3,480,900 | 36,800 | 26,000 | 101,300 | 35,000 | 25,821,400 | 1,650,500 | 3,800 | ... |
| Shantung..... | 14,487,500 | 5,600 | 994,200 | 700 | 2,672,400 | 126,000 | 16,000 | 59,800 | 18,800 | 18,381,000 | 1,714,700 | 44,700 | ... |
| Szechwan..... | 6,385,300 | 6,400 | 399,100 | 1,200 | 3,701,500 | 20,300 | 11,100 | 25,500 | 15,600 | 10,566,000 | 1,823,900 | 15,700 | ... |
| Hupeh..... | 9,211,400 | 5,200 | 1,132,600 | ... | 2,124,500 | 8,100 | 7,000 | 710,300 | 15,800 | 13,214,900 | 1,933,400 | 14,900 | ... |
| Hunan..... | 4,426,100 | 7,000 | 617,900 | ... | 1,098,000 | 16,600 | 2,500 | 82,200 | 24,600 | 6,274,900 | 699,900 | 8,500 | ... |
| Kiangsi..... | 5,110,300 | 2,100 | 596,100 | 1,900 | 5,399,700 | 63,000 | 7,300 | 11,400 | 4,100 | 11,105,900 | 649,400 | 60,000 | ... |
| Kiangsu..... | 11,540,000 | 25,900 | 4,573,900 | ... | 2,663,500 | 81,000 | 19,400 | 60,700 | 266,100 | 19,230,500 | 1,869,500 | 115,700 | ... |
| Shanghai (local)..... | 7,633,400 | 8,300 | 2,266,100 | 1,700 | 1,951,600 | 13,200 | 20,800 | 92,900 | 1,400 | 11,989,400 | 1,607,700 | 2,100 | ... |
| Anhui..... | 4,895,610 | 4,600 | 838,900 | 100 | 1,694,300 | 5,300 | 6,100 | 138,600 | 14,700 | 7,598,210 | 851,100 | 23,310 | ... |
| Chekiang..... | 5,714,500 | 9,400 | 2,855,600 | ... | 2,084,500 | 22,600 | 6,500 | 19,000 | 120,600 | 10,832,700 | 614,700 | 26,700 | ... |
| Fukien..... | 5,728,900 | 16,200 | 523,500 | 400 | 1,665,800 | 7,100 | 6,500 | 52,500 | 22,900 | 8,023,800 | 598,600 | 10,700 | ... |
| Kwangtung..... | 19,451,600 | 47,600 | 186,800 | 400 | 1,979,300 | 7,100 | 4,800 | 53,800 | 19,700 | 21,751,100 | 659,700 | 2,600 | ... |
| Kwangsi..... | 2,134,100 | 2,500 | 42,200 | 100 | 929,500 | 40,800 | 1,800 | 139,900 | 4,200 | 3,295,100 | 381,400 | 500 | ... |
| Yunnan..... | 1,686,600 | 5,600 | 37,500 | 500 | 766,500 | 500 | 4,300 | 20,800 | 1,300 | 2,463,600 | 684,700 | 3,800 | ... |
| Kweichow..... | 1,005,900 | 1,100 | 11,000 | 200 | 484,500 | 700 | 3,200 | 12,600 | 29,900 | 1,549,100 | 317,500 | 4,000 | ... |
| TOTAL..... | 176,733,150 | 179,900 | 19,778,700 | 10,500 | 43,359,100 | 491,700 | 201,500 | 1,893,200 | 2,740,700 | 245,388,450 | 24,275,700 | 902,750 | ... |

APPENDIX E.

SUMMARY OF MAIL MATTER DEALT WITH DURING THE YEAR, WITH
COMPARATIVE TOTALS FOR PREVIOUS YEAR.

| DISTRICTS. | MAIL MATTER | | | TOTAL, C.H.M.K., 7TH YEAR (1918). | TOTAL, C.H.M.K., 6TH YEAR (1917). |
|-------------------------|-------------|-------------|-------------|--|--|
| | Received. | Posted. | In Transit. | | |
| Chihli..... | 89,401,263 | 43,126,233 | 49,217,600 | 181,745,096 | 172,900,875 |
| Shansi..... | 12,059,269 | 5,115,194 | 7,296,240 | 24,470,703 | 23,738,842 |
| Honan..... | 22,507,983 | 8,589,326 | 12,045,000 | 43,142,309 | 37,494,857 |
| Shensi..... | 6,052,000 | 2,222,900 | 3,287,900 | 11,562,800 | 11,492,400 |
| Kansu..... | 2,595,000 | 1,331,600 | 1,129,100 | 5,055,700 | 4,997,600 |
| Sinkiang..... | 799,400 | 520,000 | 315,000 | 1,634,400 | 1,623,400 |
| Manchuria..... | 51,234,099 | 28,643,506 | 25,821,400 | 105,699,005 | 95,697,277 |
| Shantung..... | 30,606,830 | 12,473,456 | 18,381,000 | 61,461,286 | 52,526,755 |
| Szechwan..... | 24,916,600 | 13,934,500 | 10,566,000 | 49,417,100 | 42,178,600 |
| Hupeh..... | 28,793,807 | 14,870,357 | 13,214,900 | 56,879,064 | 51,226,324 |
| Hunan..... | 15,016,900 | 7,827,200 | 6,274,900 | 29,119,000 | 24,801,400 |
| Kiangsi..... | 19,784,905 | 8,435,772 | 11,105,900 | 39,326,577 | 36,520,614 |
| Kiangsu..... | 47,001,956 | 25,569,553 | 19,230,500 | 91,802,009 | 84,596,132 |
| Shanghai (local)..... | 46,459,493 | 57,403,642 | 11,989,400 | 115,852,535 | 99,632,571 |
| Anhwei..... | 17,783,551 | 8,020,322 | 7,598,210 | 33,402,083 | 30,069,181 |
| Chekiang..... | 26,821,427 | 16,382,347 | 10,832,700 | 54,036,474 | 47,292,844 |
| Fukien..... | 14,580,429 | 7,522,023 | 8,023,800 | 30,126,252 | 28,625,971 |
| Kwangtung..... | 49,794,446 | 33,432,418 | 21,751,100 | 104,977,964 | 93,529,922 |
| Kwangsi..... | 6,363,202 | 2,821,176 | 3,295,100 | 12,479,478 | 11,745,600 |
| Yunnan..... | 5,059,603 | 2,361,003 | 2,463,600 | 9,884,206 | 9,249,206 |
| Kweichow..... | 3,021,600 | 1,666,500 | 1,549,100 | 6,237,200 | 5,808,000 |
| GROSS TOTAL..... | 520,653,763 | 302,269,028 | 245,388,450 | 1,068,311,241 | 965,748,371 |
| DEDUCT, IN TRANSIT..... | 245,388,450 | ... | ... | 245,388,450 | 223,928,130 |
| NET TOTAL..... | 275,265,313 | 302,269,028 | 245,388,450 | 822,922,791 | 741,820,241 |

APPENDIX F.

NUMBER OF ARTICLES POSTED FOR LOCAL DELIVERY DURING THE YEAR,
WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

| DISTRICTS. | LETTERS. | OTHER ARTICLES. | TOTAL, C.H.M.K., 7TH YEAR (1918). | TOTAL, C.H.M.K., 6TH YEAR (1917). |
|-----------------------|------------|-----------------|---|---|
| Chihli..... | 2,217,300 | 2,978,700 | 5,196,000 | 5,769,000 |
| Shansi..... | 12,000 | 1,100 | 13,100 | 14,000 |
| Honan..... | 53,800 | 17,700 | 71,500 | 54,400 |
| Shensi..... | 11,200 | 5,400 | 16,600 | 13,000 |
| Kansu..... | 1,300 | 400 | 1,700 | 1,200 |
| Sinkiang..... | 400 | ... | 400 | 600 |
| Manchuria..... | 268,100 | 81,300 | 349,400 | 319,800 |
| Shantung..... | 103,800 | 44,300 | 148,100 | 133,700 |
| Szechwan..... | 358,000 | 60,600 | 418,600 | 414,200 |
| Hupeh..... | 862,700 | 183,100 | 1,045,800 | 998,900 |
| Hunan..... | 124,200 | 52,000 | 176,200 | 155,000 |
| Kiangsi..... | 80,000 | 24,400 | 104,400 | 79,200 |
| Kiangsu..... | 777,000 | 454,000 | 1,231,000 | 1,031,000 |
| Shanghai (local)..... | 4,374,000 | 1,581,300 | 5,955,300 | 5,201,300 |
| Anhwei..... | 39,700 | 2,400 | 42,100 | 38,900 |
| Chekiang..... | 490,500 | 259,100 | 749,600 | 726,500 |
| Fukien..... | 133,400 | 16,900 | 150,300 | 132,800 |
| Kwangtung..... | 3,109,100 | 89,600 | 3,198,700 | 2,997,900 |
| Kwangsi..... | 10,800 | 5,100 | 15,900 | 11,600 |
| Yunnan..... | 12,700 | 300 | 13,000 | 13,000 |
| Kweichow..... | 41,000 | 10,300 | 51,300 | 42,400 |
| TOTAL..... | 13,081,000 | 5,868,000 | 18,949,000 | 18,148,400 |

APPENDIX G.

NUMBER OF ARTICLES COLLECTED FROM LETTER-BOXES, BOX OFFICES, AND
PILLAR-BOXES DURING THE YEAR, WITH COMPARATIVE TOTALS
FOR PREVIOUS YEAR.

| DISTRICTS. | LETTERS. | OTHER ARTICLES. | TOTAL, C.H.M.K., 7th YEAR (1918). | TOTAL, C.H.M.K., 6th YEAR (1917). |
|-----------------------|------------|-----------------|---|---|
| Chihli..... | 6,242,800 | 1,804,900 | 8,047,700 | 7,960,500 |
| Shansi..... | 195,200 | 12,300 | 207,500 | 185,200 |
| Honan..... | 1,145,900 | 196,200 | 1,342,100 | 1,504,200 |
| Shensi..... | 288,800 | 35,600 | 324,400 | 306,500 |
| Kansu..... | 57,600 | 2,000 | 59,600 | 18,700 |
| Sinkiang..... | 6,400 | ... | 6,400 | 10,900 |
| Manchuria..... | 3,887,800 | 432,400 | 4,320,200 | 3,956,300 |
| Shantung..... | 1,289,300 | 59,900 | 1,349,200 | 1,264,600 |
| Szechwan..... | 991,300 | 155,500 | 1,146,800 | 1,154,300 |
| Hupeh..... | 2,549,500 | 361,700 | 2,911,200 | 2,460,300 |
| Hunan..... | 1,184,900 | 348,500 | 1,533,400 | 1,461,800 |
| Kiangsi..... | 635,800 | 205,700 | 841,500 | 683,900 |
| Kiangsu..... | 4,807,000 | 2,253,400 | 7,060,400 | 6,745,200 |
| Shanghai (local)..... | 14,507,300 | 1,534,100 | 16,041,400 | 12,590,500 |
| Anhui..... | 1,017,300 | 78,300 | 1,095,600 | 1,001,300 |
| Chekiang..... | 2,541,800 | 1,544,000 | 4,085,800 | 2,675,400 |
| Fukien..... | 805,000 | 87,900 | 892,900 | 849,700 |
| Kwangtung..... | 10,597,700 | 379,600 | 10,977,300 | 10,371,600 |
| Kwangsi..... | 384,400 | 12,500 | 396,900 | 364,100 |
| Yunnan..... | 69,800 | 3,800 | 73,600 | 65,600 |
| Kweichow..... | 108,200 | 26,400 | 134,600 | 108,400 |
| TOTAL..... | 53,313,800 | 9,534,700 | 62,848,500 | 55,739,000 |

APPENDIX H.

COMPARATIVE TABLE SHOWING NUMBER AND VALUE OF INSURED LETTERS POSTED
DURING 1915-1918.

| Districts. | C.H.M.K., 4TH YEAR (1915). | | C.H.M.K., 5TH YEAR (1916). | | C.H.M.K., 6TH YEAR (1917). | | C.H.M.K., 7TH YEAR (1918). | |
|-----------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|
| | Number. | Insured for \$ | Number. | Insured for \$ | Number. | Insured for \$ | Number. | Insured for \$ |
| Chihli..... | 7,760 | 308,519 | 10,858 | 549,627 | 10,562 | 699,094 | 9,933 | 907,408 |
| Shansi..... | 463 | 29,728 | 691 | 31,900 | 96 | 5,531 | 44 | 2,645 |
| Honan..... | 1,938 | 115,206 | 2,949 | 170,991 | 1,486 | 101,020 | 526 | 22,645 |
| Shensi..... | ... | ... | ... | ... | ... | ... | ... | ... |
| Kansu..... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sinkiang..... | ... | ... | ... | ... | ... | ... | ... | ... |
| Manchuria..... | 6,660 | 279,856 | 7,598 | 293,771 | 5,536 | 441,988 | 5,206 | 515,260 |
| Shantung..... | 1,171 | 57,333 | 1,885 | 82,570 | 1,475 | 70,510 | 1,956 | 51,582 |
| Szechwan..... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hupeh..... | 808 | 55,087 | 1,717 | 83,127 | 1,552 | 78,152 | 1,257 | 51,378 |
| Hunan..... | ... | ... | ... | ... | ... | ... | ... | ... |
| Kiangsi..... | 573 | 23,308 | 1,076 | 49,521 | 499 | 13,130 | 272 | 6,524 |
| Kiangsu..... | 1,087 | 40,380 | 1,295 | 65,870 | 1,149 | 55,183 | 1,053 | 56,454 |
| Shanghai (local)..... | 1,650 | 92,281 | 2,909 | 140,977 | 3,064 | 283,694 | 3,042 | 367,314 |
| Anhui..... | 72 | 3,342 | 130 | 4,486 | 87 | 5,193 | 72 | 4,370 |
| Chekiang..... | 618 | 24,277 | 1,007 | 33,473 | 694 | 27,312 | 747 | 35,264 |
| Fukien..... | 1,394 | 80,100 | 1,681 | 78,057 | 1,467 | 76,606 | 1,223 | 74,975 |
| Kwangtung..... | 1,139 | 51,346 | 2,113 | 96,383 | 4,470 | 268,122 | 5,218 | 322,925 |
| Kwangsi..... | ... | ... | ... | ... | ... | ... | 26 | 740 |
| Yunnan..... | ... | ... | ... | ... | 3 | 150 | 3 | 525 |
| Kweichow..... | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL..... | 25,333 | 1,160,763 | 35,909 | 1,680,753 | 32,140 | 2,125,685 | 28,778 | 2,420,009 |

APPENDIX I.

COMPARATIVE TABLE SHOWING AMOUNTS OF MAIL MATTER POSTED BY MIN-CHÜ DURING 1915-1918.

| DISTRICTS. | C.H.M.K., 4TH YEAR (1915). | | | C.H.M.K., 5TH YEAR (1916). | | | C.H.M.K., 6TH YEAR (1917). | | | C.H.M.K., 7TH YEAR (1918). | | |
|-----------------------|----------------------------|----------------|---------------------------------|----------------------------|----------------|---------------------------------|----------------------------|----------------|---------------------------------|----------------------------|----------------|---------------------------------|
| | Number of packages. | Weight. Kilos. | Number of letters contained in. | Number of packages. | Weight. Kilos. | Number of letters contained in. | Number of packages. | Weight. Kilos. | Number of letters contained in. | Number of packages. | Weight. Kilos. | Number of letters contained in. |
| Chihli..... | 4,900 | 1,200 | 135,400 | 5,600 | 1,160 | 136,300 | 5,420 | 1,193 | 175,530 | 4,850 | 1,326 | 144,700 |
| Shansi..... | 200 | 28 | 1,000 | 200 | 18 | 700 | 200 | 16 | 600 | 150 | 11 | 500 |
| Honan..... | 1,400 | 122 | 12,700 | 1,900 | 185 | 21,400 | 1,900 | 152 | 11,400 | 1,800 | 155 | 10,800 |
| Shensi..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Kansu..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sinkiang..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Manchuria..... | 25 | 1 | 76 | 20 | 1 | 70 | ... | ... | ... | ... | ... | ... |
| Shantung..... | 221 | 41 | 4,251 | 97 | 8 | 731 | 154 | 19 | 1,414 | 18 | 1 | 114 |
| Szechwan..... | ... | ... | ... | ... | ... | ... | 900 | 300 | 16,100 | 1,400 | 250 | 17,200 |
| Hupeh..... | 27,100 | 2,497 | 251,200 | 27,700 | 2,623 | 277,500 | 27,900 | 2,797 | 247,500 | 26,300 | 2,432 | 250,100 |
| Hunan..... | 1,000 | 220 | 18,200 | 700 | 300 | 13,700 | 800 | 180 | 13,400 | 550 | 70 | 6,000 |
| Kiangsi..... | 12,200 | 500 | 51,900 | 11,700 | 600 | 47,500 | 9,600 | 600 | 39,600 | 8,600 | 600 | 37,600 |
| Kiangsu..... | 21,500 | 1,720 | 239,400 | 22,100 | 1,890 | 214,700 | 22,500 | 2,000 | 224,700 | 22,600 | 1,700 | 186,600 |
| Shanghai (local)..... | 41,500 | 5,679 | 1,755,400 | 41,800 | 5,923 | 597,900 | 42,300 | 5,431 | 575,600 | 39,300 | 5,892 | 483,800 |
| Anhui..... | 21,500 | 1,500 | 156,300 | 16,800 | 1,200 | 114,700 | 16,600 | 1,100 | 102,800 | 16,500 | 1,200 | 108,700 |
| Chekiang..... | 3,000 | 430 | 59,800 | 3,300 | 620 | 106,000 | 3,300 | 540 | 86,300 | 4,200 | 600 | 75,000 |
| Fukien..... | 6,500 | 1,500 | 131,200 | 8,800 | 3,100 | 453,400 | 14,800 | 4,100 | 645,800 | 16,500 | 4,300 | 653,300 |
| Kwangtung..... | 14,450 | 2,820 | 549,400 | 14,700 | 3,180 | 639,700 | 15,090 | 3,050 | 589,500 | 13,900 | 3,000 | 584,900 |
| Kwangsi..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Yunnan..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Kweichow..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL..... | 155,496 | 18,258 | 3,366,227 | 155,417 | 20,808 | 2,624,301 | 161,464 | 21,388 | 2,730,244 | 156,668 | 21,537 | 2,559,314 |

APPENDIX J.

PARCELS RECEIVED DURING THE YEAR.

| DISTRICTS. | ORDINARY PARCELS. | | | INSURED PARCELS. | | | PARCELS WITH TRADE CHARGES. | | | TOTAL. | |
|-----------------------|-------------------|------------|------------|------------------|-------------|-----------|-----------------------------|----------------------|---------|-----------|------------|
| | Number. | Value. | Weight. | Number. | Insured for | Weight. | Number. | Sum to be recovered. | Weight. | Number. | Weight. |
| | | \$ | Kilos. | | \$ | Kilos. | | \$ | Kilos. | | Kilos. |
| Chihli..... | 1,070,700 | 9,939,600 | 3,235,100 | 27,000 | 1,832,500 | 171,800 | 2,700 | 23,600 | 4,900 | 1,100,400 | 3,411,800 |
| Shansi..... | 240,400 | 2,063,000 | 957,300 | 2,500 | 123,600 | 12,700 | ... | ... | ... | 242,900 | 970,000 |
| Honan..... | 384,000 | 3,634,000 | 1,201,200 | 5,500 | 249,300 | 34,200 | 2,800 | 24,500 | 2,800 | 392,300 | 1,238,200 |
| Shensi..... | 198,200 | 987,200 | 555,200 | ... | ... | ... | ... | ... | ... | 198,200 | 555,200 |
| Kansu..... | 33,100 | 417,900 | 126,000 | ... | ... | ... | ... | ... | ... | 33,100 | 126,000 |
| Sinkiang..... | 26,800 | 307,200 | 115,400 | ... | ... | ... | ... | ... | ... | 26,800 | 115,400 |
| Manchuria..... | 786,900 | 8,659,800 | 2,926,600 | 52,500 | 3,423,100 | 349,300 | 2,800 | 28,800 | 9,100 | 842,200 | 3,285,000 |
| Shantung..... | 321,000 | 2,865,200 | 875,600 | 3,200 | 162,000 | 14,500 | 1,700 | 14,500 | 2,000 | 325,900 | 892,100 |
| Szechwan..... | 172,900 | 1,627,300 | 887,200 | 1,900 | 58,500 | 9,800 | 400 | 3,100 | 800 | 175,200 | 897,800 |
| Hupeh..... | 359,900 | 3,612,200 | 1,090,200 | 17,800 | 995,400 | 125,200 | 1,700 | 18,500 | 3,600 | 379,400 | 1,219,000 |
| Hunan..... | 142,100 | 1,861,100 | 453,500 | 13,000 | 755,900 | 77,200 | 1,100 | 12,400 | 2,400 | 156,200 | 533,100 |
| Kiangsi..... | 155,800 | 1,243,000 | 523,000 | 8,400 | 293,100 | 38,800 | 1,900 | 9,000 | 4,100 | 166,100 | 565,900 |
| Kiangsu..... | 368,700 | 4,342,100 | 1,071,200 | 13,500 | 648,600 | 87,900 | 2,100 | 14,800 | 4,000 | 384,300 | 1,163,100 |
| Shanghai (local)..... | 263,700 | 3,923,900 | 853,100 | 15,200 | 1,161,100 | 96,800 | 1,100 | 19,500 | 1,600 | 280,000 | 951,500 |
| Anhui..... | 206,900 | 2,008,700 | 547,900 | 1,400 | 80,400 | 6,900 | 400 | 2,400 | 600 | 208,700 | 555,400 |
| Chekiang..... | 142,900 | 1,688,400 | 425,400 | 3,600 | 193,000 | 9,700 | 400 | 1,600 | 400 | 146,900 | 435,500 |
| Fukien..... | 203,500 | 1,710,400 | 682,200 | 8,700 | 306,900 | 38,900 | 1,100 | 9,700 | 2,600 | 213,300 | 723,700 |
| Kwangtung..... | 184,900 | 3,314,300 | 961,100 | 8,000 | 530,000 | 57,900 | 300 | 3,200 | 700 | 193,200 | 1,019,700 |
| Kwangsi..... | 81,300 | 696,000 | 344,700 | 400 | 21,100 | 1,900 | 100 | 500 | 100 | 81,800 | 346,700 |
| Yunnan..... | 76,600 | 1,074,500 | 380,800 | 12,500 | 1,022,000 | 112,300 | ... | ... | ... | 89,100 | 493,100 |
| Kweichow..... | 49,800 | 473,700 | 132,500 | ... | ... | ... | ... | ... | ... | 49,800 | 132,500 |
| TOTAL..... | 5,470,100 | 56,449,500 | 18,345,200 | 195,100 | 11,856,500 | 1,245,800 | 20,600 | 186,100 | 39,700 | 5,685,800 | 19,630,700 |

APPENDIX K.

PARCELS POSTED DURING THE YEAR.

| Districts. | ORDINARY PARCELS. | | | INSURED PARCELS. | | | PARCELS WITH TRADE CHARGES. | | | TOTAL. | | |
|-----------------------|-------------------|-------------------|------------------|------------------|------------------|----------------|-----------------------------|----------------------|---------------|------------------|-------------------|-------------------|
| | Number. | Value. | Weight. | Number. | Insured for | Weight. | Number. | Sum to be recovered. | Weight. | Number. | Value. | Weight. |
| | | \$ | Kilos. | | \$ | Kilos. | | \$ | Kilos. | | \$ | Kilos. |
| Chihli..... | 628,300 | 6,013,200 | 2,298,500 | 3,600 | 206,800 | 18,700 | 1,600 | 13,100 | 1,500 | 633,500 | 6,233,100 | 2,318,700 |
| Shansi..... | 40,500 | 203,000 | 152,400 | 200 | 8,600 | 1,400 | ... | ... | ... | 40,700 | 211,600 | 153,800 |
| Honan..... | 111,300 | 1,157,400 | 432,100 | 100 | 4,700 | 700 | ... | ... | ... | 111,400 | 1,162,100 | 432,800 |
| Shensi..... | 13,700 | 232,900 | 50,000 | ... | ... | ... | ... | ... | ... | 13,700 | 232,900 | 50,000 |
| Kansu..... | 9,400 | 108,100 | 32,900 | ... | ... | ... | ... | ... | ... | 9,400 | 108,100 | 32,900 |
| Sinkiang..... | 2,000 | 13,600 | 4,400 | ... | ... | ... | ... | ... | ... | 2,000 | 13,600 | 4,400 |
| Manchuria..... | 244,100 | 2,537,100 | 886,800 | 3,400 | 195,300 | 13,700 | ... | ... | ... | 247,500 | 2,732,400 | 900,500 |
| Shantung..... | 180,200 | 2,351,100 | 542,800 | 1,800 | 141,600 | 9,400 | ... | ... | ... | 182,000 | 2,492,700 | 552,200 |
| Szechwan..... | 109,900 | 1,310,100 | 538,900 | 4,300 | 167,600 | 31,900 | ... | ... | ... | 114,200 | 1,477,700 | 570,800 |
| Hupeh..... | 149,200 | 1,542,300 | 515,400 | 1,400 | 59,600 | 6,100 | 200 | 1,300 | 200 | 150,800 | 1,603,200 | 521,700 |
| Hunan..... | 57,800 | 474,100 | 165,700 | 1,900 | 97,100 | 13,100 | ... | ... | ... | 59,700 | 571,200 | 178,800 |
| Kiangsi..... | 45,600 | 229,200 | 135,000 | 500 | 10,000 | 2,200 | 200 | 900 | 700 | 46,300 | 240,100 | 137,900 |
| Kiangsu..... | 246,500 | 4,137,400 | 643,100 | 39,000 | 2,905,000 | 289,100 | ... | ... | ... | 285,500 | 7,042,400 | 932,200 |
| Shanghai (local)..... | 357,000 | 6,117,500 | 1,809,200 | 44,200 | 2,949,200 | 360,600 | 9,200 | 86,800 | 13,000 | 410,400 | 9,153,500 | 2,182,800 |
| Anhui..... | 36,600 | 232,500 | 76,300 | 20 | 1,100 | 100 | ... | ... | ... | 36,620 | 233,600 | 76,400 |
| Chekiang..... | 116,200 | 2,936,700 | 390,100 | 11,400 | 709,200 | 86,900 | 4,900 | 52,900 | 3,900 | 132,500 | 3,698,800 | 480,900 |
| Fukien..... | 89,800 | 543,600 | 345,800 | 2,200 | 40,300 | 6,300 | 100 | 100 | 100 | 92,100 | 584,000 | 352,200 |
| Kwangtung..... | 107,900 | 1,335,000 | 673,900 | 6,200 | 383,800 | 50,200 | 20 | 1,000 | 34 | 114,120 | 1,719,800 | 724,134 |
| Kwangsi..... | 9,600 | 53,100 | 38,400 | 50 | 2,600 | 200 | ... | ... | ... | 9,650 | 55,700 | 38,600 |
| Yunnan..... | 25,800 | 229,400 | 128,800 | 500 | 47,300 | 3,700 | ... | ... | ... | 26,300 | 276,700 | 132,500 |
| Kweichow..... | 19,700 | 266,500 | 75,800 | ... | ... | ... | ... | ... | ... | 19,700 | 266,500 | 75,800 |
| Total..... | 2,601,100 | 32,023,800 | 9,936,300 | 120,770 | 7,929,800 | 894,300 | 16,220 | 156,100 | 19,434 | 27,38,090 | 40,109,700 | 10,850,034 |

APPENDIX L.

PARCELS IN TRANSIT DURING THE YEAR.

| DISTRICTS. | ORDINARY PARCELS. | | | INSURED PARCELS. | | | PARCELS WITH TRADE CHARGES. | | | TOTAL. | |
|-----------------------|-------------------|------------|-----------|------------------|-------------|---------|-----------------------------|----------------------|---------|-----------|-----------|
| | Number. | Value. | Weight. | Number. | Insured for | Weight. | Number. | Sum to be recovered. | Weight. | Number. | Weight. |
| | | \$ | Kilos. | | \$ | Kilos. | | \$ | Kilos. | | Kilos. |
| Chihli..... | 649,000 | 5,094,400 | 1,939,100 | 8,800 | 580,100 | 53,800 | 600 | 3,300 | 1,100 | 658,400 | 1,994,000 |
| Shansi..... | 114,900 | 795,000 | 429,600 | ... | ... | ... | ... | ... | ... | 114,900 | 429,600 |
| Honan..... | 210,200 | 1,680,900 | 580,100 | 1,300 | 58,900 | 9,700 | 200 | 1,600 | 200 | 211,700 | 590,000 |
| Shensi..... | 119,900 | 772,800 | 454,200 | ... | ... | ... | ... | ... | ... | 119,900 | 454,200 |
| Kansu..... | 20,200 | 248,200 | 78,400 | ... | ... | ... | ... | ... | ... | 20,200 | 78,400 |
| Sinkiang..... | 9,600 | 107,000 | 37,000 | ... | ... | ... | ... | ... | ... | 9,600 | 37,000 |
| Manchuria..... | 473,800 | 4,552,700 | 1,667,700 | 28,500 | 1,654,300 | 180,800 | 1,200 | 10,400 | 3,900 | 503,500 | 1,852,400 |
| Shantung..... | 166,400 | 1,385,700 | 410,200 | 700 | 39,200 | 3,000 | 100 | 1,500 | 200 | 167,200 | 413,400 |
| Szechwan..... | 88,700 | 877,800 | 255,200 | 200 | 5,600 | 600 | ... | ... | ... | 88,900 | 255,800 |
| Hupeh..... | 222,100 | 1,695,900 | 595,700 | 2,400 | 135,900 | 12,600 | 500 | 4,400 | 1,200 | 225,000 | 519,500 |
| Hunan..... | 90,200 | 714,300 | 145,800 | 800 | 54,700 | 5,200 | 200 | 1,900 | 500 | 91,200 | 151,500 |
| Kiangsi..... | 100,200 | 764,200 | 330,600 | 3,700 | 102,500 | 16,200 | ... | ... | ... | 103,900 | 346,800 |
| Kiangsu..... | 182,000 | 1,765,400 | 473,000 | 6,100 | 309,100 | 46,300 | 600 | 3,800 | 1,200 | 188,700 | 520,500 |
| Shanghai (local)..... | 191,500 | 2,934,300 | 627,500 | 11,800 | 870,900 | 82,800 | 1,100 | 19,500 | 1,600 | 204,400 | 711,900 |
| Anhwei..... | 96,700 | 796,400 | 191,800 | 200 | 10,800 | 800 | 10 | 20 | 20 | 96,910 | 192,620 |
| Chekkiang..... | 68,100 | 646,100 | 148,000 | 400 | 18,600 | 1,300 | 50 | 50 | 50 | 68,550 | 149,350 |
| Fukien..... | 116,400 | 980,900 | 386,300 | 4,000 | 121,600 | 16,800 | 300 | 1,800 | 800 | 120,700 | 403,900 |
| Kwangtung..... | 49,400 | 487,000 | 138,600 | 1,000 | 38,100 | 4,800 | 40 | 400 | 50 | 50,440 | 143,450 |
| Kwangsi..... | 31,200 | 237,000 | 113,300 | 200 | 8,700 | 800 | ... | ... | ... | 31,400 | 114,100 |
| Yunnan..... | 43,300 | 459,200 | 188,300 | 600 | 113,700 | 2,300 | ... | ... | ... | 43,900 | 190,600 |
| Kweichow..... | 28,800 | 296,700 | 74,700 | ... | ... | ... | ... | ... | ... | 28,800 | 74,700 |
| TOTAL..... | 3,072,600 | 27,291,900 | 9,175,100 | 70,700 | 4,122,700 | 437,800 | 4,900 | 48,670 | 10,820 | 3,148,200 | 9,623,720 |

APPENDIX M.

SUMMARY OF PARCELS DEALT WITH DURING THE YEAR, WITH COMPARATIVE TOTALS FOR PREVIOUS YEAR.

| Districts. | RECEIVED. | | POSTED. | | IN TRANSIT. | | TOTAL (1918). | | TOTAL (1917). | |
|-------------------------|-----------|-------------------|-----------|-------------------|-------------|-------------------|---------------|-------------------|---------------|-------------------|
| | Number. | Weight. Kilos. | Number. | Weight. Kilos. | Number. | Weight. Kilos. | Number. | Weight. Kilos. | Number. | Weight. Kilos. |
| Chihli..... | 1,100,400 | 3,411,800 | 633,500 | 2,318,700 | 658,400 | 1,994,000 | 2,392,300 | 7,724,500 | 2,545,500 | 8,756,200 |
| Shansi..... | 242,900 | 970,000 | 40,700 | 153,800 | 114,900 | 429,600 | 398,500 | 1,553,400 | 402,400 | 1,667,700 |
| Honan..... | 392,300 | 1,238,200 | 111,400 | 432,800 | 211,700 | 590,000 | 715,400 | 2,261,000 | 575,500 | 1,601,100 |
| Shensi..... | 198,200 | 555,200 | 13,700 | 50,000 | 119,900 | 454,200 | 331,800 | 1,059,400 | 500,300 | 1,268,900 |
| Kansu..... | 33,100 | 126,000 | 9,400 | 32,900 | 20,200 | 78,400 | 62,700 | 237,300 | 141,800 | 536,600 |
| Sinkiang..... | 26,800 | 115,400 | 2,000 | 4,400 | 9,600 | 37,000 | 38,400 | 156,800 | 21,200 | 86,800 |
| Manchuria..... | 842,200 | 3,285,000 | 247,500 | 900,500 | 503,500 | 1,852,400 | 1,593,200 | 6,037,900 | 1,675,600 | 6,459,500 |
| Shantung..... | 325,900 | 892,100 | 182,000 | 552,200 | 167,200 | 413,400 | 675,100 | 1,857,700 | 621,200 | 1,767,400 |
| Szechwan..... | 175,200 | 897,800 | 114,200 | 570,800 | 88,900 | 255,800 | 378,300 | 1,724,400 | 363,200 | 1,824,500 |
| Hupeh..... | 379,400 | 1,219,000 | 150,800 | 521,700 | 225,000 | 519,500 | 755,200 | 2,260,200 | 750,700 | 2,548,900 |
| Hunan..... | 156,200 | 533,100 | 59,700 | 178,800 | 91,200 | 151,500 | 307,100 | 863,400 | 267,200 | 840,700 |
| Kiangsi..... | 166,100 | 565,900 | 46,300 | 137,900 | 103,900 | 346,800 | 316,300 | 1,050,600 | 250,700 | 720,000 |
| Kiangsu..... | 384,300 | 1,163,100 | 285,500 | 932,200 | 188,700 | 520,500 | 858,500 | 2,615,800 | 757,200 | 2,230,300 |
| Shanghai (local)..... | 280,000 | 951,500 | 410,400 | 2,182,800 | 204,400 | 711,900 | 894,800 | 3,846,200 | 983,100 | 4,160,400 |
| Anhui..... | 208,700 | 555,400 | 36,620 | 76,400 | 96,910 | 192,620 | 342,230 | 824,420 | 296,500 | 634,900 |
| Chekiang..... | 146,900 | 435,500 | 132,500 | 480,900 | 68,550 | 149,350 | 347,950 | 1,065,750 | 280,100 | 832,900 |
| Fukien..... | 213,300 | 723,700 | 92,100 | 352,200 | 120,700 | 403,900 | 426,100 | 1,479,800 | 411,000 | 1,201,000 |
| Kwangtung..... | 193,200 | 1,019,700 | 114,120 | 724,134 | 50,440 | 143,450 | 357,760 | 1,887,284 | 305,231 | 1,538,971 |
| Kwangsi..... | 81,800 | 346,700 | 9,650 | 38,600 | 31,400 | 114,100 | 122,850 | 499,400 | 116,030 | 363,800 |
| Yunnan..... | 89,100 | 493,100 | 26,300 | 132,500 | 43,900 | 190,600 | 159,300 | 816,200 | 112,900 | 524,400 |
| Kweichow..... | 49,800 | 132,500 | 19,700 | 75,800 | 28,800 | 74,700 | 98,300 | 283,000 | 87,700 | 232,300 |
| GROSS TOTAL..... | 5,685,800 | 19,630,700 | 2,738,090 | 10,850,034 | 3,148,200 | 9,623,720 | 11,572,090 | 40,104,454 | 11,465,061 | 39,797,271 |
| DEDUCT, IN TRANSIT..... | 3,148,200 | 9,623,720 | ... | ... | ... | ... | 3,148,200 | 9,623,720 | 3,227,306 | 9,794,350 |
| NET TOTAL..... | 2,537,600 | 10,006,980 | 2,738,090 | 10,850,034 | 3,148,200 | 9,623,720 | 8,423,890 | 30,480,734 | 8,237,755 | 30,002,921 |

APPENDIX N.
MONEY ORDER TRANSACTIONS DURING THE YEAR, WITH COMPARATIVE FIGURES
FOR PREVIOUS YEAR.

| Districts. | ISSUED. | | | | CASHED. | | | |
|------------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|
| | C.H.M.K., 6TH YEAR (1917). | | C.H.M.K., 7TH YEAR (1918). | | C.H.M.K., 6TH YEAR (1917). | | C.H.M.K., 7TH YEAR (1918). | |
| | Number. | Value. \$ | Number. | Value. \$ | Number. | Value. \$ | Number. | Value. \$ |
| Chihli | 185,400 | 2,910,400 | 231,100 | 3,930,000 | 306,900 | 4,912,200 | 574,100 | 9,080,500 |
| Shansi | 19,700 | 429,200 | 27,400 | 670,000 | 12,200 | 278,500 | 17,400 | 460,700 |
| Honan | 64,700 | 1,130,000 | 92,000 | 1,852,000 | 74,700 | 1,064,800 | 110,400 | 1,900,700 |
| Shensi | 17,500 | 569,600 | 14,500 | 502,700 | 7,700 | 267,100 | 9,000 | 486,000 |
| Kansu | 13,900 | 540,200 | 2,300 | 95,500 | 1,500 | 38,100 | 1,700 | 55,400 |
| Sunkiang | 600 | 8,800 | 2,900 | 55,700 | 300 | 3,600 | 1,700 | 13,200 |
| Manchuria | 131,700 | 1,982,600 | 189,700 | 3,048,400 | 64,100 | 714,900 | 109,900 | 1,376,200 |
| Shantung | 187,900 | 2,425,000 | 422,600 | 5,467,100 | 167,800 | 2,515,000 | 276,800 | 4,550,200 |
| Szechwan | 43,900 | 1,222,000 | 55,500 | 1,652,300 | 33,700 | 893,300 | 46,500 | 1,390,600 |
| Hupoh | 94,200 | 1,542,300 | 161,700 | 3,354,500 | 57,000 | 1,013,900 | 67,600 | 1,373,100 |
| Hunan | 35,800 | 771,800 | 96,500 | 2,361,600 | 33,700 | 794,000 | 34,800 | 962,200 |
| Kiangsi | 46,000 | 623,500 | 64,700 | 1,086,500 | 29,200 | 499,000 | 39,500 | 815,300 |
| Kiangsu | 174,200 | 1,947,000 | 223,200 | 2,791,900 | 200,800 | 2,399,400 | 269,500 | 3,556,000 |
| Shanghai (local) | 79,700 | 901,600 | 107,800 | 1,406,100 | 112,500 | 1,646,700 | 134,200 | 2,162,400 |
| Anhwei | 90,500 | 1,261,600 | 126,400 | 2,336,000 | 91,600 | 1,426,400 | 133,300 | 2,522,600 |
| Chekiang | 61,100 | 725,200 | 84,700 | 1,101,600 | 64,900 | 1,006,700 | 87,800 | 1,436,700 |
| Fukien | 43,800 | 733,900 | 54,500 | 1,082,000 | 32,000 | 549,100 | 38,400 | 735,800 |
| Kwangtung | 31,000 | 708,000 | 38,400 | 993,700 | 19,600 | 382,300 | 28,500 | 660,900 |
| Kwangsi | 7,200 | 187,500 | 8,700 | 265,900 | 5,800 | 127,500 | 6,700 | 158,800 |
| Yunnan | 21,500 | 630,800 | 25,800 | 906,700 | 16,800 | 453,000 | 20,600 | 715,200 |
| Kweichow | 9,400 | 272,300 | 12,400 | 375,600 | 9,100 | 241,500 | 13,300 | 386,100 |
| TOTAL..... | 1,359,700 | 21,523,300 | 2,042,800 | 35,335,800 | 1,341,900 | 21,227,000 | 2,021,700 | 34,798,600 |

CHINA.

MINISTRY OF COMMUNICATIONS.

DIRECTORATE GENERAL OF POSTS.

II.—PUBLIC SERIES: No. 2.

REPORT ON THE WORKING
— OF THE —
CHINESE POST OFFICE

FOR THE

SEVENTH YEAR OF CHUNG-HUA MIN-KUO (1918).

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