

光緒三十一年大清郵政事物通報

光緒三十一年大清郵政事務通報

總論

查是年郵務情形確有興旺之據第按後列之附表所載即見各項郵局較上年增多三百零七處其往來郵件上年共六千五百萬件本年增至七千六百萬件包裹上年七十七萬二千件本年增至一百萬件匯票上年共計關平銀五十萬兩本年增至八十二萬兩而所入款項亦見增多惟核以擴開事宜不過僅達目前之地位必至協濟款項滿付始能完備改良至於目前地位之原因固由擴開既廣平民漸識郵章又共希圖資廉故赴官局交寄然其極大原因能使入款加增者則以本年寄費清單酌量增收信件加費一倍餘如新聞紙及他項郵件亦均改從簡易以求適宜故觀本年入款情形可知改訂寄費所關非淺並知所定資目恰與通國之情勢相符至論及掛號民局仍前辦理無所變更所有往來口岸代爲運送之信包仍舊免收資費而經辦信件則較上年增至一百餘萬之多但各民局本不樂認郵章頗有貨包潛背官局私寄亟應設法俾令歸入定章而口岸信包免費一節亦覺有礙款不合定章其



勢不能永遠照辦再查本年東三省之郵務阻於戰地頗誤矣機約計上年郵件五百餘萬本年僅及百萬有奇其退減之多豈止倍蓰復舊之望猶願期諸異日也又戰局所迫致往來歐亞之西北利鐵路不能照開而該路向來郵寄歐西僅需二十一日若用輪船則需三四十日是以北清客民同深盼望惟願該路照常開行又本年所用郵船計有兩艘不幸罹難一元和輪船於三月二十二日在長江下游失火一協和輪船於八月三十日在烟台一帶誤觸魚雷而沈兩次所失郵件不可勝數所喜本年封河之季郵船北泊之時其起下郵袋頗臻妥善論者謂冬季由秦王島起下郵件較平時在大沽一處更覺合宜蓋大沽口岸每值水涸愆期而秦王島絕無此慮又本年春間粵東之三廣鐵路開行郵局卽用以運送郵袋至十月十八日北清之京漢鐵路黃河橋工告竣亦經運寄往來惟快車尙未開行是以雖克運送信件而重大郵件仍須另行設法所望早設快車則每次往來京漢不過需三十六小時而九江以西運赴北京之郵袋卽可逕由該路傳寄矣總之本年郵務頗見進步如查其詳可將近五年郵件數目互相較量合將細數列表如左

年分 各項數目
 按年橫看
 光緒二十七年 光緒二十八年 光緒二十九年 光緒三十年 光緒三十一年

總局及副總局 三十 三十 三十四 四十 四十一

分局 一百三十四 二百六十三 三百二十 三百五十二 三百九十六

代辦 十二 一百五十三 六百九 九百二十七 一千一百八十九

郵件 一千五十萬 二千萬 四千二百五十萬 六千六百萬 七千六百萬

包裹數 目 十二萬六千八百 二十六萬 四十八萬七千 七十七萬二千 一百三萬二千

基羅斤重 二十五萬 五十四萬五千 一百二十一萬三千 二百七十萬二千 三百二十六萬二千

民局信封信件 七百三十萬 八百萬 七百二十六萬七千 八百三十萬 八百八十九萬六千

茲再將是年與上年相較之各數按中國地勢分四大類列表如左

郵務情形 郵局 郵局 郵件 郵件 包裹 包裹
 三十年 三十一年 三十年 三十一年 三十年 三十一年

北 清 自北京 至膠州 三百四十四 四百三 一千九百萬 二千萬 十九萬七千 二十五萬五千

中 清 自九江 至重慶 三百二十四 三百八十一 一千二百萬 一千四百萬 十六萬一千 二十一萬四千

長江左右 自湖北 至杭州 二百二十四 二百六十三 二千五百萬 三千萬 二十九萬九千 三十六萬一千

南 清 暨雲南 四百二十七 五百七十九 一千萬 一千二百萬 十二萬五千 三十萬二千

統 共 一千三百十九 一千六百二十六 六千六百萬 七千六百萬 七十七萬二千 一百十三萬二千

右表所列情形另有郵件數目見後附件之內惟各郵界情勢互有不同故再就四大地勢逐界剖晰言之按北清各該郵界之內其最旺者莫如北京開封

濟南計北京郵件較上年增多二百萬件開封增多一百萬件濟南增多八十萬件其如是增多之故細查亦不難知緣彼三處郵界跨有直隸河南山東三省之地適當京漢膠濟鐵路之衝因距口岸甚遙故所辦皆內地郵務而內地發達之象正未可量故觀於北京等界可知他省內地將來大有可望又查太原郵界情形與上畧同該處於四年以前始設分局一處至今各項分局共有四十六處經辦郵件計有一百餘萬之多預料將來必更見其進步况枕頭方築太原支路兩年後即可竣工一俟此路告成其郵務更當著卓至於天津郵界郵件則有六百五十萬之多然較上年無甚增益其故實因天津爲各省至京之門戶興旺之勢早經開拓無餘而津榆鐵路亦係早年建築是成效既見於前故至今不復昭著又查膠州郵界郵件增有三十餘萬之多其陡增之由卽係膠濟鐵路初成之故惟有牛莊郵界與上不同其郵件數目大見跌落推原其故卽係戰局牽涉致誤事機當俄軍駐於營口之時由該處總局至三省各局尙能照常郵遞迨日軍壓境兵駐營口各處均成戰場郵路遂至梗阻雖至此時軍務平定而鐵路如何辦法尙未議成卽郵務一時尙難規復所望一切早能如舊則三省郵務必將因鐵路而增特色若論中清各郵界惟以重慶爲最廣該界總局轄內分有成都副界統計所括郵境遍於四川全省而該省向傳爲中國最大最富之疆域其郵務勃興之勢自在意中本年各項分局共

有一百二十五處較上年增多三十處經辦郵件上年共計一百萬件本年則至一百五十萬件包裹上年一萬五千件本年則至二萬二千件其進境爲何如也其次則有宜昌沙市兩界本年亦稍可觀惟以限於地勢闕界無多僅足爲濱江經過之門不足以籠括內地欲籌推廣殊費周張又查長沙郵界係於本年新經建設其所管各項分局往時均屬岳州故觀本年郵務若何必與岳州一併核計按岳州臨洞庭一湖其地最爲繁要並於貴陽分設副總局一處亦歸岳州兼轄惟貴陽風氣未開擴充匪易然其通郵之大路以貴陽府爲交點縱橫判爲兩條一達雲南省城計長三千四百里一達廣西之梧州計長二千八百里其郵程緜亘亦可概知他如漢口郵界地當武昌漢陽漢口三鎮之衝總管湖北各處郵務其各項分局本年共有一百十三處經辦郵件共有五百五十萬之多惟境內民局叢集固結交通度其情形甚難處置所利京漢鐵路運寄良便則將來與機正未有艾又西安副郵界向歸漢口兼轄自京漢鐵路開行計西安距漢距京相去無異爰將該界移屬北京計該界所括地方不止陝西一省並有甘肅蘭州等處亦歸兼轄雖目下郵件數目較少而聯絡各處之郵路甚長將來沿此大路繁要之區不難逐漸推廣又查江西全省統歸九江總局經理是其幅員寬廣難免設法擴開卽如南昌府以及各該要地如能漸次通郵自可立獲實效至於長江左右各郵界意趣均有可觀卽如蕪湖

大通兩界向歸一處合辦就其合辦情形視之似較勝於往年雖其地界不廣而戶口殷繁則此後與機無難預卜即以進款而論是年固已踴躍矣又如南京鎮江兩界其勢與此畧同逆計將來不無希望至如上海郵界向爲名勝之區其郵務發軔於早年而本歲堪稱繼美即如所增分局計有六處臨街增設信筒甚多除與他界往來郵件不計外僅論租界內之函件已有二百五十萬件而全境所辦之包裹上年十八萬八千件者本年增至二十一萬有奇況該界銳意改良立有新章三項一係派差向鋪戶招收信件一係快信卽刻開行一係新聞紙類準其掛號一總納費此等新章商民稱便試行既久收效必多餘如蘇州甯波杭州三處郵界均係輪船往來通行之所其郵務精進固不待言卽如蘇杭兩界以包裹爲大宗蘇州經辦包裹一萬五千件杭州二萬二千件其包裹多係綢緞之類向雖專由民局攬辦而近則多交郵局寄投若夫南清暨雲南各郵界其最重要者卽係廣州計本年經辦郵件三百八萬包裹六萬七千是該界之成效已可概見且其進款亦有起色核與出款畧可持平但其擴開規模仍未達於極點緣該處民局生理日盛月增聞其所辦香港寄件已至二百萬件此外珠江以南各要地亦均歸其把持此等情形允宜早爲之所是以本年立有收攬之策將珠江一帶之本城信件減半取資並有派差招信開發快信之法以期招來漸廣然而官局最可恃者莫如三廣鐵路民局如

用此路必赴官局照章納費否則只准搭用輪船以較火車遲速迥異官局之前途把握端賴此耳其在福州郵界本年郵件較上年增多十六萬包裹增多一萬四千各項分局計增十有四所而進款一項核與出款行且相符是閩中郵務可稱就緒進觀梧州郵界上年經辦郵件一百二十四萬本年增至兩兆有餘包裹上年一萬五千件本年增至二萬七千件其總局闕在廣西邊疆即由該處管理各處分局牽引各處郵路其郵路之遠上可達桂林柳州等府下可達南甯百色各城至廣州梧州之間則有三水郵界取道新築之鐵路聯絡廣州是以該界情形亦殊蓬勃他若南方沿海一帶廣州以上則有温州廈門汕頭三都澳廣州以下則有瓊州北海及廣西之龍州此等郵界雖係山路崎嶇難於聯絡然就本年而論業經辦有端倪他如雲南一省則有蒙自思茅騰越郵界所辦郵務稍勝於前近來法國監工擬就滇越要衝興築鐵路其工起自河內以達省城將來此路告成則滇省事宜必當進步祇以境內多山發達或較遲慢也

以上專論各界之情勢不同以下再將包裹及掛號匯票等項分別論之包裹一項上年經辦七十七萬二千件本年增至一百萬件惟以如是增多之故致令數處分局應將地勢設法擴充其情由係因日後包裹一項仍當有加無已即如民局自辦之包裹爲數最多郵局既辦其信件即不免辦其包裹調查郵

政收寄包裹之始因未照釐金章程呈報遂致窒礙難行後經蘇州福州兩處釐金局員先後聲明隨卽定有包裹完釐辦法係於交寄及投到之時照章輸課而民局寄送包裹常係任便來往巧避釐章國課於此受虧不少如能令附近郵政之民局將包裹交由官局辦理則此項釐稅庶幾不致無著矣又本年掛號郵件增至六百四十萬件固由平民樂於掛號然亦別有原因緣向來民局鋪規交寄信件之時均係先付半資投到時再付一半寄件者以此半資未完遂共以爲可恃而郵局章程先付滿費寄件者未免懷疑既有掛號之章故均樂於照辦以期妥善匯票一項上年五十萬兩本年增至八十二萬兩推原其故係因本年改爲通行辦法准令內地上等分局添辦匯票事宜卽如上年未通汽機之匯兌郵局僅有六十八處本年增至一百三十處上年已通汽機之匯兌郵局僅有一百九處本年增至一百四十二處現各地方仍有以改添滙票局所爲便者然不能一概准行緣預撥銀款途中周折既多且有危險而請練可靠之員堪以委辦此事者目前亦乏其人又加以中國滙票情勢較諸郵會各國辦理稍難譬如滙票銀款均以洋元爲本位而中國洋元市價隨地隨時隨式各有不同零開小洋紛紜尤甚若遇行使銅錢之處行情更有不齊所望通國幣制一律無殊則郵政滙兌一項當與東西列邦後先爭美儻能如

此辦理將見此項滙票行於中國最爲合宜緣各處銀號無多民間欲滙零款此法甚覺適用是則滙票一事應由

國家格外保全也

除以上各項之外其郵路如何開拓仍須言明查本年各項分局增多三百零七處是以各省郵路亦經展長卽如郵差經行之旱路本年增至十二萬一千里民船之航路增至一萬五千里鐵路八千三百里其中最關緊要者頗有數界路線最長卽如北京郵路三千二百里係經南口張家口以抵歸化城均係難行之石路太原郵路三千九百里均係經過晉省山路開封郵路四千七百里係分步馬兩差就馬差言之東南係過大名以至山東之濟南西北係過鄭州潼關以至陝西之西安由西安直抵甘肅之蘭州此等郵路相連關繫最重且其因有京漢鐵道故令北清各路逐漸改良查向來由京至開封西安蘭州須搭輪船經過上海長江以達大陸本年借重鐵路其至開封僅兩日半至西安不過十天至蘭州不過二十一日由京至太原之路前數年總須半月近則不過七天再越兩年枕頭支路告成係由京漢幹路所分以達太原若經此路只需兩日而已至於山東一省膠濟鐵路竣工本年由省城至海船僅需十二小時其由濟南往來北京若由旱路上道較海船稍爲安便計由濟南起程三日可至順德府再越一日卽可至京統計程期不過四日若用海船雖稍迅速然而延誤愆

期所不免矣四川之重慶郵界步差程途一萬五千餘里而該界之總局實係通國西境之要衝地方貿易亦頗興盛惟其地勢險阻不易交通故往來長江以東各郵件只能以宜昌爲門戶自宜昌至重慶旱路綿長一千八百餘里而郵差經由此路若僅攜帶信件只需程期十三日重大郵件亦不過多加三日其迅速亦可見矣旱路之外仍有河路一條運寄重件惟係民船行駛上游程期較慢核與郵政所需不甚相宜至其旱路現因過長已於中途萬縣地方另設副總局一處以便稽查往來郵差卽由萬縣再分郵路兩條一達重慶一達成都並於成都萬縣中間新設順慶分局一處要而言之中國西境地方與長江沿海各處不易聯絡是以寄費清單內載明重大郵件經過是處者必須加倍取資如就附件輿圖觀之可見四川郵政另爲一大分段均係格外自行擴開其增設之分局歷歷可數郵路亦較甚長所有開往西安宜昌貴陽雲南等處各有程途以期連合本年並有另開之新路經過麗江甯遠以達騰越卽由騰越邊境直抵巴摩此外另有數處郵界其旱路不無可論卽如岳州郵路三千八百里長沙三千四百里漢口八千二百里九江四千八百里福州三千六百里廈門四千四百里梧州五千二百里廣東六千二百里莫不因地方遼闊難以逐處擴開嗣後仍當設法推廣惟是郵政之基與鐵路最有關涉凡鐵路

開行之處其郵遞必見盛興是鐵路無異郵政之輔本郵署對於此事亦甚關心所有某路已經通行及某路正在開築並某路提議未定各節均應通盤籌算以備設施茲將各省鐵路情形開列於左

業已通行之鐵路

京漢 由北京經過直隸保定正定順德河南彰德
衛輝鄭州許州汝甯等地方直達湖北漢口

京通 由北京
至通州

津榆 由北京經過直隸天津永平府
盛京山海關錦州直達營口

膠濟 由山東膠州經過萊州
青州等府屬直達濟南

滬滬 由江蘇上海
至吳淞口

萍醴 由江西萍鄉縣
至湖南醴陵縣

三水 由廣東廣州府經
過佛山至三水

道清 由河南衛輝府屬道口鎮
至懷慶府屬清化鎮

東清 由盛京旅順經過遼陽奉天府吉林長春府至哈爾濱又由哈爾濱一至吉林
綏芬廳經過賓州甯古塔等地方一至黑龍江呼倫貝爾經過齊齊哈爾

已開築未竣工之鐵路

粵 漢 由廣東廣州府經過韶州湖南郴州衡

京 張 由北京經過直隸昌平州

正 太 由直隸正定府經過獲鹿

滬 甯 由江蘇上海經過蘇州

潮 汕 由廣東潮州府

平 澤 由山西平陽府

開 洛 由河南開封府至

滇 越 由雲南雲南府經過

已定議未開工及甫議辦之鐵路

川 漢 由四川成都府過

津 鎮 由直隸天津過山東

蘇杭甯 由浙江杭州一至

蘭	庫	新	新	九	潼	衡	辰	廣	廣	燕	廣
伊	張	潘	甯	南	蒲	永	常	贛	厦	廣	九
由甘肅 至新疆 伊犁府	由直隸 至庫倫 張家	由盛京 至奉天 府	由廣東 至陽江 府	由江西 至南昌 府	由陝西 至蒲州 府	由湖南 至衡州 府	由湖南 至常德 府	由廣東 至贛州 府	由廣東 至厦門	由安徽 至德州	由廣東 至九龍

如查水路運寄之法所有往來海江搭用輪船均與各該著名公司訂有條款每將郵件下船不計寸尺劬兩均係任意裝載運費帳目每結按照合同所訂辦法一律清完至內港行駛華輪新經定有章程均須代運郵件此等運寄之法業經便利無庸另籌

至於本年民局交際事宜仍係與前無異惟口岸代寄之總包信件較前增多一百萬共計九百萬茲先就內地民局而論兩年前曾經定有章程准其掛號交由步差代爲投寄至今掛號者仍屬無多其故係因平民不盡識郵政之益仍用民局寄投是以民局照常自行辦理必俟人人舍民局而就郵政則民局亦將歸服郵政以求轉圜卽如濟南郵務極力擴充除膠州烟台兩界外山東全省均歸濟南轄內各地方官亦甚樂爲襄助出示剴切曉諭遍貼城廂至今平人已知郵政之便民而民局近來不能不漸次讓步觀此情形則他處郵界卽可知所適從茲再就輪船信局而論本年定有兩項新法一係交寄信件總包如逾辦公時刻准於輪船開行之時在碼頭當面交寄以利進行照章按信包劬兩完納滿費一係交驗貨物總包因其不肯報關故亦准照信件辦法逕在輪船報驗不意此等章程信局依舊不認卽信件亦往往不交若必令其遵章嗣後仍當設法

民局之外則有各國郵局之交際亦屬緊要之件查華局對於德國郵局向來雖接聯郵章程辦事仍未定有合同本年九月二十七日始訂互寄章程條款彼此在京畫押此項條款與前向英法日本所訂無異惟有專件一條係因北京及山東原有德國郵局以其不屬通商口岸郵政例難與之往來現在定此專條始克於北京山東兩處互辦郵務惟按專條所准中國在青島所設之郵局可以視同一律並可自向膠濟鐵路送交郵袋結算帳目一切不與德局相干又本年斐洲監理華工人員請爲照拂該處華工信件當由本郵署商同英屬那達督憲訂立互寄郵件合同已於十二月初二日畫押定辦有此合同則斐洲華工信件可裝總包郵寄既免迂曲繞越又可俾華字住址之信不致遺落誤投又廈門汕頭廣州瓊州等處與南洋之暹羅新加坡檳榔嶼各地時有信件往來大半係由民局在香港照料私寄此事不但與定章相背而民局勒收資費亦屬不費且如此登寄其被查失落之虞時所不免是宜迅行設法代爲妥籌又上年華法畫押之互寄包裹合同本年西曆七月初一日即中曆五月二十九日業經起辦雖在中國辦理不若他國便易然其大致頗有端倪至此項合同之利益係因向來發去外洋之郵件須在交付郵船之口岸另換外國郵票而來自外洋之件亦須於進口時另粘欠資票以備投遞之際向收件

人取償有此合同則中國郵票認與外國郵票無異並可省却無數周折惟輪船火車未通之處難照合同施行只得仍用舊法又上年中國與英屬香港畫押之互寄合同本年西曆二月初一日即中曆上年十二月二十七日已經起辦此項合同無甚更動惟彼此互認郵票以免交換時多費周張統計中國現與入郵會之英法德日四大國均有互寄合同故凡有外國郵船之口岸所辦各事實與已入聯郵無異即如互認郵票暨或總包或散件交換傳奇等項均係遵照聯郵章程一切事宜良覺便易惟與美國尙未訂有合同而發往美洲之信件可交日本轉寄至於已訂合同之國照章於每年按四月內前二十八天經辦之郵件數目推算全年運費中國本年所辦即係如此且甚妥協若論郵政各項辦法歷年必宜改良以便有利平民增進郵務是以本年特立新法幾項即如新聞紙掛號之章按寄費清單係將各項刷印之件分爲兩類一係新聞類其費較輕一係書籍類其費較重其分別之法係以發寄日期爲定如七日內發寄一次則歸新聞之類過此則歸書籍之類人謂此法按中國情形稍有不宣緣中國閱報者無多發寄之期不能過促而報紙又關乎開通民智故七日之限必須寬展本年所改章程即將新聞紙之期展爲一月以便刷印之件多可括於其中但此等報紙必須先在郵局掛號否則按書籍類

取資自此章頒發以來報館遂無不挂號此外報館又因寄費稍重請爲另定專資於是本郵署遂設有立券郵件之法其法係令報館赴局訂立合同言明幾日發寄一次每次共發若干張計有若干劬重卽照此數定一總費每結預赴郵局完納卽可代爲寄投經過各局但須加蓋立券戳記卽可暢行無阻如此辦理既免粘票計算衡量之累而各報館亦頗樂從以上兩法甚善但仍有另設之一法卽係上海報館林立頗有發寄之新聞紙張既不報驗亦不交付郵局但裝貨籃由民局搭附輪船運送如此辦理有背郵章旣用輪船照章卽應經過郵政乃於郵政一面轉不過問揆諸情理殊屬不合是以郵局應令其聲報交寄其法係先赴郵局立訂合同言明每次發寄若干張卽可裝籃附船任便運寄俟寄到時由代派辦報者逕行收領並無查驗之累以免費時惟其發寄均係總包不能逐件分別往趾其資費甚廉係照每張二文按結預付以其辦理簡易故亦無不樂從總之郵局承寄報紙爲數甚多各報之內容大抵登載新學新理藉開風氣而各種官報亦甚盛與其中有南北洋官報及商務報三項係奉准免費代寄並代向閱報人收取報資此改革新聞紙之大槪情形也又本年秋間另立快信之法此法三年以前業經倡議其用意係因天津北京時有要信願爲加費迅寄惟因事機不便故未實行本年上海地方查看

情形又經提議請辦是以郵局特爲起辦加派專差遇有欲寄快信者無論局內街前均有專差妥爲接應其寄費每件洋銀一角無庸粘貼郵票祇以三聯執據爲憑該據一聯交寄件人收儲備查其餘兩聯隨同原件寄送此等信件交寄後立即開行寄到時立即投遞故其速率格外加增倘寄件人查詢該件情形可再加費五分即可見收信回據此法畧如掛號但較掛號省工以故人咸稱便因思中國郵政設立未久自宜徇習俗所尚逐漸改良除往來外洋郵務勢須遵守聯郵章程其餘境內事宜僅可任便更改是以自今以後仍須隨事推求庶幾郵政商民兩有裨益且不惟郵務如是卽各界管理之法亦應查其繁簡加派人員是以本年管理之員亦稍增益卽如各界郵務向歸各海關稅司兼辦近則於上海廣州北京三處添派專任之郵政司總理各項事宜其郵款帳目向係海關幫辦兼理本年因事較繁重故於上海天津北京漢口廣州各處另設稽查帳目專員其原設之郵政司事人員現亦寬假事權俾得監查周密至於各界郵務擴開不但口岸宜然他處亦應注意現在新設之郵政司在其本界之內無論口岸內地一體舉辦並可遙制他界緊要事宜卽如廣州郵政司不但管理廣州一帶並管廣西之梧州及本省之江門三水所有面

晤省憲及香港交涉之事均歸其代理兼行又中國內地形勢須於省會添駐
巡察司事人員是以開封太原西安現卽照此辦理均歸北京郵政司節制以
符地方郵寄之需

統觀本年一切情形其各省郵局漸有聯絡之勢爰附地圖一冊以備參觀按
圖中所有郵局均以圓點誌明計至本年增多三百餘處嗣後每年約可相同
則各處聯絡之方向日後不難接近故其爲事歷年卽可照辦無庸改籌惟現
復覓得新法一端必須留意其法係在各該本地振興郵務一面令民間適用
卽一面收復信商而郵務郵款自必獲收實效現在頗有幾處郵界業於繁要
地方擬照辦理雖初辦稍形棘手然各地均有信商官局旣與之有關則不妨
查其如何收發如何寄運並如何取信於人之處以備按其成迹設施一切一
俟辦理就緒卽不難蒸蒸日上矣是故就本年郵務論之似已漸有興機惟中
國地大民殷其現樹之基仍屬幼稚時代所喜各處商民於此等事宜漸能識
認則將來風氣畢開必能輻輳郵政俾臻完全地位也

光緒三十二年 二月 初八日 二品銜雙龍三等第一寶星郵政總辦昂黎謹呈

附件甲

郵界及

副郵界

北京 太原 開封 牛莊 天津 烟台 濟南 膠州 重慶 成都 宜昌 萬縣 沙市

省名 直隸 山西 河南 盛京 吉林 黑龍江 直隸 山東 山東 山東 山東 四川 雲南 四川 湖北 四川 湖北 四川 湖北

總分各局	代辦	甲 滙寄銀鈔	乙 滙寄銀鈔
三十年	三十一年	三十年	三十一年
十七	二十二	五十一	五十六
八	十	四十	三十六
十二	十三	四十	五十一
十五	十七	十四	二十
十七	十七	二十四	二十三
九十	十八	十九	一
十五	十三	三十二	四十二
十八	二十	十四	二十四
七	八	三十二	四十七
九	十	四十七	六十一
二	一	四	六
一	四	一	一
二	三	十一	十一
一	一	一	二
一	一	一	一

廈門	福州	三都澳	温州	杭州	甯波	蘇州	上海	鎮江	南京	蕪湖	九江	西安	漢口	貴陽	岳州		
福建	福建	福建	浙江	浙江	浙江	江蘇	江蘇	山東	安徽	安徽	江西	甘肅	陝西	湖北	河南	貴州	湖南
七	十八	二	五	十四	十六	四	七	二十四	六	五	十七	十一	二十三	三	八	三	八
十一	二十三	二	六	十七	十五	七	七	二十六	六	九	二十一	十一	二十七	三	八	三	八
二十四	二十二	五	十二	二十八	二十四	五十二	三十三	二十四	十六	十八	十五	三十八	七十六	四	十五	四	十五
七十四	三十	五	十三	三十六	二十四	三十六	三十六	二十九	十六	二十二	十九	三十九	八十六	四	十七	四	十七
二	九	一	一	五	六	一	六	六	四	二	二	一	十	二	二	二	二
五	九	一	二	十	六	五	九	六	四	三	三	一	十五	二	二	二	二
三	四	一	二	一	三	二	一	一		三	二	二	二	二	二	二	二
六	十二	一	三		三	二	一	四		六			三				一

汕頭	廣東	二十七	十五	三十一	二	二	二	六
梧州	廣西	十九	二十	二十八	二	二	三	三
三水	廣東	六	十六	二十七	一	一		
廣州	廣東	二十四	一百一十九	一百六十六	五	五	十一	十一
瓊州	廣東	一	一	三	一	一		
北海	廣東	五	十三	九	一	一		
龍州	廣西	一	一	一	一	一		
蒙自	雲南	八	十一	十三	二	一		一
思茅	雲南	一	三	三	一	一		
騰越	雲南	五	四	六	一	一		一
長沙	湖南	七	十七	十九	三	三	三	五
大通	安徽	三	二十	二十	二	二	一	二
統共		三百九十二	九百二十一	一千二百	一百九十二	一百四十二	六十八	一百三十三

甲乙指示

往來滙寄輪船火車未通之處每件滙票准至銀洋五十圓
 只准銀洋十圓

凡甲乙兩處互滙銀鈔每張只准洋銀十圓
 凡滙費每洋一圓取費二分但其滙寄之法均係此局納銀彼局發銀兩處銀
 號行情不同應在納銀之時分別貼水

附件乙

光緒三十一年各界郵務情形表

郵件包裹

匯寄銀鈔

收發轉共目數

基重斤

件信封包局民

銀平關匯

銀平關兌

北 京

三百七萬
一百五十七
一百十四萬
五百七十七
八萬四
四十八萬
二萬二千
八萬二千六
八萬三千七

開 封

九十七萬
四十七萬
六十萬六
二百五萬
二萬五
六千四
百八十四
一萬一千一
二千一百九

牛 莊

五千四萬四
三十六萬六
十八萬七
一百九萬
一萬六
六萬三
五萬六
三萬二百
二千四百

天 津

三百三十三
一百八十五
一百三十九
六萬五千三
七萬七
十四萬八
十二萬六
七萬三千三
六萬一千一

烟 台

六十二萬
三十四萬二
四十一萬
一百三十一
一萬二
二萬五
十萬五
一萬六千四
一萬二千

濟 南

一百十萬
五十二萬
五十七萬
二百二十
一萬一千
一萬九千
四萬四
二萬五千
一萬一百

膠 州

五十四萬
二十二萬
三十六萬
一百十四
二萬五
六萬六
一萬七千二
七千七百
二千七百

清

九千四百
七千二百
八千七百
三千二百
百五十八
八十三
三千八百
七千九百
九百八十八
六
九百八十八
千五
九萬五千
九十五兩
十七兩一
錢四分
錢三分

北

七千四百
三十一
五十九
七千九百
五
六
九百八十八
千五
九萬五千
九十五兩
十七兩一
錢四分
錢三分

北

七千四百
三十一
五十九
七千九百
五
六
九百八十八
千五
九萬五千
九十五兩
十七兩一
錢四分
錢三分

北

七千四百
三十一
五十九
七千九百
五
六
九百八十八
千五
九萬五千
九十五兩
十七兩一
錢四分
錢三分

北

七千四百
三十一
五十九
七千九百
五
六
九百八十八
千五
九萬五千
九十五兩
十七兩一
錢四分
錢三分

凡此標者該票匯銀係就本年末結約計

重慶 七十九萬 三千四百 三十五萬 一百四十二萬 二萬八千 六萬八千 二萬三千九百九十七兩 九千七百六十四兩二分

宜昌 五十四萬 三千五百 四十一萬 一百一十二萬 八萬八千 九千三百 六千七百 四十二兩 二千三百

沙市 二十二萬 三千四百 八萬三千 四十一萬 一萬四 七千七百 八千六百 四十二兩 四千八百四

岳州 四十五萬 三千八百 十二萬四 八十九萬 一萬二 三千三百 七十一 一百四十九兩 五千二百

長沙 七十二萬 七千三百 四十萬 一百六十三萬 三萬二 六萬六 十四萬九千七百六十三兩 四萬四千

漢口 二百五十七萬 一百二十萬 一百六十三萬 五百四十二萬 四萬六千 十六萬 七十三萬 四萬八千 六萬一千二百

九江 九萬二千 七十八 八十二萬 五百五十二萬 五萬七千 十二萬二 四十五萬 五千七百二十兩 九千七百六

長 七十七萬 四十一萬 四十三萬 一百六十一萬 一萬二 三萬五 三十五萬 二萬一千五百 一萬七千五

燕湖 七十七萬 四十一萬 四十三萬 一百六十一萬 一萬二 三萬五 三十五萬 二萬一千五百 一萬七千五

大通 六十八萬 四十一萬 二十八萬 八萬九千 一萬三 四萬七 十五萬八 二萬二百 三萬一千六

南京 五十四萬 六十九萬 二十一萬 一百四十二萬 二萬八千 九千三百 六千七百 四十二兩 二千三百

江

鎮江

三百一萬
九千四百
一百二十七
四萬三千
五百九十
七萬二千
六百
十萬四千
八十一萬
二萬二千六
百二十九兩
五錢五分
六分

上海

五百二十
八萬一千
七十七
六百六十八
九萬九千四
百九十五
七十七
一千三百
二十四萬
七千五百
十二
十七
十
五萬一百
九十五兩
三百五十七
兩四錢三分

一

蘇州

六十八萬
七千五百
四十七萬
八千十二
十二萬三
千九百五
十三
一百二十二
二萬二千
三百四十四
四
十萬六千
八百四十
一萬五千八
百九十五兩
七錢二分
六分

甯波

一百十四
萬二千二
百六十二
五十八萬
三千六百
三十五
八十一
五十三萬
二千三百
八
二百二十
九千四百
九千六
十
一萬九
千六百
五十二萬
三千二百六
十兩二錢五
百六十二兩
三錢二分

帶

杭州

一百五萬
六千一百
二十六
五十八萬
七千五百
四十九
四十六萬
八千九百
七十
二百一十一
二萬二
百四十五
六十三
四十六
六萬六
千三百
二萬五千
四百七十七
一兩八分
七千一分

温州

二十萬八
百三十七
八萬九千
八百二十
七萬五千
二十一
三十六萬
三千六百
八
十二
二萬一千
四百四
七
六千七百七
十六兩五錢
四分

三都澳

六萬七千
九百五十
三萬一千
一百六十
三萬六
百九
十二萬九
千七百三
十四
七
百四
二千五
七千二百
六十三兩
兩五錢五分

福州

一百十一
萬九千五
百九十
六十九萬
八千一百
二十八
四十一萬
八千三百
九十三
二百二十
四萬二千
三百
四
五百二十
二千一
六萬四千
一兩四分
八錢五分

南

廈門

五十二萬
二千二百
五十七
四十二萬
四千六百
七十三
六十二萬
三千六百
七十三
一百五十八
千一
七萬一千
二十一萬
六十三
二百八十二
兩五錢
九錢一分
九分

汕頭

四十二萬
七千七百
四十五
二十一萬
五千四百
十二
十九萬八
千五百二
八十三萬
五千七百
七十三
二萬五千
五百七十七
十三兩
十九萬四
千八百七
九分
一萬六千八
百二十四兩
八分

梧州 九十三萬 六十一萬 四十四萬 一百九十二萬 二萬七 六萬五千 七千四百

三水 五十九萬 二十五萬 三十五萬 一百九十七萬 一千九百 三千一百 三千九百

廣州 一百七十萬 一百二十八萬 六十六萬 三百七十七萬 六萬七 二十四萬 一萬六千

瓊州 三萬一千 七萬九千 八千二百 五萬九千 八百三 二千三百 一萬五千

北海 十三萬七 六萬五千 五萬五千 二十五萬 五百三 三千九百 二千五百

龍州 六千三百 四萬九千 九百二十 一萬一千 三千九 七十六 八千八百

蒙自 十八萬三 七萬一百 八萬九千 三十四萬 三百一 六百九 一百五十

騰越 九萬一千 四萬八千 三萬九千 十七萬九 二百四 二百八 一百五十

統共 三千六百九 一千三百五 一千六百八 七千五百 一百三 三百二十 八百八十

清

大清郵局名目處所單 附件丙

北京總局所管各局 均屬直隸省 順天府 大興 宛平 通州 香河 寶坻 林亭鎮 昌平州

良鄉 涿州 長辛店 琉璃河 豐台 固安 盧龍廠 海甸 保定府 安肅 定興 望都 容城

安州 唐縣 完縣 祁州 高陽 辛集 滿城 蠡城 河間府 正定府 獲鹿 樂城 元氏

晉州 藁城 新樂 枕頭 平山 靈壽 行唐 井陘 順德府 南和 內邱 平鄉 臨城 唐山縣

任縣 沙河 廣平府 廣平 邯鄲 威縣 大名府 臨洛關 宣化府 懷來 懷安

張家口廳 易州 冀州 南宮 新河 棗強 趙州 高邑 富晉 柏鄉 隆平 深州 安平

定州

太原副總局所管各局 均屬山西河南兩省 太原府 太谷 祁縣 榆次 文水 徐溝 交城

太原 平陽府 洪洞 曲沃 蒲州府 虞鄉 汾州府 平遙 介休 張蘭鎮 潞安府

潞城 黎城 大同府 應州 陽高 豐鎮廳 山陰 天鎮 懷仁 甯武府 朔平府 左雲

平定州 壽陽 忻州 代州 崞縣 霍州 靈石 趙城 解州 運城 安邑 絳州

聞喜 綏遠城廳 歸化城廳 彰德府 武安 涉縣

開封副總局所管各局 均屬河南直隸山東山西四省 開封府 通許 尉氏 滎川 中牟 蔡澤 新鄭 汜水

榮陽 禹州 陳留 杞縣 蘭儀 曲輿集 鄭州 許州 臨潁 襄城 長葛 陳州府 太康

項城 西華 扶溝 周家口 歸德府 睢州 宿陵 永城 鹿邑 考城 彰德府 湯陰

汝州 郟縣 衛輝府 新鄉 道口 獲嘉 淇縣 延津 懷慶府 武陟 修武 孟縣 滑化鎮

焦作 河南府 偃師 登縣 新安 潯池 鄆城 孟津 陝州 靈寶 汝甯府 西至

大名府 見 開州 龍王廟 東明 長垣 澤州府 曹州府 濮州

牛莊總局所管各局 均屬盛京吉林 牛莊 奉天府 瀋陽 營口廳 遼陽州 海城 蓋平

田莊台 通江子 開原 鐵嶺 買賣街 錦州府 甯遠州 中後所 溝邦子 廣甯 義州 中前所

天橋廠 高橋 前衛 昌圖府 公主嶺 法庫門 八面城 新民府 新立屯 朝陽府

吉林府 雙城廳 哈爾濱 阿什河 長春府 寬城子 黑龍江城卜魁 北園林子 呼蘭廳

天津總局所管各局 均屬直隸 天津府 靜海 滄州 鹽山 慶雲 塘沽 漢沽 蘆台北 塘

唐官屯 青縣 南皮 馬廠 興濟 楊村 泊頭鎮 楊柳青 順天府 見 甯河 永平府

遷安 撫甯 昌黎 深州 樂亭 胥各莊 唐山 開平 留守營 北戴河 秦王島 山海關 古冶

稻地 台頭營 安山 海陽 遵化州 玉田 豐潤 鴉紅橋 豐台 林南倉 河間府 見

連窩鎮 甯津 吳橋 桑園 景州 東光 承德府

烟台總局所管各局 均屬山東 烟台 登州府 黃縣 福山 棲霞 招遠 萊陽 甯海州 文登

海陽 北馬 朱橋 龍口 大辛店 樂家口 諸由鎮 威海衛 榮城 夏村 姜山集 水溝頭 小紀集

藏家莊 萊州府 石島 沙河 西繇 新河 東宋 濟南府 濟陽 齊河 禹城

濟南總局所管各局 均屬山東 濟南府 見 德州 平原 龍山 陵縣 德平 長清

泰安府 東平州 東阿 平陰 新泰 肥城 武定府 樂陵 利津 濰縣 臨清州 夏津

兗州府 曲阜 鄒縣 泗水 滕縣 嶧縣 汶上 甯陽 阿城 夏鎮 沂州府 郟城 蒙陰

我縣 曹州府 曹縣 單縣 鉅野 鄆城 定陶 城武 濟甯州 金鄉 魚臺 東昌府

冠縣 龐家莊 若平 高唐 恩縣 河間府 見 鄭家口 故城 廣平府 見 滄坊鎮

膠州總局所管各局 均屬山東省 濟南府 見 章邱 鄆平 周村 淄川 長山 新城 索鎮 張店

沂州府 見 莒州 安東衛 沂水 日照 青州府 博山 臨淄 樂安 壽光 昌樂 臨朐

安邱 諸城 羊角溝 高苑 博興 金嶺鎮 淄河 萊州府 見 平度州 南底 濰縣 昌邑

柳疃 金家口 王台 靈山衛 夏邱 炸山 南流 丈嶺 蘭村 城陽 膠州 高密 即墨

重慶總局所管各局 均屬四川雲南省貴州三省 重慶府 定遠 永川 合州 江津 長壽 涪州 來鳳驛

綦江 榮昌 銅梁 大足 璧山 順慶府 鄰水 西充 岳池 營山 周口 儀隴 廣安州

叙州府 富順 自流井 小溪 隆昌 南溪 綏定府 東鄉 太平 新甯 渠縣 三匯 大竹

忠州 墊江 鄧都 梁山 瀘州 江安 合江 納溪 保甯府 南部 廣元 巴州 南江

恩陽河 潼川府 遂溪 敘永廳 永甯 昭通府 遵義府 松坎

成都副總局所管各局 均屬四川省 成都府 崇慶州 金堂 趙家渡 什邡 彭縣 簡州 雙流 處之局有境

新津 新都 漢州 郫縣 溫江 新繁 灌縣 龍安府 江油 石泉 中壩 松潘廳 潼川府

見 太和鎮 射洪 鹽亭 樂至 梓潼鎮 安岳 中江 遂甯 邛州 大邑 眉州 彭山

青神 嘉定府 犍爲 榮縣 洪雅 峨眉 夾江 威遠 牛華溪 竹根灘 雅州府 天全州

名山 蘆山 打箭爐 瀘定橋 清溪 榮經 富林 綿州 安縣 綿竹 德陽 羅江 茂州

汝川 咸甞 資州 資陽 內江 仁壽 甯遠府 越嵩廳 冕甯 鹽源 會理州 瀘沽 德昌

宜昌總局所管各局 均屬湖北 四川兩省 宜昌府 歸州 巴東 施南府 夔州府 巫山 雲陽

開縣

萬縣副總局

沙市總局所管各局 均屬湖北 北省 沙市 荊州府 石首 監利 宜都 黃金口 董市 江口

鄂穴 調絃 隄頭 荊門州 后港 河涪

岳州總局所管各局 均屬湖南 貴州兩省 岳州府 臨鄉 華容 岳州城 平江 雲溪 南湖

澧州 安鄉 津市 新洲 常德府 桃源 龍陽 辰州府 辰谿 瀘溪 沅州府 黔陽

麻陽 洪江 鳳凰廳 乾州廳 銅仁府

貴陽副總局所管各局 均屬貴州 州省 貴陽府 鎮遠府 貴平

漢口總局所管各局 均屬湖北 河南兩省 汝甯府 復 正陽 上蔡 遂平 確山 信陽州 羅山

明港 五里店 駐馬店 新蔡 南陽府 浙川廳 鎮平 泌陽 桐柏 鄧州 內鄉 荆紫關

除旗鎮 新野 裕州 舞陽 葉縣 源潭鎮 光州 光山 息縣 固始 商城 烏龍集

漢口 漢陽府 漢川 孝感 黃陂 花園 蔡甸 沔陽州 分水嘴 黎馬口 麻旺嘴

仙桃鎮 彭市河 新隄 小河溪 蕭家港 田二河 新口 安陸府 天門 多寶灣 張截港

岳家口 舊口 皂市 京山 潛江 武昌府 武昌縣 嘉魚 蒲圻 咸甯 崇陽 興國州 大冶

黃石港 寶塔洲 聶家市 羊樓司 羊樓洞 團風 金口 金牛 葛店 黃州府 蕪水 蕪州
廣濟 武穴 宋埠 新洲 巴河 龍坪 陽邏 黃安 麻城 羅田 襄陽府 宜城 棗陽 穀城
均州 豐樂 樊城 太平店 老河口 石花街 德安府 雲夢 隨州 應山 長江埠 浙河鎮
應城 廣水 荊州府 見 沙洋 石牌鎮 朱家河 鄖陽府

西安副總局所管各局 均歷陝西 甘肅兩省 西安府 咸陽 藍田 三原 渭南 醴泉 興平 富平

臨潼 鄠縣 盩厔 乾州 永壽 武功 鳳翔府 岐山 扶風 郿縣 邠州 長武 潼關廳

商州 龍駒寨 商南 同州府 朝邑 蒲城 華州 華陰 漢中府 城固 洋縣 佛坪廳

西鄉 定遠 沔縣 興安府 洵陽 白河 漢陰 蜀河鎮 石泉 蘭州府 金縣 平涼府

靜甯州 隆德 涇州 鞏昌府 安定 會甯

九江總局所管各局 均歷江 西省 南昌府 豐城 進賢 李家渡 饒州府 安仁 樂平

廣信府 玉山 弋陽 貴溪 河口 南康府 吳城 九江府 牯牛嶺 景德鎮 大姑塘

湖口 袁州府 分宜 建昌府 新城 撫州府 東鄉 許灣 臨江府 新淦 陝江

樟樹 新喻 吉安府 泰和 萬安 贛州府 信豐 龍南 南安府 南康 瑞州府

蕪湖總局所管各局 均歷安徽 江蘇兩省 安慶府 甯國府 涇縣 河滬溪 南陵 灣沚 水陽

孫家埠 水東 太平府 蕪湖 荻港 丹陽鎮 廬州府 舒城 無為州 巢縣 運漕 三河

柘阜 鳳陽府 壽州 走遠 正陽關 潁州府 太和 廣德州 建平 和州 合山

六安州 江甯府 高淳

南京總局所管各局

均屬江蘇安徽兩省

江甯府

京南 句容 浦口 鐘鼓樓 南京城內 溧水

下關 水西門 大河口 湖熟 六合 鳳陽府

複 懷遠 龍河 宿州 靈璧 臨淮關

穎州府

蒙城 渦陽 亳州 泗州 五河

鎮江總局所管各局

均屬江蘇山東兩省

鎮江府 丹陽 金壇 溧陽 十二圩 大港 淮安府

鹽城 安東 西壩 阜甯 板開 沙溝 清江浦 海州 沭陽 青口 板浦 大伊山 揚州府

高郵州 興化 寶應 泰州 東臺 仙女廟 瓜洲 邵伯 界首 姜堰 徐州府 宿遷 乘輿

密灣 睢甯 常州府 江陰 靖江 宜興 通州 如皋 泰興 白蒲 海安 金沙 三十里

石港 掘港 馬塘 岔河 黃橋 唐家開 兗州府

複 台兒莊 見

上海總局所管各局

均屬江蘇省

蘇州府 崑山 巴城 章練塘 松江府 泰賢 上海 甯匯

青浦 朱家角 高昌廟 新場 南橋 川沙 張堰 恩涇 大團 亭林 莊家行 吳淞 閔行 泗涇

珠涇 七寶 周浦 海門廳 太倉州 崇明 嘉定 寶山 瀏河 羅店 南翔 沙頭 白鶴港

浮橋 黃渡 廟鎮 堡鎮 大場 江灣 安定 橋鎮

蘇州總局所管各局

均屬江蘇省

蘇州府 常熟 同里 木瀆 東洞庭山 唯亭 澱浦

平望 澱墅 福山 梅里 常州府 無錫 東亭 甘露 八字橋 蕩口

甯波總局所管各局

均屬浙江省

甯波府 慈谿 奉化 象山 莊市 石浦 鎮海 梅墟

大陳頭 柴橋 定海 紹興府 蕭山 諸暨 餘姚 上虞 嵊縣 新昌 百官 章家埠

台州府 黃巖 天台 仙居 路橋 甯海 太平 海門 金華府 蘭谿 東陽 義烏 永康 武義

浦江 湯溪 衢州府 龍游 常山

杭州總局所管各局 均屬浙江 江蘇兩省 杭州府 海甯州 富陽 餘杭 臨安 於潛 大源 長安

硤石 東梓關 新城 昌化 塢口 臨平 瓶窑 塘棲 嘉興府 嘉善 海鹽 石門 平湖 桐鄉

新塍 濮院 乍浦 西塘 沈蕩 石門灣 湖州府 長興 德清 烏鎮 菱湖 泗安 新市 雙林

莫干山 南潯 善澱 埭溪 上柏 武康 織里 三橋埠 下昂 蘇州府 見 震澤 盛澤

温州總局所管各局 均屬浙江 温州府 温州城內 瑞安 平陽 金鄉 林溪 虹橋 大荆

儀山 樂清 古賢頭 玉環 坎門 處州府 青田 縉雲 松陽 遂昌 龍泉

三都澳總局所管各局 均屬福建 三都澳 福甯府 霞安 福鼎 三沙 甯德 壽甯

福州總局所管各局 均屬福建 福州府 古田 羅源 福清 琯頭 鼓嶺 福清船政

潭尾街 水口 龍田 宏路 漁溪 馬尾 塢尾 羅星塔 高山市 海口 厝嶼 連江 永福

長樂 竹崎 閩清 閩清六都 閩清十四都 建甯府 建陽 崇安 政和 松溪 水吉 石岐街

赤石街 浦城 星郵 東遊 延平府 將樂 沙縣 洋口 尤溪 順昌 尤溪十四都 樟湖板

永安 峽陽 興化府 仙遊 涵江 沙溪 邵武府 光澤 泰甯 建甯

廈門總局所管各局 均屬福建 廈門 泉州府 同安 安海 法石 洛陽 溪尾 安溪

洪瀨 馬頭 龍門墟 江頭 馬巷 劉五店 滙口 東口 彭圩 惠安 深滘 金井 南安 羅溪

千金廟 山頭城 樹兜 青陽市 石獅 港邊 衙口 沙尾 漳州府 南靖 石碼 山城 浦南

長泰 小溪 平和 華封 船塢墟 白水營 海澄 浮宮 港尾 漳浦 雲霄 詔安 水潮 海澄
角尾 新安 流傳 青浦 佛疊 四都圩 藍鏡 銅山 新橋頭 龍巖州 漳平 道中 雁石
龍門圩 白土墟 小池墟 大袍墟 汀州府 坎市 永定 古城 連城 河田 甯洋 甯化
清流 歸化 新泉 上杭 武平 寧市 永春州 德化

汕頭總局所管各局 均屬廣東省 汕頭 潮州府 潮陽 揭陽 大埔 澄海 萑埠 炮台 棉湖

河婆 普甯 甲子 黃岡 達豪埠 東隴 隴陸 蓬州所 豐順 湯坑 峽山 貴嶼 高陂 虎市
饒平 潮寮 浮洋 龍湖 金石 彩塘市 嘉應州 長樂 興甯 鎮平 松口 三河壩 丙村 畚坑
新鋪 長浦 隆文 橫流渡 惠州府 岐嶺 老隆 龍川 汕尾 碣石 永安 和平

梧州總局所管各局 均屬廣西貴州兩省 桂林府 陽朔 永福 全州 藤橋 六塘 鹿寨 柳州府

雜容 慶遠府 思恩 懷遠 百色廳 平樂府 昭平 梧州府 藤縣 容縣 潯江

潯州府 平南 貴縣 丹竹 江口 大烏 東津 南甯府 橫州 永淳 甯鄉 枝椅 鎮安府

平馬 那波 田州 白馬 都勻府 獨山 荔波

三水總局所管各局 均屬廣東廣西兩省 廣州府 三水 清遠 藍苞 西南 青岐 白坭 石角 源潭

肇慶府 四會 廣利 祿步 悅城 封川 德慶州 廣甯 白土 新橋 韶州府 樂昌

英德 翁源 乳源 仁化 南雄州 始興 羅定州 都城 連灘 東安 都綺 六都 連州

梧州府 見 懷集

廣州總局所管各局 均隸廣東省 廣州府 廣東省 東莞 新甯 香山 新會 黃岡 佛山 石灣

瀾石 古勞 昇平 沙平 河清 沙頭 甘竹 江門 蔚昌 冲雲 華安墟 西門 冲葵 海口 埠

廣海 上澤 龍山 海口 龍江 沙口 九江 大谷 淡水口 長沙 赤坎 赤水 荻海 潮鏡

大江墟 三合 陳村 章村 桃村 碧江 三桂 屏山 鐘村 增城 仙村 市橋 赤花 大頁

倫敦 黃連 桂洲 容奇 鷄洲 大洲 石岐 小悅 沙溪 大涌 斗門 平嵐 沙崗 下細

五十墟 南朗 太平 沙井 甫頭 甫頭城 百鄉 吳陳 大涌鄉 深圳 赤溪處 從化 龍華墟

杆欄墟 三江 大汾墟 藤冲 白石 黃埔 新塘 石龍 紫洞 大滘 樂從 古井 外海 白沙

四九墟 石龍頭 水步 斗山 橫滙 平山 都斛 浮石 西廓 汕底 固戍 派潭 正果 龍門

永滄 兩龍墟 花縣城 中堂 常平 寮步 三多祝 獅嶺墟 石圍塘 高塘 太和市 康樂

新興 神崗 太平場 良口墟 勒樓 五眼橋 三眼橋 石龍墟 橋頭墟 官橋墟 龍歸市

蚌湖墟 人和墟 寮邊 邵邊 譚邊 高增墟 公正墟 鐘落潭 百湖墟 石角墟 水頭墟

大鏡 唐尾墟 赤泥 白泥 炭步 五和墟 新街墟 瓜步 汎街邊 上陌 獅子寶 小唐 小坑

沙頭 惠州府 歸善 博羅 長甯 連平州 河源 淡水墟 橫瀝 錫場 古竹 觀音閣 白茫花

忠信 藍口 陽江 廉州府 電白 水東 信宜 梅菪 吳川 雷州府 肇慶府 見

陽春 高明 恩平 開平 三洲墟 鶴山 平安 龍口墟 大崗墟 峴崗墟 百合墟 聖堂墟

瓊州總局所管各局 均隸廣東省 瓊州府 定安 會同 嘉積市

北海總局所管各局 均屬廣東廣西兩省 北海 廉州府 長樂 武利 靈山 欽州 小董 陸屋

高州府 複 安鋪 化州 石城 雷州府 複 遂溪 鬱林州 博白 北流

龍州總局所管各局 均屬廣西 龍州廳

蒙自總局所管各局 均屬雲南貴州兩省 雲南府 臨安府 石屏州 嵩枝地 蠻耗 個舊廠 通海

蒙自 楚雄府 廣南府 剝隘 普禧 曲靖府 馬龍州 平彝 宣威 楊林 開化府

河口 東川府 安順府 郎岱 * 興義府 普安

思茅總局所管各局 均屬雲南省 思茅廳 普洱府 磨黑 他郎

騰越總局所管各局 均屬雲南省 騰越廳 大理府 下關 蒙化廳 永昌府 龍陵 麗江府

鶴慶州 雜西 永北廳 舊衙坪

長沙總局所管各局 均屬湖南江西兩省 長沙府 湘潭 湘鄉 永豐 株洲 湘陰 靖港 瀏陽 益陽

甯鄉 醴陵 溁口 衡州府 衡山 耒陽 桂陽府 郴州 宜章 永興 永州府 邵陽

永明 冷水灘 甯遠 江華 道州 寶慶府 袁州府 複 萍鄉

大通總局所管各局 均屬安徽省 安慶府 複 樅陽鎮 桐城 潛山 太湖 望江 華陽鎮

石牌鎮 建德 廬州府 複 廬江 徽州府 屯溪 休甯 績溪 黟縣 陵陽鎮 太平府

池州府 石埭 銅陵 殷家匯 青陽 東流 甯國府 複 太平縣

POSTAGE DUE, 1904.

LXXIII.



LXXIV.



LXXV.



LXXVI.



LXXVII.



LXXVIII.



LXXIX.



LXXX.




LXXII.

POSTAGE DUE
實欠

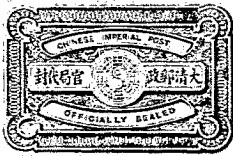
LXXXI.

LXXXII.



郵政明信片


LXXXIV.



LXXXV.

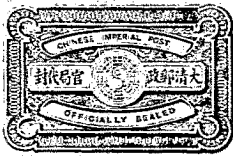
此面只寫收信人姓名住址
後面須寫寄信人姓名住址

LXXXIII.



郵政明信片

LXXXIV.



LXXXV.

此面只寫收信人姓名住址
後面須寫寄信人姓名住址

字 101

加緊信件

收信憑單



發信收單

XXI.	XXII.	XXIII.	XXIV.	XXV.	XXVI.	XXVII.
半洋暫 分銀作 ½ cent.	壹洋暫 分銀作 1 cent.	貳洋暫 分銀作 2 cents.	肆洋暫 分銀作 4 cents.	伍洋暫 分銀作 5 cents.	捌洋暫 分銀作 8 cents.	壹洋暫 角銀作 10 cents.

XLVIII. XLIX. L.

壹洋暫 角銀作 10 cents.	壹洋暫 角銀作 10 cents.	叁洋暫 角銀作 30 cents.
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LI.	LII.	LIII.	LIV.	LV.	LVI.
半洋暫 分銀作 ½ cent.	壹洋暫 分銀作 1 cent.	貳洋暫 分銀作 2 cents.	肆洋暫 分銀作 4 cents.	伍洋暫 分銀作 5 cents.	捌洋暫 分銀作 8 cents.

LVII. LVIII. LIX.

壹洋暫 角銀作 10 cents.	壹洋暫 角銀作 10 cents.	叁洋暫 角銀作 30 cents.
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LX. LXI. LXII. LXIII.

壹洋暫 分銀作 1 cent.	貳洋暫 分銀作 2 cents.	伍洋暫 分銀作 5 cents.
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LXIV. LXV. LXVI. LXVII. LXVIII. LXIX. LXX. LXXI.

大 清 郵 政 壹 分 壹 壹 one cent.	大 清 郵 政 貳 洋 暫 分 銀 作 2 cents.	大 清 郵 政 貳 洋 暫 分 銀 作 2 cents.	大 清 郵 政 肆 洋 暫 分 銀 作 4 cents.	大 清 郵 政 肆 洋 暫 分 銀 作 4 cents.	大 清 郵 政 壹 圓 壹 壹 1 dollar.	大 清 郵 政 壹 圓 壹 壹 1 dollar.	大 清 郵 政 伍 圓 壹 壹 5 dollars.
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ISSUE OF 1897.

XVII.



XVIII.



XIX.



XX.



XXI.



XXII.



XXIII.



XXIV.



XXV.



XXVI.



XXVII.



XXVIII.



ISSUE OF 1898.

XXXIX.



XXX.



XXXI.



XXXII.



XXXIII.



XXXIV.



XXXV.



XXXVI.



XXXVII.



XXXVIII.



XXXIX.



XI.



CHINESE IMPERIAL POST.

ISSUES OF POSTAGE STAMPS, 1878-1905.

ISSUE OF 1878.

I.



II.



III.



ISSUE OF 1885.

IV.



V.



VI.



ISSUE OF 1894.

VII.



VIII.



IX.



X.



XI.



XII.



XIII.



XIV.



XV.



XVI.



1st February 1898. Similar design to No. 143, but inscribed "Chinese Imperial Post," and lithographed by Messrs. WATERLOW & SONS, London, in carmine, on thick pale-yellow card. (See fig. LXXXIII.) :—

144. 1 cent; carmine.

145. 1 cent + 1 cent; carmine (reply card).

"OFFICIALLY SEALED" STAMP.

24th January 1905. Lithographed at Shanghai, on thin, white wove paper. No watermark. Perforation, 12. (See fig. LXXXIV.) :—

146. "Officially sealed"; green.

146a. pale green.

EXPRESS DELIVERY STAMP.

11th November 1905. Lithographed, on wove paper, in dark green on light-green ground tint, multiple printed "Chinese Imperial Post." (See fig. LXXXV.) :—

147. 10 cents; dark green on light green.

The total issues of surcharged stamps Nos. 67-82 and Nos. 86-126 were as follows:—

VALUE.	Surcharged on	Total Number issued.	Returned and destroyed.	Net Issue.
½ cent.....	3-candarin (figs. XLI, LI).....	440,728	136,681	304,047
1 cent.....	1-candarin	387,734	177,402	410,332
"	Revenue, 3 cents } (figs. XLII, LII, LX, LXIV).....	200,000		
2 cents	2-candarin	790,975	280,000	859,675
"	Revenue, 3 cents } (figs. XLIII, LIII, LXI, LXV, LXVI).....	349,600		
4 cents	4-candarin	344,505	157,238	237,267
"	Revenue, 3 cents } (figs. XLIV, LIV, LXVII, LXVIII).....	50,000		
5 cents	5-candarin (figs. XLV, LV, LXII).....	321,575	163,833	157,742
8 "	6-candarin (figs. XLVI, LVI).....	196,848	125,828	71,020
10 "	6-candarin	20,000	64,431	151,308
"	9-candarin } (figs. XLVII, XLVIII, XLIX, LVII, LVIII).....	132,813		
"	12-candarin	62,926		
30 cents	24-candarin (figs. I, LIX).....	50,366	24,040	26,326
1 dollar	Revenue, 3 cents (fig. LXXIX).....	20,485	13,236	7,249
5 dollars.....	" " (fig. LXXX).....	5,000	...	5,000

POSTAGE-DUE STAMPS.

16th March 1904. Pending the arrival of the regular postage-due stamps, the current denominations were surcharged in black, as fig. LXXXII. No watermark:—

Provisionals.

129. ½ cent.	On stamp No. 54: ½ cent; brown.	Stamps issued, 81,440.
130. 1 "	" " 55: 1 cent; ochre.	" 281,560.
131. 2 cents.	On stamp No. 56: 2 cents; scarlet.	" 177,200.
132. 4 "	" " 57: 4 cents; yellow brown.	" 155,360.
133. 5 "	" " 58b: 5 cents; red orange.	" 115,680.
134. 10 "	" " 59: 10 cents; deep green.	" 139,680.

10th November 1904. Small oblong stamp. No watermark: Perforation, 14. (See figs. LXXXIII to LXXX):—

135. ½ cent; light blue.	Stamps issued (to 31st December 1905), 120,000.
136. 1 " " "	" " 228,000.
137. 2 cents; " " "	" " 209,000.
138. 4 " " "	" " 143,000.
139. 5 " " "	" " 86,000.
140. 10 " " "	" " 111,600.
141. 20 " " "	" " 30,000.
142. 30 " " "	" " 22,600.

POSTCARDS.

16th August 1897. Small oval design. Lithographed in Japan, in carmine, on thin straw-coloured card. Inscribed "Imperial Chinese Post." (See fig. LXXXII):—

143. 1 cent; carmine.	Postcards printed, 1,001,000.
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Office cancellation mark are known; probably these thus cancelled were uncharged specimens issued by error:—

112. 3 cents; red.
112a. " red brown.

(Ca.) Black surcharge. On stamp No. 112: 3 cents; red:—

113. 1 cent (fig. LXIV).
114. 2 cents (fig. LXV).
115. " (fig. LXVI).
116. 4 cents (fig. LXVII).
117. " (fig. LXVIII).
118. 1 dollar (fig. LXIX).
* 119. " (fig. LXX). Stamps issued, 40.
† 120. 5 dollars (fig. LXXI).

Varieties.

(Cb.) Colour modified:—

- 113a. 1 cent (fig. LXIV). On stamp No. 112a: 3 cents; red brown.
114a. 2 cents (fig. LXV). " " " "

(Cc.) Surcharge inverted:—

121. 2 cents (fig. LXV). On stamp No. 112: 3 cents; red.
122. 5 dollars (fig. LXXI). " " " "

(Cd.) Double surcharge:—

123. 2 cents (fig. LXV). On stamp No. 112: 3 cents; red.

(Ce.) Inverted "s" in "cents":—

124. 2 cents (fig. LXV). On stamp No. 112: 3 cents; red.

(Cf.) No period after "cents":—

125. 2 cents (fig. LXV). On stamp No. 112: 3 cents; red.

(Cg.) Comma after "cents":—

126. 2 cents (fig. LXV). On stamp No. 112: 3 cents; red.

(D.) October 1903. At Foochow, during a temporary exhaustion of stock of 1-cent stamps, the current 2-cent stamps (fig. XXXI) were made to serve the purpose, by being cut diagonally in half and cancelled by a rectangular frame bearing the inscription "Postage 1 Cent paid":—

127. 1 cent. Half of stamp No. 44c: 2 cents; red.

(E.) August 1904. Identically the same procedure was resorted to by the Chungking Office, but the cancellation was done by the regular Post Office cancellation stamp:—

128. 1 cent. Half of stamp No. 44c: 2 cents; red.

* One sheet, of 40 stamps, was printed erroneously with the small type.

† Although intended only for Money Orders, some postmarked specimens are known, showing that they have undoubtedly been used also for postage.

Varieties.

(Ba.) Misprint: second stamp in first column to right, "t" in "cent" omitted:—

95. $\frac{1}{2}$ cent (fig. LI). On stamp No. 13: 3 candarins; yellow. ∞
 95a. " " " " 13b: " orange yellow.

(Bb.) Surcharge 16 to 16 $\frac{1}{2}$ mm. high; figure of value closer to Chinese characters:—

96. $\frac{1}{2}$ cent (fig. LI). On stamp No. 13: 3 candarins; yellow.
 96a. " " " " 13b: " orange yellow.
 97. 1 cent (fig. LII). On stamp No. 11: 1 candarin; geranium red.
 97a. " " " " 11a: " orange vermilion.
 97b. " " " " 11b: " pale vermilion.
 98. 2 cents (fig. LIII). On stamp No. 12a: 2 candarins; green.
 98a. " " " " 12b: " yellow green.
 98b. " " " " 12c: " deep green.
 99. 4 cents (fig. LIV). On stamp No. 14: 4 candarins; rose.
 99a. " " " " 14a: " pale rose.
 100. 5 cents (fig. LV). On stamp No. 15: 5 candarins; deep chrome yellow.
 100a. " " " " 15a: " orange yellow.
 100b. " " " " 15b: " orange.
 100c. " " " " 15c: " yellow.
 101. 8 cents (fig. LVI). On stamp No. 16: 6 candarins; carmine brown.
 101a. " " " " 16a: " brown.
 102. 10 cents (fig. LVII). On stamp No. 17a: 9 candarins; green.
 102a. " " " " 17b: " emerald.
 103. " (fig. LVIII). On stamp No. 18: 12 candarins; orange.
 103a. " " " " 18a: " pale orange.
 104. 30 cents (fig. LIX). On stamp No. 19c: 24 candarins; carmine.

(Bc.) Surcharge inverted:—

105. $\frac{1}{2}$ cent (fig. LI). On stamp No. 13: 3 candarins; yellow.
 106. 2 cents (fig. LIII). On stamp No. 12a: 2 candarins; green.
 107. 4 " (fig. LIV). On stamp No. 14: 4 candarins; rose.
 108. 10 " (fig. LVII). On stamp No. 17a: 9 candarins; green.

(Bd.) Issue of 1885 surcharged as above. This set is known as the Pakhoi set, but so far as can be gathered from official records not a single stamp was sent to that port. No cancelled specimens have been seen, and it is surmised that the balance in stock after surcharging was erroneously printed with this type. Surcharge 15 $\frac{1}{2}$ to 16 $\frac{1}{2}$ mm. high:—

109. 1 cent (fig. LX). On stamp No. 7: 1 candarin; green. Issue, 109.
 110. 2 cents (fig. LXI). On stamp No. 8: 3 candarins; mauve. " 54.
 111. 5 " (fig. LXII). On stamp No. 9b: 5 candarins; olive yellow. " 159.

(C.) 13th February 1897. For some projected Revenue purpose a Revenue stamp was kept in stock at the Customs Statistical Department; these were utilised for postal purposes by a surcharge and were issued concurrently with previous-mentioned surcharges. Perforation, 16. No watermark. (See fig. LXIII.) Very few unsurcharged specimens bearing a Post

74. 10 cents (fig. XLVIII). On stamp No. 17*a*: 9 candarins; green.
 75. " (fig. XLIX). On stamp No. 18: 12 candarins; orange.
 76. 30 cents (fig. L). On stamp No. 19*a*: 24 candarins; rose carmine.
 76*a*. " " " " 19*a*: " carmine.

Varieties.

(A*a*.) Error: lower figure and fractional bar of " $\frac{1}{2}$ " (stamp No. 67*a*) omitted:—

77. $\frac{1}{2}$ cent (fig. XLI). On stamp No. 13*b*: 3 candarins; orange yellow.

(A*b*.) Surcharge inverted:—

78. 1 cent (fig. XLIII). On stamp No. 11*a*: 1 candarin; orange vermilion.

(A*c*.) Double surcharge:—

79. $\frac{1}{2}$ cent (fig. XLI). On stamp No. 13*b*: 3 candarins; orange yellow.
 80. 2 cents (fig. XLIII). On stamp No. 12*a*: 2 candarins; green.
 81. 4 " (fig. XLIV). On stamp No. 14: 4 candarins; rose.
 82. 10 " (fig. XLVIII). On stamp No. 17*a*: 9 candarins; green.

(A*d*.) 10th February to 17th March 1897. Issue of 1885 surcharged as above:—

- | | | | | |
|---------------|-----------------------|--------------------------------------|---|--------|
| 83. | 1 cent (fig. XLII). | On stamp No. 7: 1 candarin; green. | } | Issue, |
| 83 <i>a</i> . | " " " " | " 7 <i>a</i> : " pale green. | | |
| 84. | 2 cents (fig. XLIII). | On stamp No. 8: 3 candarins; mauve. | } | Issue, |
| 84 <i>a</i> . | " " " " | " 8 <i>b</i> : " deep mauve. | | |
| 85. | 5 cents (fig. XLV). | On stamp No. 9: 5 candarins; bistre. | } | Issue, |
| 85 <i>a</i> . | " " " " | " 9 <i>b</i> : " olive yellow. | | |

(B.) Large type; surcharged 17 to 17½ mm. high (*see* figs. LI to LIX):—

86. $\frac{1}{2}$ cent (fig. LI). On stamp No. 13: 3 candarins; yellow.
 86*a*. " " " " 13*b*: " orange yellow.
 87. 1 cent (fig. LII). On stamp No. 11*a*: 1 candarin; orange vermilion.
 87*a*. " " " " 11*b*: " pale vermilion.
 88. 2 cents (fig. LIII). On stamp No. 12*a*: 2 candarins; green.
 88*a*. " " " " 12*b*: " yellow green.
 88*b*. " " " " 12*c*: " deep green.
 89. 4 cents (fig. LIV). On stamp No. 14: 4 candarins; rose.
 89*a*. " " " " 14*a*: " pale rose.
 90. 5 cents (fig. LV). On stamp No. 15*b*: 5 candarins; orange.
 90*a*. " " " " 15*c*: " yellow.
 91. 8 cents (fig. LVI). On stamp No. 16*a*: 6 candarins; brown.
 91*a*. " " " " 16*b*: " pale brown.
 92. 10 cents (fig. LVII). On stamp No. 17*a*: 9 candarins; green.
 92*a*. " " " " 17*b*: " emerald.
 93. " (fig. LVIII). On stamp No. 18: 12 candarins; orange.
 94. 30 cents (fig. LIX). On stamp No. 19*a*: 24 candarins; carmine.

56. 2 cents; scarlet.
 57. 4 " yellow brown.
 58. 5 cents; salmon.
 58a. " orange yellow.
 58b. " red orange.
 59. 10 cents; deep green.
 59a. " yellow green.
 60. 20 cents; brown.
 61. 30 " rose.
 62. 50 " green.
 63. 1 dollar; carmine and salmon.
 64. 2 dollars; yellow and red.
 65. 5 " green and salmon.

(C.) 10th July 1905. Unwatermarked:—

66. 5 cents; mauve violet.

PROVISIONAL ISSUES.

18th December 1896. By Imperial Edict the Imperial Chinese Post Office was recognised, and the Post Office currency was thereupon changed from candarins (taels) to cents (dollars). Whilst regular stamps were being prepared, provisionals were issued, by surcharging in black, with ordinary printing types, the 1885 and 1894 stamps in stock.

Reprints on various thicknesses of paper, and necessarily different in shades of colour, were later on made from the original 1894 blocks, for surcharging purposes, as in many denominations the stocks soon became exhausted. These surcharges were done by several printing offices; hence difference in type of surcharge. As no records were kept of these different surcharges, only totals of each denomination are given below, irrespective of type of surcharges.

(A.) Small type; surcharged 17 to 17½ mm. high (see figs. XLI to L):—

67. ½ cent (fig. XLI). On stamp No. 13: 3 candarins; yellow.
 67a. " " " " 13b: " orange yellow.
 67b. " " " " 13c: " ochre.
 68. 1 cent (fig. XLII). On stamp No. 11a: 1 candarin; orange vermilion.
 69. 2 cents (fig. XLIII). On stamp No. 12a: 2 candarins; green.
 69a. " " " " 12c: " deep green.
 70. 4 cents (fig. XLIV). On stamp No. 14: 4 candarins; rose.
 70a. " " " " 14a: " pale rose.
 71. 5 cents (fig. XLV). On stamp No. 15b: 5 candarins; orange.
 71a. " " " " 15c: " yellow.
 72. 8 cents (fig. XLVI). On stamp No. 16a: 6 candarins; brown.
 72a. " " " " 16b: " pale brown.
 72b. " " " " 16c: " deep brown.
 73. 10 cents (fig. XLVII). On stamp No. 16a: 6 candarins; brown.
 73a. " " " " 16b: " pale brown.

45.	4 cents; red brown.
45a.	" yellow brown.
46.	5 cents; salmon.
46a.	" dark salmon.
46b.	" red.
46c.	" pale red.
46d.	" dark red.
46e.	" orange.
46f.	" red orange.
47.	10 cents; deep green.
47a.	" light green.
48.	20 cents; light red brown.
48a.	" brown lake.
48b.	" claret.
49.	30 cents; rose.
49a.	" rose red.
50.	50 cents; light green.
50a.	" green.
51.	1 dollar; red and pale rose.
51a.	" carmine and salmon.
52.	2 dollars; yellow and red.
52a.	" yellow and carmine.
52b.	" yellow and salmon.
53.	5 dollars; green and pale rose.
53a.	" green and salmon.

N.B.—Most of the above (Nos. 42 to 53a) are known to have, by error, been issued imperforated either horizontally or vertically. The higher denominations are used chiefly for Postal Money Orders, stamps to the value remitted being affixed to each Order.

On the 26th May 1899 the stock of watermarked paper, 110 reams, enough to print about 13 million stamps, was forwarded to Messrs. WATERLOW & SONS to print on without regard to the stamps fitting the watermark, after the exhaustion of which paper the stamps were to be printed on plain paper.

(B.) Unwatermarked *.—

54.	$\frac{1}{2}$ cent; brown.
55.	1 " ochre.

* These stamps were printed from the same dies as, and were similarly perforated and issued simultaneously with, the watermarked issue, from 1902, as stocks of the earlier imprints were exhausted at the Customs Statistical Department. No record having been kept of the issue of the watermarked or unwatermarked stamps separately, only the total issued, irrespective of watermark, from 1898 to 31st December 1905, is given below:—

$\frac{1}{2}$ cent	20,732,000	30 cents	635,000
1 "	56,891,000	50 "	505,000
2 cents	49,635,000	1 dollar	378,064
4 "	4,956,000	2 dollars	410,512
5 "	5,478,000	5 "	792,128
10 "	7,071,000		
20 "	1,478,000	TOTAL STAMPS ISSUED.	<u>133,961,704</u>

31.	1 cent; yellow.	} Stamps issued, 433,200.
31a.	" gold yellow.	
32.	2 cents; deep orange.	" 1,248,000.
33.	4 cents; brown.	} " 912,000.
33a.	" light brown.	
33b.	" dark brown.	
33c.	" red brown.	
33d.	" bistre brown.	
34.	5 cents; rose.	} " 360,000.
34a.	" pale rose.	
34b.	" deep rose.	
35.	10 cents; green.	} " 360,000.
35a.	" deep green.	
36.	20 cents; brown lake.	} " 168,000.
36a.	" lilac.	
37.	30 cents; carmine.	" 168,000.
38.	50 cents; yellow green.	} " 360,000.
38a.	" green.	
38b.	" deep green.	
39.	1 dollar; carmine and rose.	" 51,600.
40.	2 dollars; orange and yellow.	} " 12,930.
40a.	" pale orange and pale yellow.	
41.	5 dollars; yellow green and rose.	" 7,200.

ISSUE OF 1898.

28th January 1898. Rectangular frame. Printed in London, on white wove paper, the $\frac{1}{2}$ cent to 50 cents values in blocks of 20 stamps, the 1 dollar to 5 dollars in blocks of 48 stamps, from copperplates impressed by steel dies, by Messrs. WATERLOW & SONS, from the same designs as the preceding issue, but with inscription "Chinese Imperial Post." The groundwork has a geometrical or lacework background, and the stamps have a much better finish. Values in cents. Issued concurrently with preceding issue. Perforation, 14 to 15 $\frac{1}{2}$. (See figs. XXIX to XL.)

(A.) Watermarked (fig. LXXXI):—

42.	$\frac{1}{2}$ cent; seal brown.
42a.	" light brown.
42b.	" dark brown.
42c.	" red brown.
43.	1 cent; orange yellow.
43a.	" orange.
43b.	" dark ochre buff.
43c.	" light ochre buff.
44.	2 cents; cardinal red.
44a.	" scarlet.
44b.	" orange red.
44c.	" red.
44d.	" pale red.
44e.	" pale orange.

17.	9 candarins; grey green.	}	Stamps issued, 56,182.
17a.	" green.		
17b.	" emerald.		
18.	12 candarins; orange.	}	" 33,509.
18a.	" pale orange.		
19.	24 candarins; carmine red.		
19a.	" rose carmine.	}	" 34,035.
19b.	" rose.		
19c.	" carmine.		

Varieties.(B) *Tête-bêche* (bottom left-hand stamp of plate):—

20.	9 candarins; green.	}	Stamps issued, 2,341.
20a.	" emerald.		

(C) Imperforated either horizontally or vertically:—

11c.	1 candarin; red.
17c.	9 candarins; green.

(D) The same set unwatermarked; thicker paper. Cancelled specimens are unknown, but, as whole sheets have been seen, it is surmised that when it was found necessary in 1897 to reprint from the stones, for surcharging purposes, thicker and unwatermarked paper was used:—

21.	1 candarin; brick red.
22.	3 candarins; gold yellow.
23.	4 " pale rose.
24.	5 " orange yellow.
25.	6 " red brown.
*26.	9 " emerald.
27.	12 " orange.
28.	24 " carmine.

(E) 1st January 1897. Retouched plate (fig. XVI); watermarked as regular issue. No specimen is known unsurcharged of this stamp:—

29.	2 candarins; yellow green.	Stamps issued, 202,739.
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ISSUE OF 1897.

16th August 1897. Rectangular frame. Inscribed "Imperial Chinese Post." Lithographed in Japan, from designs proposed by the Customs Statistical Department in Shanghai, on white wove paper, in blocks of 20 stamps. Value in cents (100 cents = \$1). Perforation, 11 to 12. (See figs. XVII to XXVIII):—

30.	$\frac{1}{2}$ cent; brown purple.	}	Stamps issued, 481,200.
30a.	" lilac rose.		
30b.	" claret.		
30c.	" dark brown.		

* The plate was evidently retouched, as on reprinting for surcharging purposes the *tête-bêche* stamp was correctly placed on the sheets.

9.	5 candarins; bistra.	} Stamps issued, 348,161.
9a.	" bistra brown.	
9b.	" olive yellow.	

(B.) On yellowish tinted wove paper:—

10.	1 candarin; deep green.	} Included in Nos. 7 and 7a issue.
10a.	" pale green.	

(C.) Imperforated. No cancelled specimens of these stamps are known; those existing may have been proofs:—

7b.	1 candarin; green.
8a.	3 candarins; mauve.
9a.	5 " bistra.

ISSUE OF 1894.

16th November 1894. Printed in honour of Her Majesty the Empress Dowager's 60th birthday.

Lithographed, the first issues in Japan and later issues at Shanghai, on white wove paper, the 1 candarin to 6 candarins in blocks of 20 stamps, the three highest values in blocks of 25 stamps. Perforation, 12. No record being accessible to distinguish the Japanese from the Shanghai imprint, the issues of each cannot be given; the only record available shows that a local printer, named YIH TZE-YÜN, printed 8,542 sheets for the Statistical Department in November 1894. (See figs. VII to XV, and descriptive notes of designs on these stamps, page lxi.)

(A.) Watermarked (fig. LXXXI):—

11.	1 candarin; geranium red.	} Stamps issued, 100,077.
11a.	" orange vermilion.	
11b.	" pale vermilion.	
12.	2 candarins; olive green.	} " 78,404.
12a.	" green.	
12b.	" yellow green.	
12c.	" deep green.	
13.	3 candarins; yellow.	} " 188,494.
13a.	" light yellow.	
13b.	" orange yellow.	
13c.	" ochre.	
14.	4 candarins; rose.	} " 44,689.
14a.	" pale rose.	
14b.	" deep rose.	
15.	5 candarins; deep chrome yellow.	} " 32,779.
15a.	" orange yellow.	
15b.	" orange.	
15c.	" yellow.	
16.	6 candarins; carmine brown.	} " 54,247.
16a.	" brown.	
16b.	" pale brown.	
16c.	" deep brown.	

DESCRIPTIVE CATALOGUE.

ISSUE OF 1878.

August 1878. Large rectangular frame. Arms: a dragon in central frame; "China" above; value below. Chinese inscription: at top, "Ta Ching" (China); to the right, "Yu Chéng Chū" (Post Office); to the left, denoting value. Typographed at Shanghai, on white wove paper, in blocks of 20 stamps. Perforation, 12½. Value in candarins (1 tael = 10 mace = 100 candarins = 1,000 cash). (See figs. I to III)

(A.) On thin paper:—

1.	1 candarin; green.	} Stamps issued, 89,011.
1a.	" yellow green.	
2.	3 candarins; red.	} " 288,828.
2a.	" vermilion.	
3.	5 candarins; yellow.	} " 137,865.
3a.	" orange.	
3b.	" pale orange.	

(B.) 3rd March 1883. On thicker paper:—

4.	1 candarin; green	} Stamps issued, 117,475.
4a.	" deep green.	
5.	3 candarins; red.	} " 269,940.
5a.	" brown red.	
5b.	" vermilion.	
6.	5 candarins; yellow.	" 101,745.

(C.) Imperforated to show the contents of the envelopes, on which a fac-simile of a specimen was printed; some, though erroneously, have been cancelled by Post Offices:—

- 4b. 1 candarin; green.
5b. 3 candarins; red.
6a. 5 " yellow.

ISSUE OF 1885.

25th November 1885. Similar to preceding issue, but smaller; rectangular. Perforation, 12. Typographed at Shanghai, on white wove paper, in blocks of 20 stamps. Watermark (fig. LXXXI): a sign in Chinese geomancy, called *yin-yang*, representing the male and female principles in nature. (See figs. IV to VI.)

(A.) On white wove paper:—

7.	1 candarin; green.	} Stamps issued, 508,667.
7a.	" pale green.	
8.	3 candarins; mauve.	} " 850,711.
8a.	" pale mauve.	
8b.	" deep mauve.	

Before the issue of regular stamps by the Korean Government, Chinese stamps were used; hence specimens of the 1885 issue are to be found with Korean ports cancelling stamps on them.

Rather than quote misleading figures, I have summarised, when exact data could not be found, the total number of stamps issued of one denomination, without distinction of varieties in colours, misprints, and errors of all sorts.

As in the Catalogue, as far as possible, I give other particulars, I deem it not necessary to repeat them in these brief introductory remarks. I therefore will close, hoping that this little Note, incomplete, I frankly confess, as it is, will be the forerunner of more fully detailed particulars, so necessary and interesting to the serious investigator in philately.

It rests with me to thank my several friends who have kindly aided me in lending specimens from their collections and giving me data to compile this work. But specially I must tender my most sincere gratitude to Mr. H. B. MORSE, the present Statistical Secretary of the Inspectorate General of Customs, who has not only placed at my disposal all available data, but who also, in moments of discouragement, kindly urged and encouraged me to finish the task thus begun, when, I frankly acknowledge, I was on the point of giving up the idea, on account of the apparently insurmountable obstacles.

J. MENGARINI

SHANGHAI, 31st March 1906.

These were executed and lithographed the first lot in Japan and the remaining issues at Shanghai, and were in use up to the 20th March 1896, when the Chinese Imperial Post Office was officially recognised by Imperial Edict, the postal currency being then changed from taels to dollars, the silver coins actually in use in this Empire.

A new set of 12 stamps was thereupon ordered from designs made at the Customs Statistical Department, and the execution given to a Japanese printing firm in Tokio, but the stamps were not ready for issue till a year later.

In the meanwhile recourse was had to surcharging, and the 1885 and 1894 stamps were made to serve for this purpose. The urgency of the necessity required a large quantity of stamps to be so surcharged, and the work was given to different printing establishments in Shanghai; hence the multiplicity of varieties of types and the errors to be found in this issue, as will be seen in the Catalogue. All that is known is that the surcharges on the Revenue stamp (fig. LXIII) were printed between February and April 1897, partly (about a half) by the Statistical Department and partly by one (Foreign) commercial printing establishment; of the surcharges on the Jubilee stamps (figs. VII to XV), the principal portion was printed by the Statistical Department between December 1896 and February 1897, and the remainder by two (Chinese) commercial printing establishments between February and July 1897.

The Japanese issue not being found perfect in workmanship, a new set was ordered in 1898 from the well-known stamp printers, Messrs. WATERLOW & SONS, of London. The designs for this set were of exactly the same pattern as for its predecessor, but the finish and workmanship were much superior. All the impressions were made on paper supplied by the Statistical Department specially, watermarked with a Chinese geomancy sign, known as the *yin-yang* (陰陽), representing the male and female principles in nature, a sign popular in this Empire and supposed to ward off evil spirits and bring good fortune. This watermarked paper had been in use since the 1885 issue.

On the 26th May 1899 all the stock of watermarked paper, consisting of some 110 reams, was forwarded to Messrs. WATERLOW & SONS, with instructions that after using the same they were to print the stamps on unwatermarked paper. The printers, however, unfortunately did not take the precaution to inform the authorities for which values they used the watermarked paper, and therefore no accurate data are obtainable at time of writing on this important point for philatelists.

The postal authorities, having exhausted the remaining stock of stamps on watermarked paper, are at present continuing the issues on unwatermarked paper.

As to perforations, no hard and fast rule was followed, and any of the three perforating machines then working in the Statistical Department was used to perforate the earlier issues which were printed by the Department.

Before the National Post was recognised by Imperial Edict, and while it was worked by Customs employes, the ports had special Service seals in use for franking the official mails of the Customs or its employes. The seals all differed one from the other, some larger or smaller, some round, and most oblong; but all bore the same inscription, such as "Shanghai Customs—Mail Matter." I have seen three different seals of Tientsin, Shanghai, Foochow, and Hankow; two of Newchwang, Chefoo, Ningpo, Wenchow, Canton, Wuhu, and Soochow; one each of Inspectorate General, Amoy, Swatow, Kowloon, Pakhoi, Lappa, Tamsui, Anping, Kiungchow, Kiunkiang, Chungking, Ichang, Shasi, Chinkiang, and for the Korean ports, Seoul and Jenchuan.

This winter service was organised by the Tientsin Customs Commissioner, Mr. DETRING, in 1876, so as to maintain, with an overland courier service *viâ* Chinkiang, the postal communications with the outer world necessarily interrupted by the port of Tientsin being ice-blocked.

Mr. DETRING sent to Shanghai one of his Writers, a Mr. WU KUAN, who, under the control of the Shanghai Commissioner, supervised the overland courier service to the North. This Department, which was called the Shu Hsin Kuan, or Post Office, was opened on the 24th July 1878, and started with a staff of 17 men.

The first set of three stamps, 1, 3, and 5 candarins, were engraved on copper by a Native artisan and printed at the Customs Statistical Department at Shanghai, and were all, as appears from the records obtainable, forwarded to Tientsin in August 1878. Anyhow, the first stamps for the Shanghai Office were received from Tientsin on the 23rd November 1878, in the following quantities:—

5 candarins:	1,000 sheets =	25,000 stamps.
3 "	1,000 " =	25,000 "
1 candarin:	1,000 " =	25,000 "

This Department grew in importance, and, as may be seen by glancing at the accompanying Catalogue, its development may be judged when hundreds of thousands of stamps of this first set were undoubtedly used for franking mail matter, as stamp collecting was then in its infancy.

Daily the utility of this Department became more apparent, and in 1885 a similarly-designed stamp, but of a smaller size, was issued, extending its usefulness to the Treaty ports.

To honour Her Majesty the Empress Dowager's 60th birthday a set of nine new stamps was issued in 1894. The appropriate meaning of the designs of these stamps, made by the late Mr. DE VILLARD, of the Customs Statistical Department, are—

- 1 *Candarin* (geranium red).—Centre, archaic form of the character *shou* (壽, "longevity"), surrounded by symbol of *wu fu* (五福, "five happinesses"), with peony above (a floral emblem of illustriousness).
- 2 *Candarins* (olive green).—Dragon centre; hydrangea (綉球藥) leaves and fruit of passiflora (西反蓮花) above (a favourite ornamentation on auspicious occasions).
- 3 *Candarins* (yellow).—Dragon centre; *p'an-t'ao* (蟠桃), or flat peach, above (this fruit being an emblem of longevity, as it is said to flower and bear fruit for 3,000 years); *pa kua* (八卦), or "eight diagrams," at corners.
- 4 *Candarins* (rose).—Dragon centre, with peony on top.
- 5 *Candarins* (deep chrome yellow).—Carp in centre (this fish in epistolary language being styled the "messenger fish"), surmounted by *ju-i-chih* (瑞芝) plant (emblematic of long life); the *wan-nien-ck'ing* (萬年青), or Chinese immortelle (*rhodea*), beneath.
- 6 *Candarins* (carmine brown).—Dragon centre, with the Chinese immortelle above; *pa kua* (八卦) at the corners.
- 9 *Candarins* (grey green).—Centre, same as 1 candarin; rampant dragon on each side, with seal form of characters for "Chinese Postal Service" above.
- 12 *Candarins* (orange).—Centre, "Chinese Postal Service" in seal characters; rampant dragon on either side, and peony above.
- 24 *Candarins* (carmine red).—Centre, a junk, with the *p'an-t'ao* (蟠桃) above.

APPENDIX M.

NOTE ON THE POSTAGE STAMPS OF CHINA, 1878-1905,
WITH DESCRIPTIVE CATALOGUE AND PLATES OF THE VARIOUS ISSUES.

By J. MENCARINI

(of the Imperial Maritime Customs Service).

THERE is a popular feeling that stamp collecting is a pastime without any special object other than to amass the greatest number of labels in albums, for one's own delight and the envy of one's friends. I am quite of the same opinion as to "stamp collecting"; but I maintain that a "philatelist" is not a stamp collector in the ordinary sense. A philatelist is a researcher in the thousand-and-one little details of a stamp that make this fascinating hobby a pleasure and at the same time a source of learning. Philately is therefore to be considered a useful branch of science, which at the same time entertains the student and adds to our knowledge in other branches of learning.

Having been an enthusiastic philatelist for over 30 years, and a specialist of this interesting Empire, I thought of compiling, for my own benefit and also for that of my brothers in philately, the result of my observations and the information I have gathered on the postage stamps of China. Although I had before me the archives of and data from the Statistical Department of the Chinese Imperial Customs, kindly placed at my disposal for reference, I am sorry to confess that I could glean only most meagre information, compared with what I really needed to make my work absolutely complete. However, I am pleased to place on record all the information I have been able to gather, hoping it will serve as a basis for future investigation in this most fascinating hobby. Before I proceed, I may state that, not having a single duplicate to dispose of, I have no intention, in compiling this Note, to boom the stamps of this country.

Although China stands as one of the Benjamins in the postal brotherhood as a postage stamp issuing country, from most ancient records it is known there existed a vast, important, and well-organised postal system in China as far back as a century before our Christian era; but that I may not appear as a plagiarist, I would refer the reader to the very explicit and complete Postal Report for the year 1904 (published in 1905 by the Customs Statistical Department), compiled by Mr. T. PIXY, the able Postal Secretary, which gives as complete data as it is possible to condense in such a Report, and all important information on the history and working of the official couriers, besides historical notes and a wealth of detailed information on the present Postal Service of China from its infancy, when it was worked as part of the Customs Revenue Department, so very ably formed and directed by Sir ROBERT HART, our distinguished Chief.

The earliest record obtainable of stamps being issued in China is a notification in the local newspapers which reads as follows:—

"CUSTOMS NOTIFICATION.

"Winter Service.

"Postage Stamps and copies of Postal Tariff may be obtained on application at the Customs Postal Department.

"(Signed) J. H. HART

"Shanghai, 16th December 1878."

APPENDIX L.

MONEY ORDER TRANSACTIONS, 1905.

DISTRICTS.	ISSUED.	CASHED.	SURPLUS.	DEFICIT.	
	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	
Peking.....	78,081.07	82,834.51	...	4,753.44	
K'ai-feng.....	11,139.35	2,197.53	8,941.82	...	
T'ai-yüan.....	4,534.71	244.43	4,290.28	...	
Newchwang.....	30,294.73	2,447.32	27,847.41	...	
Tientsin.....	73,368.22	61,137.61	12,230.61	...	
Chefoo *.....	16,456.23	10,212.37	6,243.86	...	
Chinan *.....	25,095.94	10,117.13	14,978.81	...	
Kiaochoy *.....	17,248.23	7,727.09	9,521.14	...	
Chungking *.....	7,369.37	6,081.81	1,287.56	...	
Ch'angth *.....	16,628.06	3,679.21	12,948.85	...	
Ichang.....	6,742.43	2,344.23	4,398.20	...	
Shasi.....	8,630.07	4,847.62	3,782.45	...	
Yochow *.....	14,689.43	5,100.32	9,589.11	...	
Changhsia.....	70,635.93	44,788.81	25,847.12	...	
Hankow *.....	42,400.77	60,981.01	...	18,580.24	
Hai-an *.....	6,092.23	260.67	5,831.56	...	
Kiukiang *.....	5724.74	9,762.27	...	4,037.53	
Wuhu.....	21,525.13	17,518.51	4,006.62	...	
Tatung.....	20,299.42	31,634.67	...	11,335.25	
Nanking.....	38,810.59	46,769.83	...	7,959.24	
Ch'inkiang *.....	22,639.55	43,064.56	...	20,425.01	
Shanghai.....	50,195.04	171,357.43	...	121,162.39	
Soochow *.....	15,895.72	26,092.56	...	10,196.84	
Ningpo *.....	3,260.25	23,762.32	...	20,502.07	
Hangchow.....	25,471.08	22,587.71	2,883.37	...	
Wenchow.....	6,779.13	6,664.57	114.56	...	
Santsoo.....	7,263	441.55	6,821.45	...	
Foochow.....	64,171.04	63,496.85	674.19	...	
Amoy *.....	28,662.91	5,773.59	22,889.32	...	
Swatow *.....	16,824.09	4,467.38	12,356.71	...	
Wuchow.....	7,459.62	2,943.72	4,515.90	...	
Samsul.....	1,939.76	692.68	1,238.08	...	
Canton *.....	16,205.83	30,373.07	...	14,167.24	
Kiungchow *.....	10,567.14	689.11	9,878.03	...	
Pakhoi.....	2,567.56	1,079.08	1,488.48	...	
Lungchow.....	8,640.01	232.13	8,407.88	...	
Mengtsi *.....	15,620.17	840.17	14,780	...	
Szema *.....	573.96	8.67	565.29	...	
Tengyueh *.....	150.61	...	150.61	...	
TOTAL.....	<i>Hk. Tls</i>	820,844.12	815,254.10	238,709.27	233,119.25

* Figures for December quarter estimated.

APPENDIX · K.

SUMMARY OF PARCELS DEALT WITH DURING 1905,

WITH TOTALS FOR 1904.

DISTRICTS.	RECEIVED.		DESPATCHED.		IN TRANSIT.		TOTAL.		NUMBER OF PARCELS FOR 1904.
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.	
NORTH CHINA.									
		<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>		<i>Kilos.</i>	
Peking.....	46,475	382,167	21,865	63,661	16,120	38,475	84,460	484,302	59,770
Kaileng.....	15,981	14,725	2,496	2,988	6,792	7,816	25,269	25,529	4,791
Newchwang.....	13,308	56,938	2,051	5,566	894	1,469	16,253	63,973	29,582
Tientsin.....	37,925	80,323	18,675	34,393	15,056	33,641	70,756	148,357	63,657
Chefoo.....	8,290	17,293	1,952	4,245	2,662	3,844	12,904	25,382	10,866
Chinnan.....	10,793	25,633	4,489	9,461	4,704	8,912	19,985	44,005	9,301
Kiaochow.....	12,972	34,719	2,268	6,621	10,143	25,398	25,393	66,738	18,500
CENTRAL CHINA.									
Chungking.....	13,239	45,647	4,965	14,390	4,650	8,429	22,854	68,466	15,392
Ichang (Wanhsien included).....	20,001	45,996	848	1,830	16,166	49,507	37,015	88,333	15,269
Shasi.....	3,297	11,057	349	836	1,027	2,579	4,673	14,472	3,219
Yochow.....	7,002	15,437	827	1,784	4,954	12,969	12,783	30,210	25,888
Changsha.....	21,636	41,412	2,010	1,712	8,735	17,543	32,381	60,667	3,382
Hankow.....	18,831	83,072	9,262	31,137	18,495	45,833	46,588	160,412	42,500
Kiukiang.....	33,633	37,922	3,405	11,978	20,808	72,764	57,846	122,664	55,107
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.									
Wuhu.....	8,218	24,004	1,429	2,790	3,171	6,176	12,818	32,970	17,639
Tatung.....	9,673	41,316	1,639	1,830	2,281	3,788	13,593	47,591	1,488
Nanking.....	8,209	27,211	15,391	95,075	...	...	23,600	122,286	25,706
Chinking.....	23,602	52,721	6,969	23,135	13,986	28,927	44,557	104,783	25,715
Shanghai.....	51,602	159,323	113,033	411,387	50,117	142,507	214,752	713,217	188,497
Soochow.....	4,321	16,144	15,548	90,003	374	697	20,243	106,841	15,458
Ningpo.....	3,636	7,778	3,225	7,860	2,607	4,023	9,468	19,661	9,382
Hangchow.....	4,774	8,127	13,904	49,931	4,085	8,288	22,263	66,346	14,973
SOUTH CHINA.									
Wensho.....	4,841	17,252	1,168	3,359	373	536	6,082	21,147	3,832
Santsao.....	827	1,938	178	255	242	310	1,247	2,503	447
Foochow.....	23,999	73,456	11,741	24,937	4,196	7,132	40,236	105,254	26,700
Amoy.....	15,333	52,413	1,867	5,724	4,811	13,166	22,011	71,283	8,366
Swatow.....	22,416	101,074	1,297	990	7,804	22,426	25,977	105,570	10,224
Yuchow.....	18,221	41,710	948	326	1,364	2,270	27,273	65,156	14,923
Sanshui.....	1,098	1,887	285	326	388	522	1,971	3,445	543
Canton.....	8,259	41,225	49,332	191,029	9,651	13,898	67,242	246,152	42,787
Kiungchow.....	687	2,044	145	301	4	836	2,347	631	631
Pakhoi.....	3,788	7,871	221	222	1,794	5,300	5,803	13,393	1,659
Lungchow.....	26	70	13	6	...	...	39	76	50
Mengtsz.....	2,147	5,681	379	639	1,020	2,558	3,496	8,878	4,263
Szema.....	113	275	43	59	...	...	156	325	224
Tengyueh.....	127	131	58	80	64	78	249	289	486
TOTAL.....	477,900	1,576,011	314,225	1,103,403	240,038	583,192	1,032,163	3,262,666	774,666

APPENDIX J.

PARCELS IN TRANSIT DURING 1905.

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.
NORTH CHINA.		\$	Kilos.		\$	Kilos.		\$	Kilos.		Kilos.
Peking.....	15,805	107,755.37	37,808	315	9,249	667	...	...	...	16,120	38,475
K'ai-feng.....	6,792	20,921.45	7,816	...	...	...	...	...	...	6,792	7,816
Nanwhwang.....	803	6,478.90	1,346	91	521	123	...	...	...	894	1,409
Tientsin.....	13,984	107,103.30	30,662	1,032	26,783.20	2,880	40	755.87	99	15,056	33,641
Chefoo.....	2,622	13,793.37	3,808	40	5,802	36	...	...	...	2,662	3,844
Chinan.....	4,704	21,504	8,912	...	...	...	...	...	...	4,704	8,912
Kiaochow.....	8,956	88,844.16	23,120	1,187	52,832	2,278	...	...	...	10,143	25,398
CENTRAL CHINA.											
Chungking.....	4,605	34,237	8,383	45	919	46	...	...	...	4,650	8,429
Ichang (Wanhsien included).....	16,058	163,487.86	40,169	107	3,458	337	1	10.52	1	16,166	40,507
Shasi.....	1,023	20,041.92	2,577	4	22	2	...	...	...	1,027	2,579
Yochow.....	4,851	67,404.53	12,767	103	3,386.60	202	...	...	...	4,954	12,969
Changsha.....	8,481	122,771.46	16,827	254	7,044.20	716	...	...	...	8,735	17,543
Hankow.....	17,628	220,002.67	44,612	862	33,906.60	1,220	5	15.62	1	18,495	45,835
Kiukiang.....	19,219	749,936.59	66,972	1,588	44,729.34	5,791	1	1.20	1	20,808	72,764
LOWER YANGTZE AND SEIGHEOURING DISTRICTS.											
Wuhu.....	3,357	28,519.81	6,022	114	3,081	154	...	...	...	3,171	6,176
Tatung.....	2,243	15,101.64	3,749	38	677	39	...	...	...	2,281	3,788
Nanking.....	...	...	...	...	...	...	...	...	...	...	...
Chinking.....	13,497	178,529	27,761	488	29,105.70	1,164	1	2.50	2	13,986	28,927
Shanghai.....	44,594	1,037,639.26	125,083	5,488	297,596.45	17,424	35	...	...	50,117	142,507
Soochow.....	366	9,121.61	691	8	113.25	6	...	...	...	374	697
Ningpo.....	2,477	23,097.07	4,616	130	2,873	112	...	...	...	2,607	4,023
Hangchow.....	4,085	82,798.90	8,288	...	...	...	...	...	...	4,085	8,288
SOUTH CHINA.											
Wenchow.....	360	1,519.75	522	13	182	14	...	...	...	373	536
Santsao.....	242	893	310	...	...	...	...	...	...	242	310
Poochow.....	4,366	72,228	7,057	91	728	47	39	121.68	27	4,406	7,131
Amoy.....	4739	80,701.24	12,960	72	3,831.84	206	...	...	...	4,811	13,166
Swatow.....	1,361	9,711.11	2,270	...	...	...	...	...	...	1,361	2,270
Wuchow.....	7,801	87,982.28	22,431	3	163	5	...	...	...	7,801	22,436
Samsui.....	588	5,103.99	922	...	...	...	...	...	...	588	922
Canton.....	9,518	99,632	13,728	133	4,060	170	...	...	...	9,651	13,898
Kiangchow.....	4	6	2	...	...	...	...	...	...	4	2
Pakhoi.....	1,793	17,561.22	5,297	1	30	3	...	...	...	1,794	5,300
Lungchow.....	...	...	...	...	...	...	...	...	...	...	...
Mengtze.....	1,020	5,367.08	2,558	...	...	...	...	...	...	1,020	2,558
Szemaio.....	...	...	...	...	...	...	...	...	...	...	...
Tengyueh.....	64	293.14	78	...	...	...	...	...	...	64	78
TOTAL.....	228,009	3,500,089.68	549,419	12,207	521,094.18	33,642	122	907.39	131	240,036	583,192

APPENDIX I.

PARCELS DESPATCHED DURING 1905.

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.
NORTH CHINA.		\$	Kilos.		\$	Kilos.		\$	Kilos.		Kilos.
Peking.....	20,621	237,187.52	56,420	1,244	37,811.90	7,240	...	...	...	21,865	63,660
K'iaifeng.....	2,496	7,050.43	2,988	...	...	...	...	...	...	2,496	2,988
Newchwang.....	1,507	38,072.20	4,144	544	33,662.83	1,422	...	...	...	2,051	5,566
Tientsin.....	17,173	166,550.12	31,199	1,461	56,581.25	3,133	41	385.90	61	18,675	34,393
Chefoo.....	1,780	13,965.96	4,096	171	4,313	149	1	28.50	...	1,952	4,235
Ohlan.....	3,332	27,818	7,057	1,157	78,664	2,404	...	...	...	4,489	9,461
Kiaochow.....	1,902	38,333.86	5,368	366	13,646	1,253	...	...	...	2,268	6,621
CENTRAL CHINA.											
Chungking.....	4,851	38,128	13,496	114	4,428	894	...	...	...	4,965	14,390
Ichang (Wanhien included)	757	5,319.34	1,590	91	3,125	240	...	...	...	848	1,839
Shasi.....	310	1,630.15	750	39	2,595	86	...	...	...	149	836
Yochow.....	802	23,901.98	1,736	25	1,149	28	...	...	...	827	1,781
Changsha.....	1,933	25,395.41	1,507	77	4,374.60	205	...	...	...	2,010	1,712
Hankow.....	7,696	127,557.58	24,527	1,564	78,734.17	6,605	2	13.20	5	9,262	31,137
Kiukiang.....	3,026	20,502.79	10,590	379	13,437.70	1,388	...	...	...	3,405	11,978
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.											
Wuhu.....	1,366	12,320.10	2,708	63	1,606.20	82	...	...	...	1,429	2,790
Tatung.....	1,579	7,270.70	2,426	60	1,376	61	...	...	...	1,639	2,487
Nanking.....	15,001	1,122,611.23	94,292	390	19,656	783	...	...	...	15,391	95,075
Chinkiang.....	6,714	300,918.40	23,875	255	12,426.40	260	...	...	...	6,969	23,131
Shanghai.....	109,026	1,733,372.39	399,833	3,391	178,120.54	10,077	616	6,861.83	1,477	113,033	411,387
Soochow.....	14,665	1,142,468.50	85,008	869	32,813.19	4,982	14	63.34	13	15,548	90,003
Ningpo.....	3,110	52,604.22	7,782	115	2,470.50	78	...	...	...	3,225	7,860
Hangchow.....	13,309	899,179.50	47,561	595	33,974.90	2,370	...	...	...	13,904	49,931
SOUTH CHINA.											
Wenshow.....	1,103	28,917.16	3,240	65	1,027	119	...	...	...	1,168	3,339
Santung.....	165	16,957.90	251	13	143	4	...	...	...	178	235
Poochow.....	11,355	93,283	24,418	386	13,403	519	...	...	...	11,741	24,937
Amoy.....	1,763	26,102.20	5,571	104	2,190.50	133	...	...	...	1,897	5,704
Smsow.....	1,245	36,531.40	2,149	52	2,767.57	77	...	...	...	1,297	2,226
Wuchow.....	272	4,987.59	989	2	25.20	1	...	...	...	248	590
Samsui.....	74	1,741.35	304	13	357	32	...	...	...	245	335
Chnton.....	37,643	1,093,675	123,839	11,689	543,620	67,190	...	...	...	49,332	191,023
Kiungchow.....	114	654.04	176	31	619.80	125	...	...	...	145	301
Pakhoi.....	220	1,493.49	218	1	150	4	...	...	...	221	222
Lungchow.....	13	52	6	...	...	...	...	...	...	13	6
Mengtze.....	329	4,032.92	639	...	...	...	...	...	...	329	639
Szema.....	43	165.61	50	...	...	...	...	...	...	43	50
Tengyeh.....	58	657.82	80	...	...	...	...	...	...	58	80
TOTAL.....	288,225	7,357,358.86	990,903	25,826	1,176,469.25	110,944	674	7,352.77	1,556	314,225	1,103,403

APPENDIX H.

PARCELS RECEIVED DURING 1905.

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.
NORTH CHINA.											
Peking.....	41,446	1,349,556.08	323,181	4,990	1,034,484.10	58,690	39	398.52	296	46,475	382,167
K'ui-feng.....	15,981	31,729.66	14,725	...	...	...	...	...	...	15,981	14,725
Newchwang.....	10,327	296,477.91	47,038	2,928	186,293.23	9,815	53	920.52	85	13,308	56,938
Tientsin.....	34,665	405,797.97	65,999	2,224	71,722.80	3,898	136	1,886.82	426	37,025	80,323
Chaofo.....	7,979	68,796.31	16,861	290	23,301.64	427	21	155.34	5	8,290	17,293
Chinan.....	10,570	84,764	25,188	218	7,182	419	5	53.70	25	10,793	25,632
Kinohow.....	11,635	179,746	32,116	1,334	55,866	2,598	3	63	5	12,972	34,719
CENTRAL CHINA.											
Changking.....	13,137	119,028	45,453	99	3,868	190	3	24	4	13,239	45,647
Ichang (Wansien included)	18,905	195,615.59	41,511	1,092	101,996	4,482	4	20.79	3	20,001	45,956
Shasi.....	3,020	68,290.96	9,447	277	21,432.15	1,610	...	...	...	3,297	11,957
Yochow.....	6,844	95,190.12	15,131	154	5,227.70	317	4	141.60	9	7,002	19,457
Changsha.....	20,944	614,568.16	39,932	678	17,188.45	1,400	14	294.74	80	21,636	41,412
Hankow.....	18,207	494,396.34	81,260	581	33,496.47	1,731	43	369.94	81	18,831	83,072
Kinkiang.....	30,891	1,126,454.23	28,841	2,726	67,217.13	9,050	16	205.42	31	33,633	37,922
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.											
Wuhu.....	7,918	135,801.17	23,613	285	8,240.90	365	15	137.70	26	8,218	24,004
Tatung.....	9,355	265,529.76	40,659	318	13,415	657	...	...	...	9,673	41,316
Nanking.....	7,962	164,778.96	26,562	234	10,985	649	13	41.99	...	8,209	27,211
Chinkiang.....	22,661	392,825.04	50,673	937	41,515.32	3,044	4	22.72	4	23,602	52,721
Shanghai.....	44,042	997,226.32	127,447	7,560	382,077.48	31,876	...	...	...	51,602	159,323
Soochow.....	3,234	78,388.62	8,292	1,086	26,580.06	7,846	1	47.76	6	4,321	16,144
Ningpo.....	3,312	54,245.03	6,902	311	16,534	872	13	76.70	4	3,636	7,778
Hangchow.....	4,105	38,297.60	7,619	130	7,925	472	39	58.88	36	4,274	8,127
SOUTH CHINA.											
Wenchow.....	4,450	159,721.11	16,916	78	3,354	332	13	10.01	4	4,541	17,252
Sanfou.....	814	4,435.80	1,844	...	...	...	13	346.84	94	827	1,938
Poochow.....	16,397	354,220	56,178	4,485	224,198	17,139	117	765.22	139	23,999	73,456
Amoy.....	14,160	304,572.39	45,453	1,163	57,494.20	6,930	10	84.60	30	15,333	54,413
Swatow.....	22,332	900,100.90	100,929	71	1,258	144	13	28.73	1	22,416	101,074
Wenchow.....	18,506	188,873.18	41,678	15	324	32	...	...	...	18,521	41,710
Sanshui.....	1,081	10,038.91	1,859	17	974	28	...	...	...	1,098	1,857
Canton.....	7,513	185,449	36,807	746	35,970	4,418	...	...	...	8,259	41,225
Kiungchow.....	668	17,429.77	1,994	19	493.10	50	...	...	...	687	2,014
Pakhoi.....	3,778	45,386.95	7,854	10	104	17	...	...	...	3,788	7,871
Lungchow.....	26	31.20	70	...	...	...	...	...	...	26	70
Mengsz.....	2,147	24,928.31	5,681	...	...	...	...	...	...	2,147	5,681
Szema.....	113	84.16	275	...	...	...	...	...	...	113	275
Tengyueh.....	127	640.63	131	...	...	...	...	...	...	127	131
TOTAL.	442,252	7,477,045.15	1,406,119	35,056	2,460,717.73	168,498	592	6,186.54	1,394	477,900	1,576,011

APPENDIX G.

CLUBBED MAILS DEALT WITH DURING 1905.

DISTRICTS.	NUMBER.	GROSS WEIGHT.	NUMBER OF LETTERS CONTAINED.
NORTH CHINA.			
		<i>Kilos.</i>	
Peking.....	2,026	188	23,733
K'ai-feng.....	635	114	6,480
Newchwang.....	3,087	1,165	56,736
Tientsin.....	6,780	4,920	126,733
Chefoo.....	5,781	2,200	105,593
Chinan.....	...	...	...
Kiaochow.....	...	...	...
CENTRAL CHINA.			
Chungking.....	...	...	...
Ichang.....	372	101	9,377
Wanhsien.....	...	...	...
Shensi.....	613	250	27,170
Yochow.....	102	6	720
Changshu.....	1,489	2,516	149,727
Hankow.....	24,121	12,832	738,628
Kiukiang.....	17,852	5,297	451,718
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.			
Wuhu.....	7,872	3,881	358,646
Tatung.....	10,541	1,197	158,773
Nanking.....	11,232	4,915	367,231
Chinkiang.....	19,664	7,790	816,325
Shanghai.....	56,069	28,500	2,113,020
Soochow.....	...	...	...
Ningpo.....	9,620	3,741	526,617
Hangchow.....	...	...	...
SOUTH CHINA.			
Wenchow.....	868	469	45,047
Santung.....	...	...	...
Foochow.....	3,513	1,859	122,104
Amoy.....	4,629	1,638	213,263
Swatow.....	7,646	2,861	194,873
Wuchow.....	3,981	1,766	149,084
Samshui.....	...	...	...
Canton.....	61,176	16,391	2,102,074
Kiungchow.....	2,759	1,164	26,935
Pakhoi.....	533	128	6,125
Lungchow.....	...	...	...
Mengtze.....	...	...	...
Szemaio.....	...	...	...
Tengyuan.....	...	...	...
TOTAL.....	262,902	104,929	8,896,782

APPENDIX F.

SUMMARY OF MAIL MATTER DEALT WITH DURING 1905,

WITH TOTALS FOR 1904.

DISTRICTS.	MAIL MATTER.			TOTAL, 1905.	TOTAL, 1904.
	Received.	Despatched.	In Transit.		
NORTH CHINA.					
Peking.....	3,072,460	1,571,935	1,146,665	5,791,061	3,565,000
Kaifeng.....	977,674	475,530	606,276	2,056,480	1,108,470
Newchwang.....	544,135	356,176	187,244	1,097,555	5,025,858
Tientsin.....	3,330,725	1,857,761	1,305,418	6,381,004	6,596,172
Chefoo.....	625,320	345,382	416,716	1,384,318	1,444,728
Chinan.....	1,103,895	527,931	579,959	2,211,785	1,358,140
Kiaochow.....	549,456	227,270	368,732	1,145,458	822,000
CENTRAL CHINA.					
Chungking.....	796,514	343,335	353,621	1,493,470	1,066,855
Ichang (Wanh sien included).....	549,570	158,542	416,699	1,124,811	678,944
Shasi.....	223,495	83,451	111,424	418,370	389,614
Yochow.....	457,855	124,389	315,107	897,351	2,501,129
Changsha.....	727,353	405,805	517,312	1,650,470	369,176
Hankow.....	2,571,125	1,219,514	1,637,736	5,428,375	5,001,900
Kinkiang.....	1,290,370	441,278	820,902	2,552,550	2,313,993
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.					
Wuhu.....	775,410	417,999	434,707	1,628,116	2,039,148
Tatung.....	682,509	418,904	288,013	1,389,486	105,435
Nanking.....	541,415	699,279	211,869	1,452,543	1,311,532
Chinkiang.....	3,013,594	1,213,797	1,745,209	5,972,600	2,600,000
Shanghai.....	5,281,097	6,689,495	1,521,577	13,492,149	3,162,214
Soochow.....	687,038	478,012	123,953	1,289,023	1,190,697
Ningpo.....	1,142,362	583,635	531,281	2,257,278	2,380,419
Hangchow.....	1,054,126	587,549	468,970	2,112,645	2,452,872
SOUTH CHINA.					
Wenchow.....	200,837	89,820	75,021	365,678	271,045
Santonao.....	67,956	31,169	30,609	129,734	103,089
Poochow.....	1,119,590	698,128	418,393	2,236,111	2,075,588
Amoy.....	522,257	421,634	236,673	1,180,561	542,337
Swatow.....	421,776	215,145	198,522	835,743	756,214
Wuchow.....	935,909	615,474	443,093	1,994,476	1,244,661
Samshui.....	593,220	250,628	355,875	1,199,723	350,282
Canton.....	1,783,790	1,283,866	661,532	3,729,188	3,032,251
Kiungchow.....	31,714	26,796	1,288	59,798	65,665
Pakhoi.....	137,197	65,851	55,232	258,280	252,750
Lungchow.....	6,370	4,095	923	11,388	11,284
Mengtsz.....	180,344	70,192	89,795	340,301	234,956
Sze-mao.....	7,169	5,971	10	13,150	12,751
Tengyueh.....	91,056	48,656	39,284	179,516	149,517
TOTAL.	35,098,583	23,058,735	16,804,110	75,961,428	66,655,596

APPENDIX E.

MAIL MATTER IN TRANSIT DURING 1905.

DISTRICTS.	ORDINARY LETTERS.		POSTCARDS.		NEWS- PAPERS AND PRINTED MATTER.	SAMPLES OF MER- CHANDISE.	REGISTERED ARTICLES.	FREE CORRESPONDENCE.		TOTAL.
	Franked.	Un- franked.	Single.	Reply.				Letters.	Other Articles.	
NORTH CHINA.										
Peking.....	782,469	6,137	17,724	175	135,077	468	193,408	7,718	3,399	1,146,665
K'aifeng.....	361,779	1,839	3,737	593	55,201	328	172,778	2,579	7,342	666,276
Newchwang.....	141,749	129	1,337	29	16,763	18	27,029	90	100	187,244
Tientsin.....	1,117,159	2,262	25,109	167	130,159	930	114,274	1,705	1,653	1,393,418
Chefoo.....	323,884	851	3,705	108	43,973	152	41,833	1,729	481	416,716
Chinan.....	423,380	1,917	5,333	358	37,703	247	102,666	6,547	1,808	579,959
Kiaochow.....	233,936	6,289	7,345	282	55,022	420	62,080	2,886	472	368,732
CENTRAL CHINA.										
Chungking.....	201,548	32,034	4,386	132	44,745	329	58,178	645	11,624	353,621
Ielang (Wansien included).....	205,070	1,450	7,558	93	173,336	648	25,490	1,053	2,001	416,699
Shasi.....	88,369	91	802	...	7,954	6	14,150	52	...	111,424
Yochow.....	219,094	7,679	3,007	58	31,603	706	51,128	1,039	793	315,507
Changsha.....	437,129	1,397	4,032	81	31,410	78	42,078	475	632	517,312
Hankow.....	1,244,971	12,914	16,987	440	184,221	1,162	160,976	3,347	12,718	1,637,736
Kiukiang.....	662,874	1,467	6,462	135	66,506	436	74,288	3,067	5,667	820,902
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.										
Wuhu.....	350,888	494	2,548	45	32,800	132	40,747	611	6,442	434,707
Tatung.....	245,545	515	723	26	12,649	126	26,955	576	838	288,013
Nanking.....	202,241	289	1,726	...	7,285	13	33	39	3	211,829
Chinking.....	1,506,426	1,837	9,393	213	78,885	807	127,540	3,783	16,235	1,745,209
Shanghai.....	1,109,918	8,988	40,571	169	190,218	2,171	161,651	2,613	5,468	1,521,577
Soochow.....	111,481	77	1,406	13	4,164	30	5,665	1,117	...	123,953
Ningpo.....	475,614	2,157	2,159	92	31,931	225	14,435	4,509	159	531,281
Hangchow.....	421,101	2,312	2,901	104	17,514	171	24,169	463	235	468,970
SOUTH CHINA.										
Wenchow.....	59,719	13	958	15	6,899	96	7,123	153	45	75,021
Santsao.....	25,043	429	385	...	1,268	13	3,285	147	39	30,609
Poochow.....	349,689	563	3,872	67	30,543	424	27,567	4,715	953	418,393
Amoy.....	177,240	1,295	1,997	...	22,551	110	32,596	757	127	235,673
Swatow.....	150,444	171	1,016	3	30,640	50	15,231	594	372	198,522
Wuchow.....	374,652	236	631	90	25,008	147	41,551	711	67	443,093
Samsui.....	324,475	2,168	1,554	113	17,120	109	7,890	2,380	66	355,875
Canton.....	558,043	1,749	3,132	78	40,139	100	56,714	1,461	116	661,532
Kinngchow.....	1,066	...	...	...	78	...	144	...	...	1,288
Pakhoi.....	40,914	27	132	2	7,237	8	6,313	387	212	55,232
Lungchow.....	390	13	13	...	312	...	195	...	...	923
Mengtze.....	45,839	766	1,295	...	15,542	161	24,522	1,580	60	89,765
Szeimo.....	6	...	...	...	4	...	...	...	...	10
Tengtsh.....	25,694	644	580	12	5,276	6	6,787	753	72	39,324
TOTAL.....	13,000,039	101,199	184,576	3,693	1,594,837	10,917	1,861,359	60,281	80,199	16,804,110

APPENDIX D.

MAIL MATTER DESPATCHED DURING 1905.

DISTRICTS.	ORDINARY LETTERS.		POSTCARDS.		NEWS-PAPERS AND PRINTED MATTER.	SAMPLES OF MERCHANDISE.	REGISTERED ARTICLES.	FREE CORRESPONDENCE.		TOTAL.
	Franked.	Un-franked.	Single.	Reply.				Letters.	Other Articles.	
NORTH CHINA.										
Peking.....	1,166,305	6,919	39,969	485	146,911	960	203,216	14,314	1,857	1,571,936
Kaifeng.....	352,069	680	6,093	560	32,099	530	64,987	9,600	5,892	472,530
Newchwang.....	327,890	777	4,381	6	4,122	152	27,496	1,351	1	366,176
Tientsin.....	1,245,150	5,887	55,921	237	368,094	1,727	145,510	9,736	25,499	1,857,761
Chefoo.....	280,583	1,913	6,501	37	23,038	472	25,307	3,778	637	342,382
Chinan.....	424,560	225	3,961	963	27,128	264	55,900	11,943	3,521	567,931
Kiaochow.....	167,735	27	5,040	99	9,650	237	36,451	6,612	1,413	227,270
CENTRAL CHINA.										
Chungking.....	241,526	691	7,342	240	35,545	792	46,124	7,067	4,008	343,335
Ichang (Wansien included).....	133,804	625	3,226	79	3,459	318	15,230	1,599	202	158,542
Szechuan.....	69,918	84	1,245	49	803	19	10,076	357	...	83,451
Yochow.....	99,165	1,631	2,039	38	836	191	18,670	1,759	50	124,389
Changsha.....	360,430	990	3,045	52	5,079	384	34,322	1,248	155	405,805
Hankow.....	963,733	2,761	21,371	528	84,161	1,547	132,026	10,646	2,741	1,219,514
Kiukiang.....	394,233	1,270	5,193	135	8,262	270	27,533	3,378	1,004	441,278
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.										
Wuhu.....	387,073	501	4,786	13	4,789	302	17,241	2,979	315	417,999
Tatung.....	384,605	1,092	2,915	74	4,084	153	22,871	2,639	531	418,604
Nanking.....	582,766	978	5,892	15	15,707	336	24,278	855	68,452	699,279
Chinkiang.....	1,113,570	2,737	9,898	476	8,692	674	69,192	5,094	3,464	1,213,797
Shanghai.....	1,842,297	19,126	26,373	83	4,634,654	1,392	159,492	14,308	770	6,689,495
Soochow.....	430,933	2,071	5,146	...	4,767	208	33,457	2,182	148	478,612
Ningpo.....	543,392	782	3,415	45	3,354	140	17,971	7,243	7,293	583,635
Hangchow.....	529,199	1,342	6,632	200	7,504	615	33,813	6,167	2,077	567,549
SOUTH CHINA.										
Wenchow.....	76,235	61	1,256	28	893	82	8,486	2,079	700	89,820
Samsui.....	24,189	208	253	3	183	6	4,274	1,595	448	31,169
Poochow.....	590,079	1,097	4,821	168	18,199	1,273	70,756	9,634	2,138	698,128
Amoy.....	315,246	1,124	4,324	3	66,323	248	29,913	3,239	723	421,634
Svatow.....	178,402	...	1,731	93	14,665	144	18,533	1,281	294	215,445
Wuchow.....	566,862	101	1,876	33	15,728	207	27,445	3,129	93	615,474
Samsui.....	238,686	507	1,071	68	1,707	110	4,799	3,236	444	250,628
Canton.....	1,133,352	2,388	8,340	50	65,272	510	73,345	2,210	399	1,283,866
Kiungchow.....	21,449	...	627	...	450	39	4,231	...	...	26,796
Palkhoi.....	59,940	43	1,055	3	4,260	78	7,564	1,747	161	65,851
Lungchow.....	3,419	...	...	...	13	13	637	13	...	4,095
Mengtze.....	49,045	266	3,393	12	1,622	44	13,550	2,207	53	70,192
Szema.....	5,957	1	105	...	45	10	439	214	...	5,971
Pengyueh.....	41,505	...	158	9	152	6	4,891	1,838	77	48,636
TOTAL.....	15,334,502	59,005	250,887	4,344	5,620,556	14,473	1,491,026	157,272	125,570	23,038,735

APPENDIX C.

MAIL MATTER RECEIVED DURING 1905.

DISTRICTS.	ORDINARY LETTERS.		POSTCARDS.		NEWSPAPERS AND PRINTED MATTER.	SAMPLES OF MERCHANDISE.	REGISTERED ARTICLES.	LOCAL DELIVERY.		FREE CORRESPONDENCE.		TOTAL.
	Franked.	Un-franked.	Single.	Reply.				Letters.	Other Articles.	Letters.	Other Articles.	
NORTH CHINA.												
Peking.....	2,266,654	13,645	27,727	588	376,137	1,481	308,316	36,243	5,257	20,439	15,973	3,072,460
K'ai-feng.....	681,949	3,079	5,325	941	82,295	1,277	173,893	1,958	51	12,055	14,851	977,674
Newchwang.....	404,791	1,995	3,868	143	69,734	224	53,557	6,266	1,625	1,377	555	544,135
Tientsin.....	2,240,027	10,900	50,673	1,332	453,106	8,933	287,291	241,083	13,351	10,900	13,129	3,330,725
Chefoo.....	474,603	5,713	4,395	238	86,187	448	49,588	6,161	918	5,073	896	625,220
Chinan.....	778,169	9,407	11,970	585	115,381	485	166,248	3,272	273	12,236	5,869	1,103,895
Kiaochow.....	356,852	4,074	12,643	1,083	75,485	718	87,167	93	72	9,138	2,131	549,456
CENTRAL CHINA.												
Chungking.....	444,893	22,784	11,997	472	167,063	785	122,668	1,922	618	7,941	15,371	796,514
Ichang (Wanhsien included).....	282,381	2,211	10,858	166	204,227	1,333	42,880	1,076	...	1,707	2,791	549,570
Shasi.....	173,986	461	1,761	65	21,658	38	24,799	130	13	504	60	223,495
Yochow.....	437,317	9,078	3,487	293	66,312	159	66,933	17	5	2,615	1,339	475,853
Changsha.....	568,330	6,195	6,402	108	64,894	278	74,480	3,905	15	1,793	953	775,353
Hankow.....	2,044,915	14,760	23,477	792	262,509	1,879	132,831	64,693	2,672	12,457	10,140	2,571,125
Kinkiang.....	1,044,275	4,215	8,631	276	114,432	690	107,630	981	35	5,553	3,652	1,290,370
LOWER YANGTZE AND NEIGHBOURING DISTRICTS.												
Wuhu.....	623,748	1,421	4,932	71	68,358	478	59,229	1,895	117	2,531	12,630	775,410
Tatung.....	584,540	1,819	3,853	121	42,477	499	41,165	374	33	3,097	4,531	682,509
Nanking.....	437,545	917	3,429	12	52,150	187	32,779	7,241	1,729	780	4,636	541,145
Chinkiang.....	2,580,827	5,814	19,165	560	165,862	1,472	189,511	1,420	55	9,678	39,230	3,013,594
Shanghai.....	2,628,640	13,728	57,422	822	157,671	3,064	384,631	1,229,873	788,852	9,272	7,102	5,281,977
Soochow.....	575,534	1,533	6,719	750	23,438	203	39,628	32,854	843	5,174	362	687,038
Ningpo.....	994,310	4,434	6,303	179	75,027	421	37,662	5,250	4,020	13,046	1,710	1,142,362
Hangchow.....	898,826	5,356	8,516	389	79,788	462	39,452	10,843	636	8,350	3,508	1,056,126
SOUTH CHINA.												
Wenchow.....	147,081	530	2,483	76	32,257	138	15,050	385	...	1,821	1,016	200,837
Santiao.....	48,345	1,109	666	16	4,870	41	6,040	4,500	157	1,607	605	67,956
Poochow.....	817,546	3,974	10,226	138	89,872	1,085	89,649	84,746	3,155	13,475	5,624	1,119,590
Amoy.....	380,148	1,530	2,986	12	65,226	314	61,258	4,155	1,113	3,899	606	522,257
Swatow.....	295,296	1,546	1,860	44	24,813	69	26,810	1,082	...	2,199	1,048	421,778
Wuchow.....	805,653	3,416	1,861	167	61,972	337	58,001	611	...	3,437	454	935,909
Samsui.....	548,380	3,912	2,379	240	27,566	255	12,597	...	...	5,379	302	595,220
Canton.....	1,425,935	5,442	7,997	128	90,646	714	197,282	44,079	4,935	4,846	2,685	1,783,790
Kiungchow.....	22,513	65	203	...	5,816	78	2,634	136	35	221	13	37,714
Pakhoi.....	92,383	252	957	8	27,202	67	13,316	527	66	2,662	357	375,897
Lungchow.....	3,653	...	13	...	1,430	...	1,092	39	...	...	143	6,370
Mengtz.....	100,706	1,314	4,139	104	31,197	148	37,890	91	...	4,532	223	130,314
Szamao.....	4,633	47	33	2	1,704	5	450	10	...	271	34	7,169
Tengyueh.....	69,493	454	984	44	5,888	12	11,520	...	...	2,532	159	91,056
TOTAL.....	26,159,098	167,150	329,449	10,905	3,351,850	28,787	3,046,027	1,789,911	830,651	202,037	174,698	36,098,583

13.—Wuhu District.

- 1 *Wuhu.
 - 2 *Fai-ping-fu.
 - 3 *Kingsong-fu.
 - 4 *Nanking.
 - 5 *Yants'oo.
 - 6 *Lanchow-fu.
 - 7 *Shanghai.
 - 8 *Hsiao-chow.
- (Sub-Office 1; B. O. Agencies 22.)

14.—Nanking District.

- 1 *Nanking.
 - 2 *Pukton.
 - 3 *Laha.
 - 4 *Nanking City.
 - 5 *Drum Tower.
 - 6 *Hsienon.
- (Sub-Office 2; B. O. Agencies 16.)

15.—Chinkiang District.

- 1 *Chinkiang.
 - 2 *Shihshwei.
 - 3 *Yangchow-fu.
 - 4 *Shao.
 - 5 *Kanyu.
 - 6 *Phoying.
 - 7 *Hwai-ai-fu.
 - 8 *Ch'inghsiang-p'u.
 - 9 *Hsien.
 - 10 *Hsichow-fu.
 - 11 *T'ai'chuan.
 - 12 *Hsienanhsiao.
 - 13 *T'ichow.
 - 14 *Waihsing.
 - 15 *Kiangyu.
 - 16 *Tungchow.
 - 17 *Hukao.
 - 18 *Tayang.
 - 19 *Hsunchow-fu.
 - 20 *Hsienan.
 - 21 *Ch'ing'ou.
 - 22 *Liyang.
 - 23 *Chihshen.
 - 24 *Tung'ou.
- (Sub-Office 2; B. O. Agencies 20.)

16.—Shanghai District.

- 1 *Shanghai.
 - 2 *Watsung.
 - 3 *Kiangnan Arsenal.
 - 4 *Hsangkang-fu.
 - 5 *Mihshang.
 - 6 *K'uan-shan.
 - 7 *Haimen.
- (Sub-Office 2; B. O. Agencies 26.)

17.—Soochow District.

- 1 *Soochow.
 - 2 *Wai-sh.
 - 3 *Hsian-shan.
 - 4 *Nolo.
- (Sub-Office 3; B. O. Agencies 12.)

18.—Ningpo District.

- 1 *Ningpo.
 - 2 *Hsien-sh.
 - 3 *Ting-sh.
 - 4 *Hsien-sh.
 - 5 *T'ichow-fu.
 - 6 *Tuyen.
 - 7 *Fokuan.
 - 8 *Shao-shing-fu.
 - 9 *Lan-sh.
 - 10 *Chih-sh.
 - 11 *T'ieh-sh.
 - 12 *Fung-sh.
 - 13 *Shang-sh.
 - 14 *Hsiao-sh.
 - 15 *Ch'ichow.
- (B. O. Agencies 24.)

19.—Hangchow District.

- 1 *Hangchow.
 - 2 *Hangchow (Settlement Office).
 - 3 *Dongli (Tong-sh).
 - 4 *K'ang-shi (Chia-shing-fu).
 - 5 *Fuyang.
 - 6 *Nanzing (Nan-shan).
 - 7 *Hsichow-fu.
 - 8 *Hsien.
 - 9 *Yung.
 - 10 *Hokanshan (Summer Office).
 - 11 *Hsueh (Hsai-shih).
 - 12 *Tung-sh.
 - 13 *Yenchow.
 - 14 *Ch'ang-sh.
 - 15 *P'ing-sh.
 - 16 *K'ian-sh (Kozan).
- (Sub-Office 2; B. O. Agencies 30.)

20.—Wenchow District.

- 1 *Wenchow.
 - 2 *H'anchow-fu.
 - 3 *Yoch'ing.
 - 4 *Wenchow City.
 - 5 *P'ingyang.
 - 6 *Hsai-sh.
- (B. O. Agencies 13.)

21.—Santauao District.

- 1 *Santauao.
 - 2 *Hsing-fu.
- (B. O. Agencies 5.)

22.—Fochow District.

- 1 *Fochow.
 - 2 *T'aming-sh (T'anweichieh).
 - 3 *Shan'ou.
 - 4 *Yung'ing-fu.
 - 5 *Yang'ou.
 - 6 *Shao-sh.
 - 7 *Chienning-fu.
 - 8 *Hs'ang-sh.
 - 9 *A'ntao (Hsueh-shang).
 - 10 *Pagoda Anlongsho (Leshing'ou).
 - 11 *Hoeh-shing (Fuch'ing-lai-sh).
 - 12 *K'ian'ou.
 - 13 *Fochow City.
 - 14 *K'ian-sh (Kuling).
 - 15 *Mamoi (Hawei).
 - 16 *Hsai.
 - 17 *Hsien-sh.
 - 18 *Lien-sh.
 - 19 *Fuch'ing.
 - 20 *K'ang-sh.
 - 21 *Hsueh'ing (Kai'ien-lai-sh).
 - 22 *Hsien-sh.
 - 23 *Ching-sh.
 - 24 *Chienning-hsien.
- (Sub-Office 5; B. O. Agencies 20.)

23.—Amoy District.

- 1 *Amoy (Haimen).
 - 2 *Cheho (Shih-sh).
 - 3 *Changchow-fu.
 - 4 *Hsai.
 - 5 *Ch'ian-show-fu.
 - 6 *Fuch'ou.
 - 7 *Fung-sh.
 - 8 *Hsueh-shia (Lung-shen-chow).
 - 9 *T'ing-sh.
 - 10 *Eng-sh.
- (Sub-Office 1; B. O. Agencies 74.)

24.—Swatow District.

- 1 *Swatow.
 - 2 *K'ing-sh.
 - 3 *T'ai-shang.
 - 4 *Ch'ing-sh.
 - 5 *T'ung'ou-fu.
 - 6 *Fuyang.
 - 7 *Hsien-sh.
 - 8 *Hsien-sh.
 - 9 *Cupoh (Chintan).
 - 10 *K'ieh-sh (Ch'ieh-shih).
 - 11 *Swatow.
 - 12 *Amoy (Amoy).
 - 13 *Ch'ao-show-fu.
 - 14 *Ch'ing-sh.
 - 15 *Ch'ing-sh.
 - 16 *T'ing-sh.
 - 17 *T'ing-sh.
- (B. O. Agencies 31.)

25.—Wuchow District.

- 1 *Wuchow.
 - 2 *Hsien-sh.
 - 3 *Hs'ing-sh.
 - 4 *L'achow-fu.
 - 5 *Ch'ing-sh.
 - 6 *Hsueh-sh.
 - 7 *Hsien-sh.
 - 8 *Fok.
 - 9 *T'ing-sh.
- (B. O. Agencies 23.)

26.—Samsui District.

- 1 *Samsui.
 - 2 *Ch'ing-sh.
 - 3 *Yung-sh (Ying-sh).
 - 4 *Shao-sh.
 - 5 *Nan-shing-chow.
 - 6 *Ch'ing-sh (Shih-sh).
 - 7 *L'achow.
- (B. O. Agencies 27.)

27.—Canton District.

- 1 *Canton (Kuangchow-fu).
 - 2 *Fok-shan (Foshan).
 - 3 *Kain.
 - 4 *Kun-sh.
 - 5 *Kun-sh (Ch'ing-sh).
 - 6 *Shao-sh (Hsien-sh).
 - 7 *Hsien-sh (Hsien-sh).
 - 8 *Kwong-sh (Kwong-sh).
 - 9 *Yung-sh (Yung-sh).
 - 10 *Shing-sh.
 - 11 *Ch'ing-sh.
 - 12 *Hsien-sh.
 - 13 *K'ieh-sh (Shih-sh).
 - 14 *T'ing-sh.
 - 15 *Fung-sh.
 - 16 *Nan-sh (Nan-sh).
 - 17 *Whampoa (Hsueh-sh).
 - 18 *Kun-sh.
 - 19 *Hsien-sh (Shih-sh).
 - 20 *Hsien-sh (Wai-sh).
 - 21 *Kanchow-fu.
 - 22 *Ho-fu (Hoyan-sh).
 - 23 *Hsien-sh (Hsien-sh).
 - 24 *K'ien-sh (K'ien-sh).
- (Sub-Office 2; B. O. Agencies 163.)

28.—Kiangchow District.

- 1 *Kiangchow (Chiangchow-fu).
- (B. O. Agencies 3.)

29.—Pakhoi District.

- 1 *Pakhoi.
 - 2 *Hsien-sh (L'achow).
 - 3 *Kanchow (Ch'ing-sh).
 - 4 *Yin-sh (Wai-sh).
 - 5 *Pakhoi City.
 - 6 *Oyo (Ang).
- (B. O. Agencies 9.)

30.—Lanchow District.

- 1 *Lanchow (Lanchow-fu).

31.—Mengtze District.

- 1 *Mengtze.
 - 2 *Hokow.
 - 3 *K'ian-sh.
 - 4 *Kung-sh.
 - 5 *Shih-sh.
 - 6 *Tung-sh.
 - 7 *Yin-sh.
 - 8 *Tung-sh.
 - 9 *Ting-sh.
 - 10 *Lang-sh.
- (B. O. Agencies 13.)

32.—Szemao District.

- 1 *Szemao (Szemao-fu).
- (B. O. Agencies 3.)

33.—Tengyueh District.

- 1 *Tengyueh (Tengyueh-fu).
 - 2 *Yung-sh.
 - 3 *Hsien-sh.
 - 4 *Hsai.
 - 5 *Hsien-sh.
- (B. O. Agencies 6.)

34.—Changsha District.

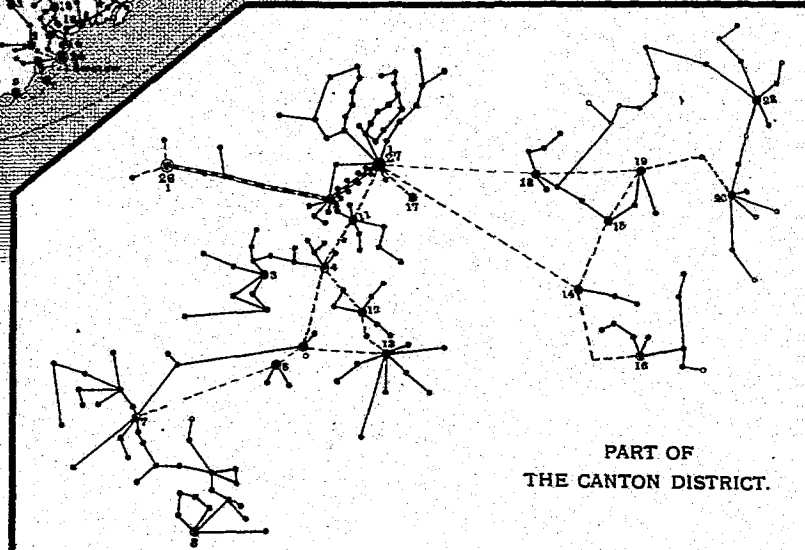
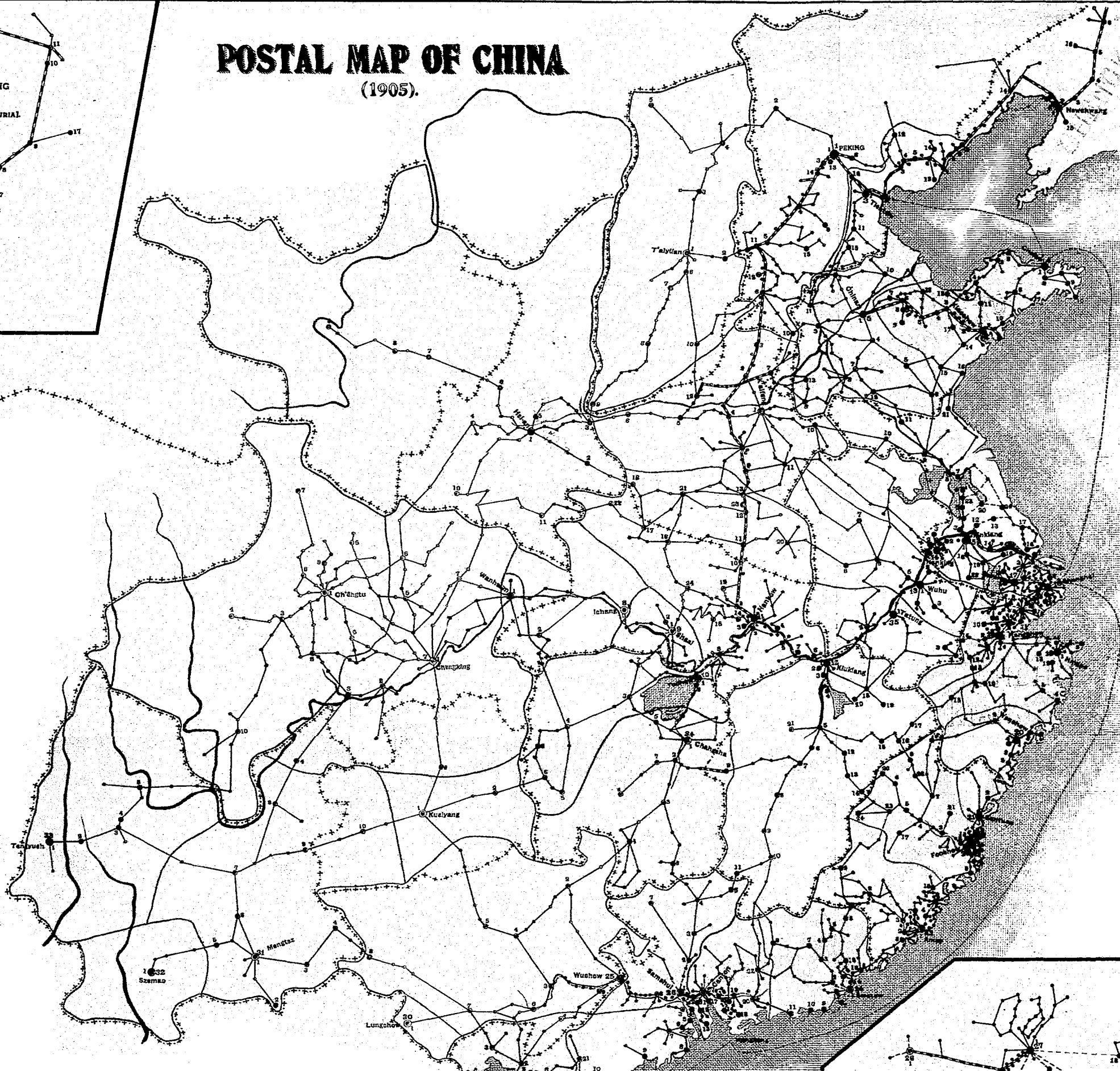
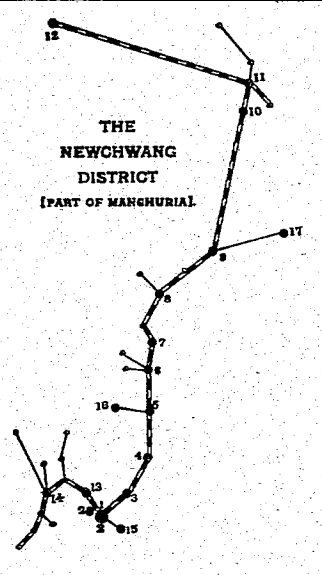
- 1 *Changsha.
 - 2 *Hsien-sh.
 - 3 *Hsien-sh.
 - 4 *Yung-sh.
 - 5 *Yung-sh.
 - 6 *Ch'ing-sh.
 - 7 *Hsien-sh.
 - 8 *Hsien-sh.
 - 9 *T'ing-sh.
- (Sub-Office 1; B. O. Agencies 10.)

35.—Tatung District.

- 1 *Tatung.
 - 2 *Anking (Anking-fu).
 - 3 *Hsien-sh.
 - 4 *T'ien-sh.
- (B. O. Agencies 23.)

POSTAL MAP OF CHINA

(1905).



CONVENTIONAL SIGNS.

- Head Offices.
- Branch Offices.
- Agencies.
- Limit of Postal Districts.
- + + + + Boundary of Provinces.
- Postal connexion by Courier.
- - - - Postal connexion by Steamer or Launch.
- +—+— Railway Lines.

APPENDIX B.

LIST OF IMPERIAL HEAD AND BRANCH OFFICES ARRANGED BY DISTRICTS,
WITH REFERENCE NUMBERS ON MAP.

* Money Order Office A.

† Money Order Office B.

1.—Peking District.

(A) Peking District proper.

- 1 *Peking.
- 2 *Kalgan.
- 3 *Ch'angshaitien.
- 4 *Paoting.
- 5 *Chingling-fu.
- 6 *Shan-fu.
- 7 *Hualu.
- 8 *Tungchow.
- 9 *Hochien-fu.
- 10 *Fengling.
- 11 *Ch'ian-fu.
- 12 *Mian'ing.
- 13 *Feng'hai.
- 14 *Chow.
- 15 *Hsinchi.

(Sub-Offices 7; B. O. Agencies 66.)

(B) Taiyuan Sub-District.

- 1 *Taiyuan.
- 2 *Pingting-chow.
- 3 *Tachow.
- 4 *Tatung-fu.
- 5 *K'ueich'ang'ing.
- 6 *Taikua.
- 7 *Fengyuan.
- 8 *Pingyang-fu.
- 9 *Fuchow-fu.
- 10 *Lu-ku-fu.

(B. O. Agencies 56.)

(C) Kaifeng Sub-District.

- 1 *Kaifeng.
- 2 *Weihsiu-fu.
- 3 *Chang'ku-fu.
- 4 *Chingchow.
- 5 *Houan-fu.
- 6 *Kuanchow.
- 7 *Hsueh'fu.
- 8 *Hsichow.
- 9 *Yench'ing.
- 10 *Kuei-fu.
- 11 *Chunshaitien.
- 12 *Hsueh'fu.

(Sub-Offices 1; B. O. Agencies 51.)

2.—Newchwang District.

- 1 *Newchwang.
- 2 *Yingkow.
- 3 *Hatch'ing.
- 4 *Liao'yang.
- 5 *Moukden (Fengtien-fu).
- 6 *T'ientsin.
- 7 *K'alyan.
- 8 *Maimai'ku.
- 9 *Kuan'chang'ku.
- 10 *Chang'ku'ang'ku.
- 11 *Hsichia.
- 12 *T'ientsin.
- 13 *T'ienchuang'ku (Fuk'ku).
- 14 *Ch'ichow-fu.
- 15 *Kichow (K'aly'ing-shien).
- 16 *Hsien'ku (Hsien'ku'ku).
- 17 *K'ia (Ch'iu-fu).

(Sub-Offices 2; B. O. Agencies 54.)

3.—Tientsin District.

- 1 *Tientsin.
- 2 *Tientsin.
- 3 *Lu'fu.
- 4 *Tungshan.
- 5 *Kaiting.
- 6 *Kuanchow.
- 7 *Ch'ang'ku.
- 8 *P'ei'kuo (Summer Office).
- 9 *Chinwangtsao.
- 10 *Shan'hai'kuan.
- 11 *T'ungchow.
- 12 *Tientsin-chow.
- 13 *Hsueh'fu.
- 14 *Yung'ing.
- 15 *Tungchang.
- 16 *Yang'ku.

(Sub-Office 1; B. O. Agencies 88.)

4.—Chifoo District.

- 1 *Chifoo (Yantai).
- 2 *T'ungchow-fu.
- 3 *Chingshaitien.
- 4 *Hsichow-fu.
- 5 *Hsiao.
- 6 *Hsiang'ku.
- 7 *Weihsiu.
- 8 *Ninghai.
- 9 *Yench'ing.
- 10 *Shihku.

(B. O. Agencies 9.)

5.—Chinan Sub-District.

- 1 *Chinan.
- 2 *T'ichow.
- 3 *Tung'chang'fu.
- 4 *T'ai'an-fu.
- 5 *Hsueh'fu.
- 6 *Hsichow-fu.
- 7 *Yenchow-fu.
- 8 *Ching'chow.
- 9 *T'achien.
- 10 *Wei'ing-fu.
- 11 *Hsueh'fu.
- 12 *T'inghsien.
- 13 *T'achow-fu.

(B. O. Agencies 42.)

6.—Kiaochow District.

- 1 *Kiaochow.
- 2 *Kiaochow.
- 3 *Weihsiu.
- 4 *Ch'ang'ku.
- 5 *Ch'ingchow.
- 6 *Chow'ku.
- 7 *Tung'ing.
- 8 *T'ientsin.
- 9 *Foshan.
- 10 *Ch'ina.
- 11 *F'ing'ku.
- 12 *Hsueh'fu.
- 13 *Yung'ku'ku.
- 14 *Chueh'ing.
- 15 *Ch'ichow.
- 16 *Shichan.
- 17 *Anchi'ku.
- 18 *Chang'ku.

(Sub-Office 1; B. O. Agencies 24.)

7.—Chungking District.

(A) Chungking District proper.

- 1 *Chungking.
- 2 *Luchow.
- 3 *Hsueh'fu (Su-fu).
- 4 *Chang'ing.
- 5 *Shun'ing-fu.
- 6 *Fenchow-fu.
- 7 *Haiting.
- 8 *Tsui.

(B. O. Agencies 47.)

(B) Ch'angta Sub-District.

- 1 *Ch'angta.
- 2 *T'ichow.
- 3 *Yachow-fu.
- 4 *Tschien'ku.
- 5 *Chang'ku.
- 6 *Kuanhsien.
- 7 *Sung'ku'ing.
- 8 *Ch'ang'ku.
- 9 *Hsueh'fu.
- 10 *Ning'ku.

(B. O. Agencies 60.)

8.—Ichang District.

(A) Ichang District proper.

- 1 *Ichang.
- 2 *Shih'ku-fu.

(B. O. Agencies 5.)

(B) Wanhsien Sub-District.

- 1 *Wanhsien.
- 2 *Hsueh'fu.

(B. O. Agency 1.)

9.—Shasi District.

- 1 *Shasi.
- 2 *Chingchow-fu.

(B. O. Agencies 11.)

10.—Yochow District.

(A) Yochow District proper.

- 1 *Yochow.
- 2 *Yochow City.
- 3 *Ch'ang'ku-fu.
- 4 *Ch'ang'ku.
- 5 *Hsueh'fu.
- 6 *Y'anchow-fu.
- 7 *Ch'ing'ku.
- 8 *Fengshang'ing.

(Sub-Office 1; B. O. Agencies 10.)

(B) K'uiyang Sub-District.

- 1 *K'uiyang.
- 2 *Ch'ing'ku.

(B. O. Agency 1.)

11.—Hankow District.

(A) Hankow District proper.

- 1 *Hankow.
- 2 *Wuchang-fu.
- 3 *Hanyang-fu.
- 4 *Huangchow-fu.
- 5 *Huangshikang.
- 6 *Wusueh.
- 7 *Ch'ichow.
- 8 *Hsint'ku.
- 9 *Hsueh'ku.
- 10 *Kuan'ku.
- 11 *Hsiang'ku.
- 12 *Ch'ebahan.
- 13 *Sui'ing.
- 14 *Hanch'uan.
- 15 *Hsien'ku.
- 16 *Hsueh'ing.
- 17 *Hsueh'ku.
- 18 *Ch'ing'ku.
- 19 *T'ai'an-fu.
- 20 *Kuan'chow.
- 21 *Nung'ku.
- 22 *Yung'ku.
- 23 *Chum'ku.
- 24 *Anchi'ku.

(Sub-Offices 8; B. O. Agencies 80.)

(B) Hai-an Sub-District.

- 1 *Hai-an.
- 2 *Lungshitsai.
- 3 *Tung'ku.
- 4 *Fengshang'ku.
- 5 *Sue'ku.
- 6 *Hsueh'ku.
- 7 *F'ing'ku.
- 8 *Ching'ku-chow.
- 9 *Lanchow.
- 10 *Hsueh'ku.
- 11 *Hsueh'ku.

(B. O. Agencies 69.)

12.—Kinkiang District.

- 1 *Kinkiang.
- 2 *Kaiting (Summer Office).
- 3 *Kuan'ku-fu.
- 4 *Hsueh'ku.
- 5 *Hsueh'ku.
- 6 *F'ing'ku.
- 7 *Chang'ku.
- 8 *Ch'ian'ku.
- 9 *Wan'ku.
- 10 *Kuan'ku-fu.
- 11 *Nan'ku-fu.
- 12 *Fuchow-fu.
- 13 *Chien'ku-fu.
- 14 *Hsueh'ku.
- 15 *Kuei'ku.
- 16 *Hsueh'ku.
- 17 *Kuan'ku.
- 18 *Ch'ien'ku.
- 19 *Lop'ing.
- 20 *Hsueh'ku-fu.
- 21 *Kuei'ku-fu.

(Sub-Office 1; B. O. Agencies 19.)

SUMMARY OF IMPERIAL POST OFFICE ESTABLISHMENTS—Continued.

ADMINISTRATIVE DIVISIONS.			POSTAL DIVISIONS.											
PROVINCES.	Number of		1904.						1905.					
	Prefectures and Independent Cities.	District Cities.	Districts or Sub-Districts.	Number of				Districts or Sub-Districts.	Number of					
				Head and Branch Offices.	Box Office Agencies.	Money Order Offices.			Head and Branch Offices.	Box Office Agencies.	Money Order Offices.			
A.*	B.†	A.*	B.†											
Kiangsu.....	3	12	Shanghai.....	7	33	6	1	Shanghai.....	7	36	9	1		
".....	1	14	Soochow.....	4	5	1	2	Soochow.....	7	12	5	2		
Chehkiang.....	5	33	Ningpo.....	16	24	6	3	Ningpo.....	15	24	6	3		
".....	4	29	Hangchow.....	14	28	5	1	Hangchow.....	17	36	11	...		
".....	2	16	Wenchow.....	5	12	1	2	Wenchow.....	6	13	2	3		
Fuhkien.....	1	5	Santao.....	2	5	1	1	Santao.....	2	5	1	1		
".....	6	31	Foochow.....	18	22	9	4	Foochow.....	23	30	9	12		
".....	4	22	Amoy.....	7	24	2	3	Amoy.....	11	74	5	6		
Kwangtung.....	2	18	Swatow.....	20	15	2	2	Swatow.....	17	31	2	6		
Kwangsi.....	12	56	Wuchow.....	10	20	2	3	Wuchow.....	9	28	2	3		
Kwangtung.....	6	19	Samshui.....	6	16	1	...	Samshui.....	7	27	1	...		
".....	6	28	Canton.....	24	121	5	11	Canton.....	24	163	5	11		
".....	1	13	Kiungchow.....	1	1	1	...	Kiungchow.....	1	3	1	...		
".....	3	7	Pakhoi.....	5	13	1	...	Pakhoi.....	6	9	1	1		
Kwangsi.....	1	4												
".....	2	5	Lungchow.....	1	...	1	...	Lungchow.....	1	...	1	...		
Yunnan.....	10	49	Mengtsz.....	8	11	2	...	Mengtsz.....	10	13	1	1		
".....	3	1	Szemaio.....	1	3	1	...	Szemaio.....	1	3	1	...		
".....	7	17	Tengyueh.....	5	4	1	...	Tengyueh.....	5	6	1	1		
Hunan.....	5	12	Changsha.....	7	17	3	3	Changsha.....	9	19	3	5		
Anhwei.....	3	12	Tatung.....	3	20	2	1	Tatung.....	4	20	2	2		
TOTAL.....	291	1,470		392	927	109	68		437	1,189	142	103		

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

† " " B are those situated inland between which postal communication is maintained by carriers or boats; for these the limit of issue on one document is \$50.

N.B.—Where a Money Order is applied for at a Money Order Office A for payment at a Money Order Office B, or vice versa, the limit of issue is \$50.

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

The outlook for the future of the Postal Service is good, and continued progress may be relied upon. Among its 37 districts there are a dozen as large as most countries in Europe, all with teeming millions. What has been achieved in this immense Empire can only be regarded as a small beginning; yet the official establishment has already taken hold on the people and the country, and matters are sufficiently advanced to foresee that the wave of progress now passing over China can but favour its rapid development and hasten its completion.

T. PIRY,

Postal Secretary.

INSPECTORATE GENERAL OF POSTS,

PEKING, 2nd March 1906.

N.B.—Accompanying this Report are the following documents:—

- Appendix A.—Summary of Imperial Post Office Establishments open to the Service on 31st December 1905.
- „ B.—Postal Map of China, 1905, with a List of Imperial Head and Branch Offices.
- „ C.—Mail Matter received during 1905.
- „ D.— „ despatched during 1905.
- „ E.— „ in Transit during 1905.
- „ F.—Summary of Mail Matter dealt with during 1905, with Totals for 1904.
- „ G.—Clubbed Mails dealt with during 1905.
- „ H.—Parcels received during 1905.
- „ I.— „ despatched during 1905.
- „ J.— „ in Transit during 1905.
- „ K.—Summary of Parcels dealt with during 1905, with Totals for 1904.
- „ L.—Money Order Transactions, 1905.
- „ M.—Note on the Postage Stamps of China, 1878–1905, with Descriptive Catalogue and Plates.

and other large districts will be similarly treated. While at large centres like Shanghai the work amply occupies the new chief's activity, it has been possible at Canton and Peking to try a grouping of subsidiary districts under the leadership of the Postal Commissioner. Wuchow, Samshui, and Kongmoon districts, while still preserving their autonomy for inner-district work, are now attached to Canton for all matters of a general character—development, relations with provincial authorities and Hongkong. At Peking the Postal Commissioner superintends the general direction of operations and extension throughout the northern provinces, while the sub-districts found in these provinces, K'aifeng, T'aiyuan, and Hsi-nn, are placed in charge of Foreign Inspectors who, under him, attend to the inter-office work of each sub-district. This regrouping of jurisdictions becomes necessary as the Service develops. It is a simple matter to realise that, while it was natural and convenient to the sister Service, the Customs, to first develop the Postal organisation along the existing lines which Foreign relations and commerce had rendered familiar and where steam communications existed, the programme is now enlarged. In a purely Chinese institution like the Postal Service the long-established administrative divisions of the country have to be acknowledged, and it is in the provincial capitals, and not only in the Treaty ports, that the final postal centres must be constituted. The appointment of Postal Commissioners, with extended jurisdiction over inner provinces, is an important step in the right direction and outlines the character of future development.

As pointed out last year, much steady effort and costly expenditure have been devoted since the beginning of the Postal enterprise to the development of interprovincial and inter-town communications. To be widespread and well-known, at some extra cost if necessary, was the only way to induce official recognition, and therefore the first aim to pursue. This was done with a will, and, thanks to the strong organisation and the cheerful co-operation of the Customs Service, success has resulted. The miniature Map (Appendix B) accompanying this Report, as a graphic representation of the position to-day, will be found thickly dotted with Imperial postal establishments: these dots get thicker every year by some two or three hundred. There are now 1,626 Post Offices and Agencies, 135 of which are working in capitals of provinces or prefectural cities, the remaining 1,491 being in district towns or places of peculiar importance. The completion of this network must be the work of years and quietly pursued. As to the means of transport, they are the best that conditions permit: they will no doubt improve in time; meanwhile every effort is being made to increase regularity and speed on all lines. But, as repeatedly hinted in this review, what is now more particularly wanted to foster progress and revenue, and is well indicated by the state of development now reached, is the gradual introduction of some system of town post wherever possible: new efforts are needed to find out and exploit by it the possibilities of each place. To indicate the programme is no doubt difficult, each locality having its own peculiarities; but it can be found out, if *min-chü* methods are intelligently studied—how do *min-chü* work (i.e., collect, receive, transmit, and deliver)? what facilities or advantages do they offer to their customers (i.e., manner of access to their shops for the public, frequency of sendings and deliveries, conditions of packing, cost, etc.)? The Post Office, while upholding certain essential rules new to the people, such as fixed rates and compulsory prepayment, should surpass agencies in affording postal facilities to all: the town-post system is to be simple and developed on this principle. Enormous progress in local work has already been achieved at Canton, Shanghai, and Peking; there the Settlements and adjoining cities have been sectioned, collectors on regular beats sent out, deliveries multiplied and hastened, office hours lengthened, etc., etc. A similar process should now be planned and adopted in all large centres.

transmit free, and collect subscriptions for, three of those official gazettes—the “Nan-yang Kuan Pao,” published at Nanking; the “Pei-yang Kuan Pao,” at Tientsin; and the “Shang Wu Pao,” prepared and issued under the auspices of the Board of Trade.

Since the autumn experiments are being made for the establishment of an “express delivery” service. The idea was mooted more than three years ago, as one of the improvements required by the leading section of the Chinese public in the North for the safe and prompt exchange of their letters between Tientsin and the Capital, and also as a means of breaking up the powerful competition of the Native agencies in those two cities. One advantage these agencies supply to the public better than the Post Office is the quick way in which, with a special staff of city runners, they can undertake to transmit pressing messages specially paid for. The obvious remedy is for the Post Office to undertake a similar service; this facility the *min-chü* can give only to a few customers, but when adopted by the Imperial institution it must at once be granted to a large public. Various considerations have delayed going on with the scheme; but a similar plan having been recommended for Shanghai, the idea has been revived, and this time carried through. So far it is only being experimented with between Tientsin, Shanghai, and Peking, but preparations are already being made to connect other large centres with it. The “express delivery” service is to constitute a special department of the Imperial Post Office. Letters are posted at the window, or handed to special collectors, who, *Chinese fashion*, go round the busy streets of the city to collect correspondence, which they immediately frank and date-stamp on payment of a special fee; this payment is effected for each letter by purchase of an “express delivery” slip, in three parts, one of which is detached and kept by the sender, and the other two used by the Post Office to check delivery and obtain addressee’s receipt. The fee is 10 cents; the system provides for the production of this receipt in due course to the sender, against an additional fee of 5 cents, thus retaining the character and advantage of single and double registration without their cumbrous formalities.

Another but simpler system, known as the *hao-hsin*, or numbered letters, is likewise being tried between Tientsin and certain places in the North, in imitation of the speciality Native agencies have of accommodating their procedure to the requirements of banks and large business people. The letters are numbered and specially recorded, and closely followed to destination. The extra trouble this temporary measure necessitates is compensated for by drawing to the Post Office counters influential people who will not abandon, without some such additional safeguard, the old letter shops.

Modified methods for the convenience and popularity of domestic operations are indicated in other directions and are being studied. Numerous formalities borrowed from the Union, particularly in the registration and parcel departments, are objected to by Chinese, and kept away from I.P.O. doors a large public. Some can and will be simplified, in the domestic circle of operations, without implying change of practice as regards international articles.

Serious improvements have taken place in the Staff organisation of the Service. To cope with increasing work, separate postal accountancies have been started at Shanghai, Hankow, Canton, Tientsin, and Peking; Foreign Assistants are being trained, and more importance is given to the useful body of Postal Officers. Further, the growing importance of some districts has determined the appointment of Postal Commissioners for the exclusive and special management of postal affairs: Canton, Shanghai, and Peking are now placed in charge of these new appointees,

going over the Pacific wherever necessary. The annual statistical operation with these Administrations for the purpose of Transit Accounts took place during the first 28 days of May, and presented no special feature.

6°. WORKING METHODS.—Among the improvements introduced in working methods during 1905 for the greater convenience of the public, the most important are those dealing with the handling of domestic newspapers and their treatment in the matter of rates. Hitherto the definition between newspapers and printed matter, two categories for which the rates differ in the I.P.O. tariff, was chiefly based on the interval of issue, one week being the limit for newspapers. It was pointed out that this narrow limit of one week, in a country new to journalism, where it is so important in this era of progress to encourage reading and educational work, excluded from the benefit of the lighter rate a number of useful publications. The limit of periodicity for newspapers was therefore extended to one month; needless to add that this liberal measure was universally welcome, and that no trouble was experienced in enforcing a rule, new to this country, for the registration of newspapers. A further concession was asked, that of "special marks," which was likewise granted. By this system an understanding is arrived at between the Post Office and publishers by which the latter undertake to pay in lump sums, estimated and fixed in advance, the postage due on their papers during a given period, and the Post Office to distribute or transmit the same free of further charge, irrespective of distance, all over China; the simple application of a special stamp mark, required for recognition, does away with all checking, weighing, and franking formalities. This facility has likewise been eagerly availed of, and proves of considerable advantage to all concerned. But it is not all; a third method, that for "newspapers in bulk under contract," had to be devised, to regulate another class of daily papers sent in bulk from Shanghai to the surrounding ports, and which hitherto Chinese publishers had entrusted to Native agencies for transmission and distribution. The Post Office, as may be readily understood, has to take cognizance of all agencies doings, and specially of those taking place through its subsidised steamers. There was a slight struggle at first on the part of the publishers, who saw in the innovation an objectionable interference with a long-established privilege. All difficulties were soon adjusted, however, and a satisfactory rule arranged for: once duly registered for the purpose, "newspapers in bulk under contract" can be sent in any number, in bundles or baskets, between the port of production and any other port; they are shipped at hours convenient for the publishers, and are delivered without formality to their appointed agents at the ports of destination; these papers may not be folded or addressed singly. The publishers applying for this privilege have to testify to the number of copies of each issue, and to guarantee periodical payment of a tax agreed upon, which is now fixed, for ordinary papers, at 2 cash per copy. This rule is working smoothly, and, without much cost or hindrance, brings under the law a large and most interesting branch of newspaper enterprise.

It will be possible later on to derive much interesting and useful information from the records to be thus kept of the development and circulation of newspapers in China, which in other countries have served to mark the intellectual changes and progress of the masses. Journalism was unknown in this country 50 years ago, and till the change brought about by the war with Japan (1894) only a few Chinese organs had made a timid beginning at the Treaty ports, more or less under Foreign editorship or patronage. Now the list includes hundreds, the greater part issued daily at several thousand copies; many are of a polemical character, brimming over with a new instinct of national life, but most are educational and highly beneficial and instructive for the people. Numerous official organs, too, appear in all directions, and the Imperial Post Office, at the special request of the Government, has had to undertake to

5. RELATIONS WITH FOREIGN ADMINISTRATIONS.—A long-contemplated Postal Agreement with Germany was signed on the 25th October 1905, at Peking. The relations established since 1901 between the two Administrations were already based on Union principles, and left little to be desired; but Germany had opened some Offices in Shantung with which the Chinese Post Office could have no relations, Foreign Agencies not being recognised outside of Treaty ports. The new Agreement proved the means of settling this difficulty satisfactorily to both parties. In exchange for the recognition of the German establishments at Chinan and Peking—and, temporarily, at Wehsien,—the Chinese Office at Tsingtau is likewise recognised and allowed to have direct relations with the Shantung Railway Administration in all matters connected with the transport of its mails. Otherwise the Convention bears, in the same order and wording, stipulations identical with those of the French Arrangement of 1900.

At the suggestion of the General Manager of the Transvaal Chamber of Mines Labour Importation Agency in China, the Natal Government was asked, in the middle of the year, for special arrangements for the exchange of Chinese emigrants letters in closed mails between China and South Africa, to obviate the delays of the ordinary mail route *via* Shanghai, Colombo, and Aden. A short Agreement was satisfactorily concluded as required, and signed at Pietermaritzburg on the 28th October, and in Peking on the 27th December, 1905. Emigrant steamers calling at Chinwangtao, Tientsin, or Chefoo can, whenever opportunity permits, convey mails *via* Durban to and from the Transvaal, thus freeing coolies letters from long delays *en route* and from the risk of misdirection to which loose Chinese-addressed letters are exposed abroad.

At Amoy, Swatow, Canton, and Kiungchow a large amount of correspondence to and from the Straits Settlements is smuggled through Hongkong by Native agencies. Attention is being paid to this irregular traffic, which exposes the ignorant Chinese public to share in the risk Native agencies operations are exposed to both in China and abroad.

On the 1st July the new Parcel Convention with France, signed on the 21st October 1904, came in force. It is working smoothly, notwithstanding the difficulties of adjusting a Union Office practices to the peculiar conditions of transport prevailing in this country. Hitherto the only way open to the Chinese Administration to deal with international parcels was, for those outgoing, to collect the domestic parcel fee *plus* the Foreign fee in Chinese stamps, and, at the Foreign mail terminus port, to repost them with Foreign stamps at the Post Office of the nationality concerned; or, *vice versa*, for incoming parcels, to apply postage-due stamps to be paid by addressees on delivery. The new Agreement greatly simplifies formalities, but can only be extended to parcels to and from steam-served places; the domestic rate has still to be collected for places beyond steam lines. No further simplification seems possible under existing conditions.

The Hongkong Agreement, which became operative on the 1st February 1905, introduced no change worth mentioning, beyond the mutual recognition of their respective postage stamps by the two Administrations, a simple but useful stipulation which does away with the clumsy process of restamping with British stamps all Foreign correspondences posted inland at the Imperial Post Offices.

With separate Agreements with the four large Union countries, Great Britain, France, Germany, and Japan, whose mail-boats ran to China, the Imperial Post Office now handles international mail matter at the terminus ports in exactly the same manner as Foreign Post Offices there; it attends to the preparation of its own closed mails for abroad, and receives *à découvert* or in closed bags the Foreign mail matter for transmission inward. No Convention is passed yet with the United States, but the Japanese Office supplements this want for mails

was not done, of course, without a struggle. In a spirit of competition they copied for a time the I.P.O. fast services, by running also day-and-night couriers, a method they had never heard of before, and by that means they are indeed still making a weak stand at Têchow and their Tientsin branches; at all other places in Shantung they have been routed out.

At Treaty ports, of course, the situation is wholly different; there the I.P.O. holds the monopoly of steam transportation, and, to share the privilege, letter honghs have had to make their submission by registering at the Post Office. The conditions are not onerous—registration is free and their mails are accepted without any payment. This policy has had, so far, its good reasons: it has proved the means of maintaining a peaceful rivalry, has permitted the new Service to spread and settle down without breaking through the customs, prejudices, and ignorance of a backward public; meanwhile, popularity and official support have been gained, and a vast amount of otherwise inaccessible mail matter, while continuing undisturbed to run through one channel, has been brought under I.P.O. cognizance. To lighten regulations as may still be necessary for the treatment of their mails, but at the same time to establish some system of remuneration for the services they receive, is therefore the present aim and all the policy of the Imperial Post Office towards the letter honghs; their total disappearance is not contemplated and not desirable.

Among the new measures to be taken with that object is the "late-posting" system. The smuggling of clubbed mails has always been rife on the part of the registered honghs, and for some time past it had become obvious that what encouraged it greatly were the delays due to usual Post Office formalities and inconvenient hours. Fixed and well-regulated office hours at the Treaty ports will not suit the requirements of busy and thrifty Chinese communities, for whom time is money and who want every opportunity to despatch their letters. All possible facilities in this respect have now been given to them by establishing the following practice: between Treaty ports and certain places specially designated along the rivers, watercourses, and railway lines a system is arranged for the "late posting" of clubbed mails, at the chief wharf or railway station, a short time before the departure of a steamer or train, and also for their prompt delivery at the corresponding place of destination; the postage charge is the full letter rate on gross weight, but, instead of being prepaid as usual in postage stamps, these mails are passed free at the time of departure and the postage subsequently paid in at the Post Office. Inter on this practice was extended to letter honghs parcels as well, many of which are passed surreptitiously by steamer, against Revenue laws; the rule special to them institutes a uniform "late-posting" fee of 20 cents per parcel, irrespective of weight or contents. But, so far, these two regulations have been loosely enforced. Their effect will only be felt when strong preventive measures have been taken, with the help of the Customs, against mail and parcel smuggling; and such as will place the letter honghs in the alternative of having to declare all their mails and parcels or to see them seized and themselves penalised.

While letter honghs mails are carried free by steamers between Treaty ports, full letter rate on gross weight is collected on those handed in for other steam-served places or for railway transmission. This charge was from the first collected on the Hankow and Samshui lines; but it was not levied till this last winter on the clubbed mails, partly railway and partly steamer borne, between Tientsin and Shanghai or Chefoo. Having now been established, this charge will remain; it is a slight gain, but only a very feeble part of what it would be legitimate for the Post Office to demand. The larger portion of the 9 million letters recorded in statistics as dealt with by letter honghs are exchanged between Treaty ports, and therefore carried free. The 2-cent tariff, rate, were it to bear on the whole of them, would considerably raise the postal revenue. This step is particularly desirable and earnestly looked for.

(c) *Projected Railway Lines.*

川漢	Hankow to Ch'engt'u (the capitals of Hupeh and Szechwan, <i>vid</i> Chungking).
津鎮	Tientsin to Chinkiang (across T'êchow).
蘇杭甯	Hangchow to Ningpo and Hangchow to Soochow.
九廣	Canton to Kowloon (Hongkong).
蕪廣	Wuhu to Kuangtê-chow (Anhwei).
廣厦	Canton to Amoy (Kwangtung).
廣贛	Canton to Kanchow-fu (Kiangsi).
辰常	Ch'ênchow to Ch'angtê-fu (North Hunan).
潼瀋	Tungkuan to P'uchow-fu (borders of Shansi-Shensi).
九甯	Kiukiang to Nanch'ang-fu (Kiangsi).
浙甯	Hsinning to Yungchiang (Kwangtung).
浙瀋	Hsinmint'un to Moukden (Manchuria).
庫張	Kalgan to Kulun (Manchuria).
蘭伊	Lanchow-fu to I-li (in Kansuh).

As regards communications by steam-boats, all the large Foreign steamer companies working on the coasts of China or the Yangtze have contracts with the Imperial Post Office for the carriage of its mails, and these are landed or shipped freely, without weight-taking. In return, half the amount of the Special Permit fees which the companies pay to the Customs for extension of working hours, etc., are refunded to them by the Post Office—an arrangement more costly perhaps than a system of transit fees, but which in this country, where business is brisk and the schedule time for steamers difficult to fix, has so far proved the best. It has the advantage of securing for the transmission of I.P.O. mails the services of almost any passing steamer of sufficient speed to answer the purpose, and this without formalities and consequent delays. In addition to this imposing fleet of Imperial mail-boats for sea traffic, the Post Office enjoys the privilege of using free the services of all Chinese launches plying on the inland waters, and all postal stations in the interior visited by launches are thus at once entered in the category of steam-served places. In certain parts letter hong's have their own contracts with a class of passenger-boats, called hong-boats, whose owners refuse to assist the Post Office. Such rivalry is of little consequence, and easily put down, as has been done at Canton and Soochow, by starting fast despatch-boats specially fitted for the work.

4°. NATIVE POSTAL AGENCIES.—No particular change has taken place in the relations between these agencies and the Post Office during 1905. The letter hong's of the Treaty ports handed in for free transmission by steamers about 9 million letters in clubbed mails, an increase of about 1 million over 1904. As to the *min-chü* of the interior, they have continued to ignore the facilities offered them for the carriage of their packages through the Post Office lines between inland places on the condition that they will register and pay full letter rate on gross weight. With them little improvement can be expected under existing conditions. Few of their customers in the interior know much about the official establishments, and have no reason to desert the *min-chü*, who therefore continue their methods and preserve their independence. When the low rates and the extensive system of the I.P.O. become better known, the public will flow to its counters, and then, and no sooner, will agencies be compelled to submit or break up. An instance of this is found in the Chinan district, where the Imperial institution has proved particularly successful. Matters being exceptionally helped there by officials and proclamations, the public soon learnt how to appreciate its advantages, and nearly all Native establishments, which formerly ran numerous lines through the country, have had to close their doors. This

the excessive cost of this overland connexion. Much solicitude is extended to this line and further improvements have just been applied to it. Wanh sien, an important city lying about half-way on the journey, has been made the head of a sub-district and placed in charge of a Foreign Inspector; all passing mails are now checked at that station and their onward despatch quickened. Further, the correspondence which hitherto passed through this outlet originating at or destined for Ch'êngtu had to be directed *via* Chungking; now a direct route to and from Ch'êngtu through Shunch'ing-fu has been opened, branching off from Wanh sien. Szechwan, as a look at the Map (Appendix B) will convince one, possesses already, with its 113 establishments, a well-developed system of connexions, besides its four strategical lines to Hsi-an, Ichang, Kueiyang, and Yunnan-fu; it is being connected direct, through Lichiang and Ningyüan-fu, with Tengyueh, on the borders of Burma. The central part of Szechwan is full of wealthy and populous cities, and the district ought before long to become in itself an important postal world. Among other districts prominent for their land lines may be quoted Yochow, with 3,800 *li*; Changsha, 3,400 *li*; Hankow, 8,200 *li*; Kiukiang, 4,800 *li*; Foochow, 3,600 *li*; Amoy, 4,400 *li*; Wuchow, 5,200 *li*; and Canton, 6,200 *li*. Several are far beyond usual proportions in area, and concentrated efforts there are difficult at this early stage of organisation. No doubt in course of time railway lines will transform these regions, as they have so rapidly transformed North China.

Railway enterprise is of such importance to the final success of the Imperial Post Office that careful notes are taken at this Office of the progress, both actual and prospective, yearly made in this direction. It is therefore within the scope of this Report to record here the railway programme as it is now supposed to stand:—

(a.) *Railway Lines now Working.*

京 漢	Peking to Hankow.
京 通	Peking to Tungchow.
津 滬	Shanhai-kwan Railway (Peking to Tientsin, Tangku, Shanhai-kwan, and Newchwang).
膠 濟	Tsingtau to Chinan (in Shantung).
滬 滬	Shanghai to Woosung.
萍 醴	P'inghsiang to Liling (borders of Kiangsi-Hunan).
三 水	Canton to Sanshui (in Kwangtung).
道 清	Taok'ou to Ch'inghua (Weihui-fu and Huaich'ing-fu, Honan).
東 清	"Tung-Ching" line (the Manchurian line, Port Arthur to Harbin).
贛 民 府	Hsinmint'un line (from Koupanztü, Manchuria).

(b.) *Railway Lines in Construction.*

粵 漢	Canton to Hankow.
京 張	Peking to Kalgan.
正 太	Ch'engtung to T'aiyüan (the Shansi line from Ch'ent'ou to T'aiyüan).
滬 甯	Shanghai to Nanking.
潮 汕	Swatow to Ch'aochow-fu (Kwangtung).
平 澤	P'ingyang to Tsechow (in Shansi).
開 洛	K'ai-feng to Loyang (Honan).
滇 越	Yunnan to Tonkin.

the inland districts. Were this risk obviated, and the Chinese Government to see its way some day to assist in solving the difficulty, an incalculable expansion of the present Money Order system would follow, and greatly advance and develop business transactions of numerous communities inland where banking facilities are totally unknown. The working of the Money Order system is attended in China with difficulties little suspected in Foreign countries. The dollar piece has to be the monetary unit for the amounts remitted; but it varies greatly in kind and value, according to districts, necessitating for almost every transaction, in addition to the amounts remitted, the collecting of a make-up for difference of rates between the two places concerned; this difference is not always easy to ascertain—is, in fact, constantly changing at each place,—and yet must be fixed for definite periods to make the system workable. The fluctuations in exchange due to the minting of the new copper coins, for instance, have latterly necessitated, in some inner districts, repeated changes in the rate of Mexican dollars in cash, naturally with a deterrent effect on the public. The same difficulty prevails from the depreciation of subsidiary coins. The adoption of a uniform monetary standard, whenever such a happy event takes place in China, can alone secure to the Money Order system in this country the simplicity which in Foreign countries is its main feature and attraction.

3°. ROUTES AND COMMUNICATIONS.—307 more Offices having been opened during 1905, new connexions are numerous: land lines by couriers now measure about 121,000 *li* (40,000 miles), by Native boats 15,000 *li* (5,000 miles), and by railway lines 8,350 *li* (2,780 miles). Some districts, and not always the most productive ones, have courier systems of enormous length: among these are—Peking, with 3,200 *li*, for a large portion along the difficult road *vid* Nankow and Kalgan to Kueihuach'eng; Taiyüan, with 3,900 *li*, *right across the mountainous* regions of Shansi; K'ai-feng, in the northern part of Honan, with 4,700 *li*, partly foot and partly mounted couriers, the latter connecting at Taming-fu with the Chinan system and through Chênchow and Tungkuan with the Hsi-an system; Hsi-an itself has nearly 7,000 *li*, almost exclusively worked by mounted couriers running regularly up and down to Lanchow, the capital of Kansuh. The above are all important connexions which, in their way, aided by the new Peking-Hankow Railway, have revolutionised communications in North China. Before the completion of that railway the quickest way from Peking to K'ai-feng, Hsi-an, and Lanchow was through Shanghai and the river; K'ai-feng is now reached in two and a half days, Hsi-an within 10 days, and Lanchow in 21 days. Taiyüan, till a few years ago some 15 days distant, only requires one week's journey, which two years hence, on the completion of the Chên'ou branch line, will be further reduced to under two days. In Shantung the Tsingtau-Chinan Railway, completed during the year, has brought the provincial capital within 12 hours reach from the seaboard, and, equipped with an intricate system of foot and mounted couriers, the province is now admirably served postally in all directions. It has become almost as quick, and certainly more reliable and safer, to send Chinan correspondence to Peking by the overland route, by night-and-day couriers in three days to Shunté, and thence by rail in one day, than as before by sea to Tientsin or Chinwangtao, where accidental delays are so frequent. For overland connexions, Chungking, with its 15,000 *li* of foot couriers, is quite remarkable: the whole of its postal connexion with Central and Eastern China is kept up through one single line, Ichang to Chungking—a distance of over 1,800 *li*, or 600 miles. In ordinary times this journey is covered by foot couriers in 13 days for letter or fast mails, and 17 days for newspapers or heavy mails. Parcels paying extra rates are despatched overland, or, if at ordinary rates, are sent by junk. The numerous Foreign communities in the province of Szechwan often complain of delays and damage to the articles they send or receive; they little imagine the enormous difficulties to be overcome, owing to distance, bad roads, and rainy seasons, and

since the running of the new railway, as they have to entrust their clubbed mails to the Post Office or continue to avail of the old steamer route exclusively. Amoy has nearly doubled its operations during the year, and Swatow also made a satisfactory advance; both districts financial situation has much improved. In Wenchow and Santuao, where so little was done two years ago, business is looking up, the first with 365,000 articles, and the second with 130,000; shut up as they are between the sea and a mountainous region poorly populated, these two districts have but a restricted development for the future. Kiungchow (at the head of Hainan Island), Pakhoi (on the Tonkin Gulf), Lungchow (in the west corner of Kwangsi), and Szemao (a little station lost in the mountainous region of Southern Yunnan) have made little progress; but Pengyueh, through which a good deal of letter traffic passes between Yunnan and Chinese settlers in Bhamo, has increased its operations from 149,000 to 179,000 articles. As to Mengtze itself, the main station in Yunnan, from 234,000 its articles have risen to 340,000. The railway which is being built by French engineers from Hanoi to Yunnan-fu passes through Mengtze, and it can be foreseen that on its completion matters in that district will rapidly improve.

2°. PARCELS, REGISTRATION, AND MONEY ORDERS.—The postal parcel traffic is flourishing in all directions. From 772,000 parcels, the number has increased to over 1 million, somewhat to the embarrassment of certain Imperial Offices little prepared in space and office accommodation for this rapid development. Yet the increase must be expected to go on steadily. Native agencies do an enormous business in this line, which suits admirably Chinese ways, and it will grow in proportion as Imperial establishments supersede these agencies. Some difficulties were at first experienced from the fiscal regulations, and particularly from Likin which postal parcels through the I.P.O. were alleged to escape, and Soochow and Foochow were two of the ports where the matter was taken up officially by the Likin Collectorate; but these difficulties have been adjusted by means of special regulations providing for the collection at departure or arrival of whatever local taxes may be due on any parcel, and things are now working smoothly. In this respect the I.P.O. will always be placed at a disadvantage with Native agencies, for, while their charges are heavier than the official institution, they generally undertake and succeed to pass their parcels free of taxes, for the benefit of their customers. Much fiscal Revenue is lost in this illicit way, and the Government has obvious interest to bring this Native agencies parcels traffic, as well as their correspondence, under the cognizance of the Imperial Post Offices.

The number of registered articles handled during the year was 6,400,000. Distances are so enormous in China, and risk of loss for correspondence is so great in Chinese minds, that single and double registrations are much availed of; they look upon the system as somewhat corresponding to the Native agencies way of collecting only half the charge at departure and the rest at destination—an additional guarantee that delivery will be performed. The rule for compulsory full prepayment on posting breaks through an awkward Chinese practice, and constitutes, wherever the I.P.O. goes, a serious objection on the part of the people to the official establishments.

Money Order transactions rose to *HkTs* 820,000, from half a million taels for 1904, which shows how satisfactorily the change initiated during the year in the Money Order system is taking effect. Restricted hitherto to steam-served places, Money Orders will in due course be issuable at any inland establishment of importance, and the number of these establishments has already risen to 103, from 68 for the preceding year, the steam-served Offices having themselves increased from 109 to 142. More of these establishments are asked for than can be granted under existing conditions. Not only do Money Order Offices require a special staff which a rising Service can ill afford, but they necessitate occasional transfers of silver, usually attended with much risk in

district must be lumped together in one sum; from some 2 million articles in 1904, articles dealt with have risen to nearly 3 millions. Their area is small, but they include several busy centres on the shores of the Yangtze, and offer striking instances of the capabilities of well-worked districts; receipts in Tatung well exceed expenses. Nanking, with its Head Office in the capita of the rich province of Kiangsu, is also doing exceedingly well, but large results are to be looked for in its chief city. Chinkiang has greatly increased its operations; it is a very large division, crossed in its north and south length by the Grand Canal, where, with the help of inland-water launches, much lucrative work can be done later on; with its 55 establishments, it has proved so far an expensive district, but matters are rapidly improving. At Shanghai matters have most satisfactorily advanced, but the figures published show little or no progress, in consequence, it is feared, of defective records. In this connexion it has been observed, and particularly at large ports where the movements of steamers are many, that one week's statistics every quarter may prove inadequate to deduce fairly accurate figures for the year; that such has been the case at Shanghai for 1905 is beyond any doubt, and remedies are being taken for the future. Business has been brisk; six more Agencies have been added to the list and numerous Box Offices planted about the Foreign Settlements; the local post alone shows a total of over 2½ million articles. A system for the collection of letters and an "express delivery" service, of which more will be said, are on trial at Shanghai, and special facilities for the passing of newspapers through the post have been granted to publishers, greatly to the convenience of all concerned. The number of parcels reached 215,000, against 188,000 for 1904. Business in the Soochow, Ningpo, and Hangchow districts has proved likewise most satisfactory; steam communications leave little to be desired in those districts, and the only improvement to be looked for is in the local operations in the main cities. Traffic in parcels has markedly increased at Soochow and Hangchow, where, from 15,000 and 14,000 respectively for 1904, the figures have risen to 20,000 and 22,000. A valuable trade in piece goods thus passes through the Imperial Post Office, notwithstanding the keenest competition on the part of the *min-chü*.

South China and Yunnan Stations.—In this group Canton, with its 3¼ million articles and 67,000 parcels, holds the first place. Progress has been wonderful there for some time past; Canton has been by itself a well-paying district. Its postal possibilities are very great, for what is achieved has been done with little or no unsettling of Native agencies, seeing the flourishing business they still carry on. It is estimated that, with Hongkong alone, over 2 million letters pass through their hands, and to this must be added the larger portion of the correspondence between some hundred places of importance in the delta, in themselves an inexhaustible field for postal activity. Measures are planned out and are being taken to carry on a lively competition with the *min-chü*: the light local rate is being extended throughout the delta; means are taken for quicker transmission and delivery in the various cities; the street-letters collection and the "express delivery" systems are applied; the I.P.O. monopoly of transmission by the new Canton-Samshui Railway line is upheld; and possibly some special arrangements will be shortly arrived at for bringing under the rules the large amount of Native correspondence to and from Hongkong. Foochow, next in importance in the South, has gained ground by 160,000 articles, 14,000 parcels, and 13 establishments. Few districts have progressed more satisfactorily; Foochow will soon pay its working expenses. The Wuchow figures record nearly 2 million articles, against 1,240,000 for the previous year, and 27,000 parcels, against 15,000. The Head Office at Wuchow, on the border of Kwangsi, commands particularly lengthy lines to Kueilin and Liuchow, and also up the west branch of the Sikiang to Nanning and Posé. Samshui has done well, and is on the way to secure all the Native agencies letter traffic between Canton and that place; these agencies are working at great disadvantage with the I.P.O.

Newchwang, and the chances of transmission were so remote, that orders were given to that Office to communicate wherever possible with the senders as to the disposal of their articles. At the time of writing (February) the deadlock still prevails; but matters are settling, and it is hoped that postal communications will be resumed shortly. Indeed, it is permissible to expect that commercial development and the reopening and extension of railways in this immense district will before long give a considerable impetus to postal work in Manchuria.

Central China.—While the Chungking district proper covers the lower portion of the province of Szechwan, its sub-district, whose Head Office is opened in Ch'engt'u, the provincial capital, covers the rest; both together therefore include the whole of one of the largest, wealthiest, and most populous provinces of China. Postal establishments are increasing rapidly: no less than 30 were added to the list, making, in all, 125. From about 1 million articles, operations have risen to 1½ million, and parcels from 15,000 to over 22,000. Numerous communities of Foreign missionaries are found in the interior of Szechwan, and a large international work is carried on by the Post Office through the only outlet from this province—the Chungking-Ichang overland route. Ichang has made a great stride forward, and Shasi shows likewise a good advance; but both these cities are but advanced outposts for passing traffic and command districts of limited area. Changsha is a new district, detached from that of Yoehow at the end of 1904, which explains the apparent anomaly to be noticed between the two years in the comparative figures now published for these two districts. Both are progressing rapidly and have a grand future before them. Yoehow, at the head of the Tungting Lake, commands a rich portion of the Hunan province, and to it is linked temporarily the vast sub-district of Kueiyang, which alone includes the whole of Kweichow, so far postally but virgin soil. Although raised to the status of a sub-district, its troublous state and the enormous difficulties of access which exist have little encouraged enterprise. It is nevertheless traversed by two enormous postal lines: these lines meet at Kueiyang, establishing overland connexions between Yoehow and Yinnan-fu (3,400 *li*) and Chungking and Wuchow (2,800 *li*). Hankow, in itself composed of the three large cities of Wuchang, Hanyang, and Hankow proper, commands one of the largest and most promising postal districts of China; unfortunately, it continues to be remarkable more for its increase in establishments, now numbering 113, than for actual results; the figures for articles dealt with are much what they were for 1904, 5½ millions. *Min-chü* are particularly powerful and well organised in the province of Hupeh, and patient and well-followed methods are required to reduce their strongholds in the large cities where they have flourished for so long. The opening of the Ching-Han Railway begins an era in the postal career of the Hankow district, the central emporium of China, which it would be difficult to over-estimate. The Hsi-an sub-district, hitherto under Hankow, has now been placed under Peking, the completion of the railway line across Honan having placed it within equally reachable distance of the Capital and Hankow. The Sub-Head Office at Hsi-an commands the whole of the Shensi province, and has also to keep up connexion with Lanchow-fu, the capital of Kansuh. There are but meagre results shown, so far, in that sub-district; but the line overland from K'ai-feng to Lanchow, a distance of some 2,590 *li*, is new, and little attention has been given yet to development in the cities it traverses *en route*. Kiukiang, situated in the north corner of Kiangsi, superintends with difficulty the whole of that province. Operations have advanced from 2,300,000 to 2,500,000 articles; but there are great possibilities in the capital, Nanch'ang, and other important cities, when they can be systematically worked.

Lower Yangtze and neighbouring Districts.—The Wuhu and Tatung districts were hitherto grouped together, and to compare the advance made the figures published separately for each

For purposes of analysis, the results for 1905 are summarised and grouped under the four large geographical divisions of China, and hereunder brought forward in comparative form, with the corresponding figures for 1904:—

	ESTABLISHMENTS.		ARTICLES.		PARCELS.	
	1904.	1905.	1904.	1905.	1904.	1905.
North China: Peking to Kiaochoh.....	344	403	19,000,000	20,000,000	197,000	255,000
Central China: Chungking to Kiukiang.....	324	381	12,000,000	14,000,000	161,000	214,000
Lower Yangtze: Wuhu to Hangchow.....	224	263	25,000,000	30,000,000	299,000	361,000
South China and Yunnan stations.....	427	579	10,000,000	12,000,000	115,000	302,000
TOTAL.....	1,319	1,626	66,000,000	76,000,000	772,000	1,132,000

The increase is general, and the Summary of Mail Matter dealt with during 1905 (Appendix F) shows at a glance what proportion each district has contributed to these totals, but it is interesting to supplement it with a brief review of the peculiarities and possibilities of the main postal sections.

North China.—Among the northern districts, those of Peking, Kaifeng, and Chinan show a striking advance, which amounts to over 2 million articles for Peking (Chihli proper), to nearly a million for Kaifeng, and over 800,000 for Chinan. These are hopeful and healthy signs, for these districts include exclusively the *hinterland* of three important provinces, Chihli, Honan, and Shantung, which railway lines now traverse, stimulating operations over large tracts of territory; the gain is wholly inland work, and, as such, highly bespeaks of future possibilities in these populous regions. For the first time the Taiyuan sub-district is reckoned separately; it comprises the whole of the Shansi province, with a population of some 17 millions. Not till four years ago was the first Imperial establishment opened in Shansi; it now counts 46 Offices or Agencies, and during 1905 over a million articles were handled. The future is promising in that quarter: a railway branching off from the Peking-Hankow line at Chânt'ou is being built and will reach its capital within a couple of years. Tientsin, with its half million articles for the district, remained nearly stationary; it must be remembered that this old emporium of the northern trade, as the single thoroughfare between the Empire and the Capital, reached from the first a large development, which, during the last four years, the railway to Shanhaikwan has to some extent completed along the narrow stretch of littoral which constitutes all this district. The same may be said of Chefoo; the immediate country behind has but limited possibilities. Kiaochoh shows more to advantage, with a rise of over 300,000, a sound advance, bound to grow rapidly over the newly-opened field along the Kiaochoh-Chinan line. As to Newchwang, whose figures from 5 millions have fallen to 1 million, the decline is the consequence of military exigencies and only temporary. As long as the Treaty port, where the Head Office is situated, was held by the Russians, postal communications were maintained with the rest of the district, but they stopped as soon as the belligerent armies came to close quarters with the occupation of Newchwang by the Japanese. Through the courtesy of the Japanese Field Post, official correspondence and a limited portion of registered articles were transmitted at irregular periods, but always with considerable risks and subject to the military censorate. It was found in November that so many parcels and articles of registered mail matter had accumulated in the Post Office of

the reopening of the Transsiberian route, over which, during the winter 1903-04, their correspondence to and from Europe was carried in three weeks, instead of 35 to 40 days as now by the Suez route.

Two serious mishaps occurred to Imperial Post Office mail-contract steamers: the *Yuen-wo*, on her way down river, was burnt off Tungchow on the 26th April; and the *Hsiehho*, bound from Tientsin with North China correspondence for the English mail, sank on the 28th September from striking against a drifting torpedo, or, some say, from the explosion of a bomb on board. On both occasions the I.P.O. mails these steamers were carrying were totally lost.

The winter mail service between Shanghai and the northern ports was successfully arranged and worked satisfactorily from November to March. It is observed that no delay occurs at Chinwangtao with the shipping and landing of the mails, as happens so often at Taku for want of water on the Bar, and that, in consequence, the mail service in winter is, on the whole, more regular and quicker than during the open season.

The Canton-Samsui Railway was completed early in the spring, and has been open since to mail service. The Yellow River bridge, on the railway line from Peking to Hankow, was formally opened on the 14th November; but fast trains are not yet running, and this line, although already used for some time for the conveyance of letter mails, is not yet availed of for heavy mail service. With the advent of fast trains to and from Hankow, doing the run in 36 hours, communications between Peking and the districts up river from Kiukiang will be considerably quickened and a large postal traffic will pass along that route.

1°. ACTIVE OPERATIONS.—The Imperial Post Office deals with all mail matter ordinarily enumerated in postal tariffs, viz., letters, postcards, newspapers, books, printed matter, commercial papers and samples, and also with parcels, domestic and international, and a special kind of Native mails, known as "clubbed" letter mails, made up and transmitted on account of Native postal agencies under certain regulations. Registration work for domestic and international mail matter is conducted under much the same regulations as in Union countries; and Money Orders are issued and cashed within the domestic circle only. Each postal district renders domestic statistics quarterly, and at certain Treaty ports, where exchange of correspondence takes place with Foreign Administrations, international statistics are taken once a year, as practised in the Union. At the end of this Report will be found a set of detailed tables of the various articles of mail matter handled during the year; the main figures for the last five years are presented in the following comparative table:—

	1901.	1902.	1903.	1904.	1905.
Head and Sub-Offices.....	30	30	34	40	41
Branch Offices.....	134	263	320	352	396
Agencies.....	12	153	509	927	1,189
Articles dealt with.....	10,500,000	20,000,000	42,500,000	66,000,000	76,000,000
Parcels: number.....	126,800	260,000	487,000	772,000	1,032,000
" weight (kilos.).....	250,000	545,000	1,213,000	2,702,000	3,262,000
Letters in Native clubbed mails.....	7,300,000	8,000,000	7,267,000	8,300,000	8,896,000

REPORT ON THE WORKING OF THE POST OFFICE

FOR THE YEAR 1905.

POSTAL results for the year 1905 confirm a continued development and a steady progress. As will be seen from the tables published at the end of this Report, no less than 307 names of postal localities have been added to the previous List of Establishments, which now number, in all, 1,626. Active operations have correspondingly increased, as can be roughly gauged from the bulk of all articles dealt with: the total has risen from 65½ millions in 1904 to 76 millions. Parcels alone have advanced from 771,000 to over 1 million, and Money Order transactions from half a million taels to *Hk.Ts* 820,000. It may be added that financially the Service has improved greatly, and to such an extent as to be able to make ends meet with its own resources, that is, revenue and subsidy together. Notwithstanding the fact that, of the promised subsidy, more than half was not paid, the Postal organisation has ceased for the first time since its foundation to appeal for pecuniary help from the sister Service, the Customs. The year 1905 therefore marks an important departure in its career, most gratifying to all workers. Surpluses, of course, have still to be looked for, and are necessary to hasten development and permit many urgent improvements to be brought in; but it may be said that the first critical point it was desirable for the young Service to reach—the platform of a semi-independent budget—is now attained. Larger operations during 1905, due to natural extension and the growing popularity and adaptation of Post Office ways and regulations to suit the needs of customers, account doubtless, to a great extent, for this satisfactory advance in revenue; but the immediate cause of it is the recasting of the I.P.O. tariff at the close of the previous year—higher rates were then adopted for domestic letters and greater pliability given to charges on newspapers and parcels, the effect of which is now reflected in a full year's working. The result conclusively shows that these changes were practical and opportune; they have smoothed down, for a time at least, the difficult problem of rates in this peculiar country.

Registered letter hongs continued their business undisturbed, their clubbed packages being still passed free between Treaty ports, and the figures recorded for 1905 show that their operations have grown larger. They submit reluctantly to the rule, and decline to avail of certain facilities offered them for the passing in a regular way of their parcels. The necessity of new and more effective measures against their irregular doings is still felt, as also that of obtaining remuneration for the conveyance of their mails.

The deadlock in postal communications in Manchuria, consequent upon the war, did not cease during the year, as was sanguinely expected. It has reduced to the lowest ebb the work of the most promising district of Newchwang, and against 5 million articles dealt with in 1904, the figures have receded to a little over 1 million; there seem, fortunately, to be good prospects of an early recovery. Foreign communities in North China earnestly look in the direction of Manchuria, hoping soon to see, as a happy consequence of final railway arrangements there,

CHINA.

REPORT

ON THE

WORKING OF THE POST OFFICE

FOR THE YEAR

1905.

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