

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE  
HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 71

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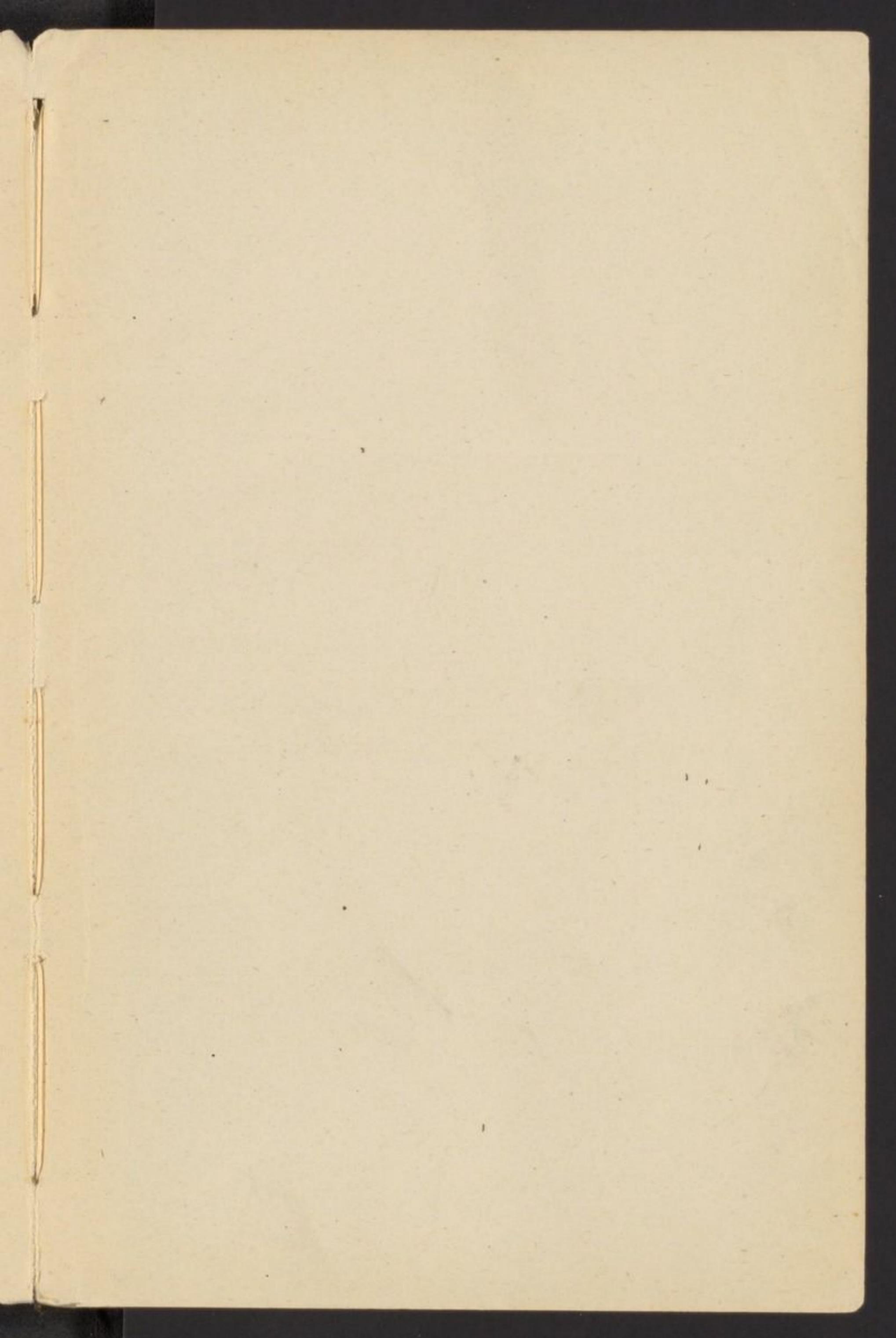
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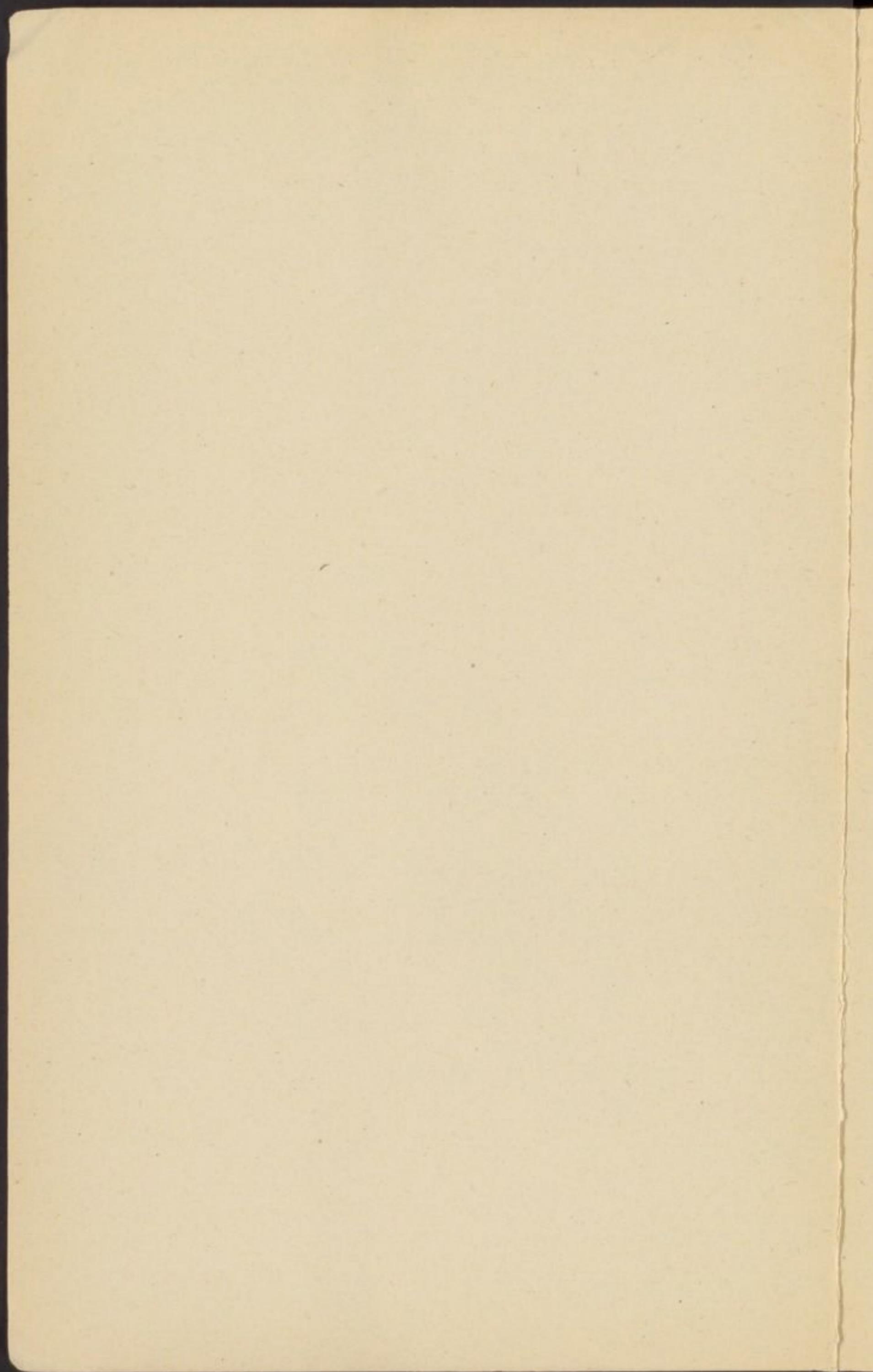


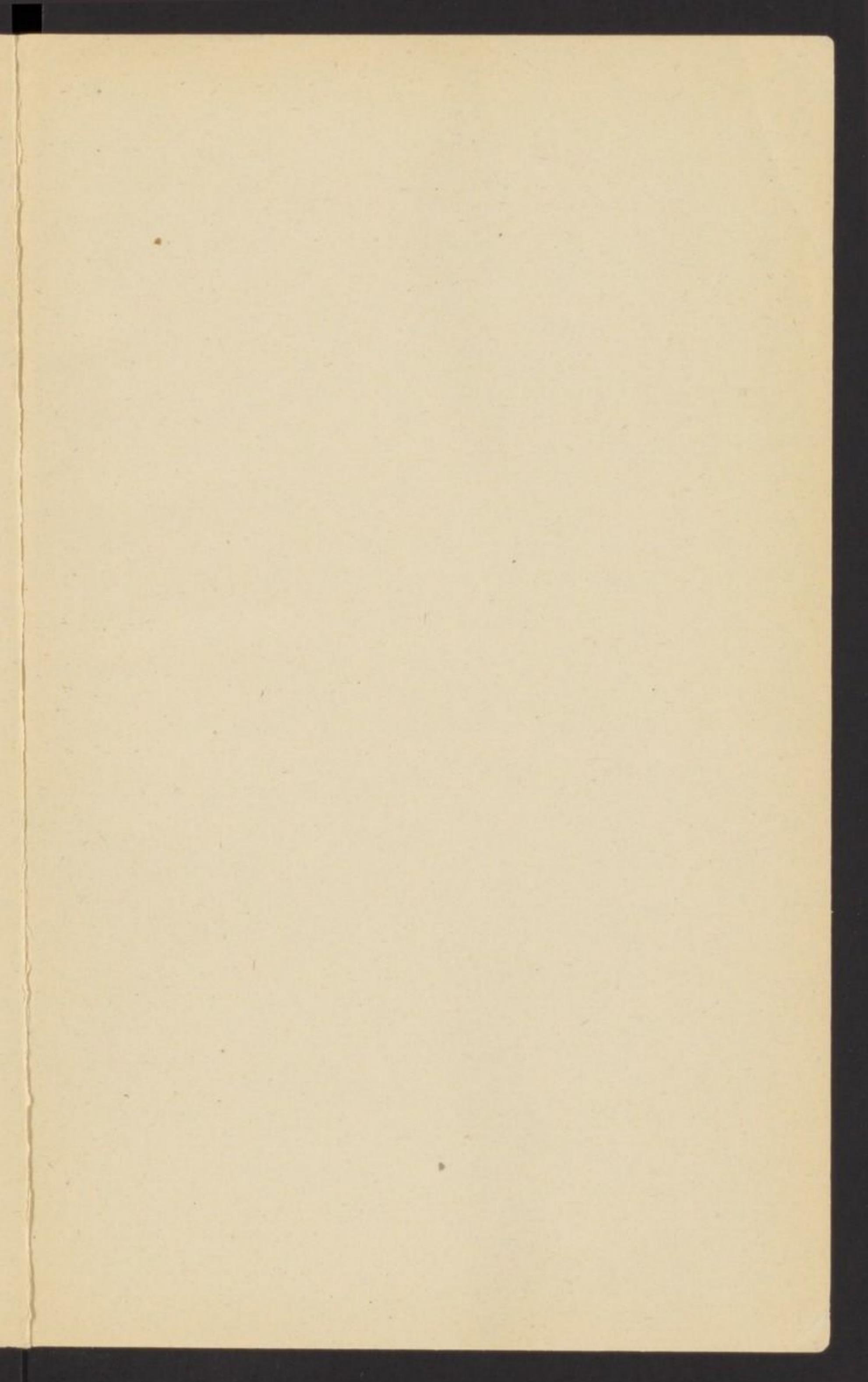


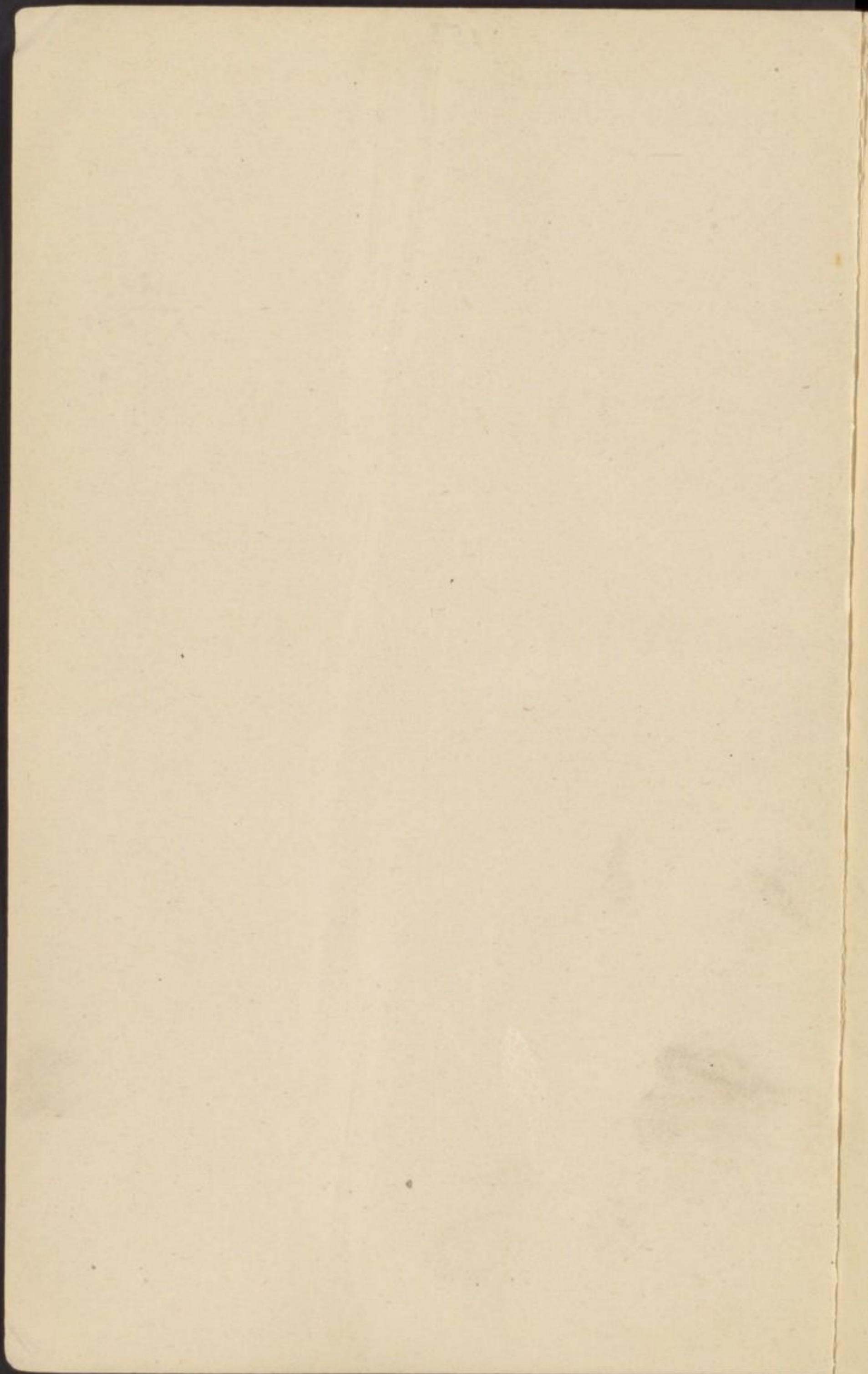
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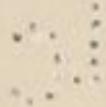
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1920

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## EDITORIAL NOTE

IN the spring of 1917 the Foreign Office, in connexion with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious, and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous inquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics, and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.

It must be understood that, although the series of volumes was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes ; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense ; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions, though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,

*General Editor and formerly  
Director of the Historical Section.*

January 1920.

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## I. GEOGRAPHY PHYSICAL AND POLITICAL

### (1) POSITION AND FRONTIERS

THE seizure of Kiaochow Bay in November 1897 was followed by negotiations resulting in a treaty signed in March 1898, by which the Chinese Government granted to Germany the lease for 99 years of certain territory on both sides of the entrance to the bay and also certain rights in a (neutral) zone of 31 miles (50 km.) measured from the high-water line of the bay. The treaty also contained certain concessions of mining rights and the construction of railways, granted by China to Germany.

The German leased territory is situated in the province of Shantung on the north-east coast of China, between  $35^{\circ} 43'$  and  $36^{\circ} 18'$  north latitude and  $120^{\circ} 4'$  and  $120^{\circ} 56'$  east longitude. The area is about 200 square miles (exclusive of the bay), and the bay is about 15 miles by 15, the entrance being nearly 2 miles wide. The territory consists of the two arms of Kiaochow Bay with the whole of the foreshore, the Hai-hsi peninsula in the south-west, the greater part of the Tsingtao peninsula on the east end, and the islands of Yin-tao, Chu-chia-tao, Ling-shan-tao, Tai-kung-tao, Cha-lien-tao, Fu-tao, and Kai-ti-miao, most of which are bare and rocky.

The area of the neutral zone is about 2,500 square miles.

In the Tsingtao peninsula the territory is bordered on the west by the bay and on the south by the Yellow Sea ; the northern and north-eastern boundary follows fairly closely the right bank of the Paisha-ho to its source in Rock Partridge Hill, from which the eastern boundary is drawn southwards to the east side of the Nan-yao peninsula.

## (2) SURFACE, COAST, AND RIVERS

*Surface*

The greater part of the Tsingtao peninsula is covered by the Lao-shan range with its ramifications, and the Lao-ting peak (3,700 ft.) is the highest elevation in the eastern part of Shantung. The hills spread westward across the peninsula towards Kiaochow Bay, which is fringed by a narrow strip of low-lying ground.

Though the greater part of the territory is mountainous, the valleys and low ground along the bay have a fertile soil providing a great variety of crops. About three-quarters of the area in the leased territory is under cultivation.

*Coast*

At the southern end of Kiaochow Bay is the hilly peninsula of Hai-hsi, on the south side of which is Arcona Bay, affording a sheltered anchorage for junks and vessels of less than 13 ft. draught. Kiaochow Bay is bordered on the north and west by low-lying ground. The depth at the entrance ranges from 10 to 30 fathoms, but it shoals towards the north and north-west. The city of Kiaochow itself, once a seaport, is now 5 miles inland, and its harbour, Ta-pu-tou, is only serviceable for junks and shallow-draught boats. In the south-eastern part of the bay there is anchorage for large vessels. The Germans have built a large harbour for big vessels, a smaller harbour for boats, and a landing-pier for boats in the south-eastern corner of the bay.

The coast from Tsingtao promontory eastward is rocky, and indented with small bays, mostly shallow. There is a good and secure anchorage in Lao-shan Harbour, and on the eastern side of the peninsula there is the large Lao-shan Bay.

*Rivers*

Five rivers flow through the leased territory—the Paisha-ho; the Litsun-ho, which is joined near its

mouth by the Chang-tsun-ho, flowing across the district into Kiaochow Bay; the Chuwo-ho, flowing into the Sha-tzu-kow Bay; and the Prince river, which flows into Lao-shan Harbour. These rivers are dry most of the year, only the upper courses having water at all seasons. In the rainy period they fill rapidly, and can then be crossed only at the fords. The beds of the rivers are always dangerous, owing to numerous quicksands.

### (3) CLIMATE

The climate of Kiaochow is that of northern China, and is warm and moist during the summer. The temperature ranges from 90° F. (32.2 C.) to 12° F. (—11.1 C.). The rainfall for 1901 was 16.3 inches. The pleasantest seasons are from the beginning of April to the middle of June and from the middle of September to the end of November. From the middle of June to the beginning of August is a rainy season. In winter, northerly to north-westerly winds prevail.

### (4) SANITARY CONDITIONS

Tsingtao is practically a European town, with good drainage, clean streets, and careful sanitation. Climatically the place is healthy, and indeed is a favourite summer resort for Europeans in North China.

The diseases which affect the native population of Shantung are similar to those of northern China generally, and must be looked for in the Tsingtao concession whenever precautions are relaxed. For Europeans the ordinary precautions should be sufficient protection against diseases.

### (5) RACE AND LANGUAGE

The native inhabitants of the leased territory are practically all pure Chinese, speaking the Shantung dialect. Their dress, habits, manners, and customs are those of the northern Chinese in general, of whom they are both physically and morally very favourable

examples. Under the Germans Tsingtao grew into an important trading and industrial centre with a large commercial population. Numerous schools were started under German initiative, and the teaching of the German language was vigorously pushed.

#### (6) POPULATION

Tsingtao has grown rapidly from a fishing village into a large modern city of the European type. In 1913 the population of the leased territory was 192,000, or 960 to the square mile. This includes 53,812 Chinese, 2,360 Chinese 'water population', 4,470 Europeans, of whom 2,401 were military, and 342 Japanese, Koreans, &c. The population of Tsingtao in 1913 was 60,484. The remaining population is scattered throughout the territory in 311 villages, of which Seu-fang and Tsangkow on the railway and Litsun are the most considerable. The population of the neutral zone is about 1,300,000.

It is calculated that 250,000 labourers emigrate from Shantung every year to Manchuria, leaving in the spring and mostly returning in the autumn. Coolie agencies and lodging-houses have been established at Tsingtao to assist in this traffic.

## II. POLITICAL HISTORY

[This section is intended to be read in conjunction with *China*, No. 67 of this series.]

### CHRONOLOGICAL SUMMARY

- 1897. Seizure of Kiaochow by Germany.
- 1898. Treaty of Peking between China and Germany.
- 1913. Mining rights exchanged by Germany for options on railways.
- 1914. Japanese ultimatum to Germany (August 15).
- 1914. Japanese take Kiaochow (November 7).
- 1915. Arrangements concluded between Japan and China.

*Introductory.*—The Bay of Kiaochow had figured prominently in discussions about naval bases and harbours for some years previous to its seizure by the Germans in November 1897. It was generally considered that Russia had designs upon the district, and it was assumed at the time that the action of Germany could not have been undertaken without a preliminary understanding with the Tsar's Government.

*German-Chinese Treaty of Peking, 1898.*—The murder of two German missionaries in the prefecture of Tsaochowfu in Shantung was the ostensible pretext for the seizure of Kiaochow, and the German occupation was legalized by a treaty signed at Peking on March 6, 1898. The preamble says that 'the Imperial Chinese Government consider it advisable to give a special proof of their grateful appreciation of the friendship shown to them by Germany'. By Article I China, 'to strengthen friendly relations with Germany' and 'to increase the military readiness of the Chinese Empire', engaged, while reserving sovereign rights, to permit the free passage of German troops within the zone of 50 kilometres (100 Chinese *li*) surrounding Kiaochow Bay at high

water, and to abstain from taking any measures therein without the previous consent of the German Government. At the same time China reserved the right to station troops in that zone, 'in agreement with the German Government, and to take other military measures'.

Under Article II, 'both sides of the entrance to the Bay of Kiaochow' were ceded to Germany on lease 'provisionally for 99 years . . . with the intention of meeting the legitimate desires of H.M. the German Emperor that Germany, like other Powers, should hold a place on the Chinese coast for the repair and equipment of her ships'. Germany engaged not to construct fortifications in the territory thus ceded.<sup>1</sup>

In Article III China agreed to abstain from exercising rights of sovereignty in this ceded territory during the term of the lease and to leave the exercising of those rights to Germany, who was to permit to Chinese ships-of-war and merchant vessels 'the same privileges in the Bay of Kiaochow as the ships of other nations on friendly terms with Germany'.

*Fall of Kiaochow, 1914.*—On August 15, 1914,<sup>2</sup> soon after the outbreak of war, Japan addressed an ultimatum to Germany requiring her 'to deliver on a date not later than the 15 September to the Imperial Japanese authorities, without condition or compensation, the entire leased territories of Kiaochow with a view to the eventual restoration of the same to China'. The ultimatum was ignored; a Japanese expedition,

<sup>1</sup> The boundaries of the leased territory were subsequently fixed by a Sino-German commission. The results of its work are summarized on p. 1. The area allotted to Germany was very much larger than would be expected from the wording of the treaty.

<sup>2</sup> The ultimatum was drawn up at a Council of Japanese Ministers on August 15 and handed to the German Ambassador the same evening. It was simultaneously cabled to the Japanese chargé d'affaires at Berlin, where it arrived on the night of the 16th and was formally delivered on the morning of the 17th to the German Minister for Foreign Affairs (*Japan Year Book*, Tokyo, 1915, p. 770) See *Japan* (No. 73 of this series), p. 94, and *China* (No. 67, p. 91.

to which was attached a small British force, landed in Shantung, and Kiaochow surrendered on November 7.

*Arrangements concluded between Japan and China, May 1915.*—In the preliminary negotiations with China, whose territory was violated for the purpose of the military operations, the Chinese maintained that they had received formal and definite assurances from Japan that Kiaochow would be restored to them; and there is no doubt that the British Government also understood at the beginning that this was the Japanese aim and intention. But before long modifications in the attitude of Japan were observed, and early in 1915 a series of demands were made upon China. Negotiations followed, and by formal engagements, recorded in treaties and exchange of Notes in May 1915, the Chinese Government agreed to give full assent upon all matters upon which the Japanese Government might thereafter agree with the German Government relating to the disposition of all rights, interests, and concessions which Germany, by virtue of treaties or otherwise, possessed in the province of Shantung, and Japan undertook to restore the leased territory of Kiaochow to China after the war on the following conditions:

1. The whole of Kiaochow to be opened as a commercial port.

2. A concession, under the exclusive jurisdiction of Japan, to be established at a place designated by the Japanese Government.

3. If the foreign Powers desire it, an international concession may be established.

4. The Japanese and Chinese Governments to arrange by mutual agreement the disposal of the German properties and buildings.

### III. ECONOMIC CONDITIONS

#### (A) MEANS OF COMMUNICATION

##### (1) INTERNAL

###### (a) *Roads*

IN the southern portion of Kiaochow, not far from the sea, a road runs from Tsingtao to the Prince Henry Hills and Sha-tzu-kow Bay.

A macadamized military highway runs north from Tsingtao to Tsangkow. Near Tsingtao, a road diverges from it and leads to Hohsi and Litsun. From Litsun it is continued to Chiushui in the Lao-shan valley, along which the Chuwo river flows, and thence to the Mecklenburg Convalescent Home in the Lao-shan Hills. From the Home the road passes into the Felsenthal or Paisha-ho valley, and so to Precipice Pass and the German frontier in the north-eastern corner of the Protectorate.

From Chaotsun, on the northern frontier of the Protectorate, a road runs up the valley of the Paisha-ho, and there is also a road from Sha-tzu-kow Bay to Irene Vande, a cottage erected in the Lao-shan Hills by the Tsingtao Mountaineering Club.

There is no road leading from the Protectorate into the province of Shantung. Such roads as exist are of the most primitive sort. The only wheeled vehicle in general use is the well-known Chinese handbarrow, upon which considerable loads can be moved by one man. Pack-animals are the most common means of transport.

###### (b) *Rivers and Canal*

The Protectorate contains no navigable rivers, nor are there any entering the Bay of Kiaochow from

Chinese territory. Navigable canals are also lacking, but there are the remains of a canal, constructed in the thirteenth century, which ran northward across the narrowest part of the Shantung peninsula from Kiaochow Bay, thus enabling vessels to reach the Gulf of Pechili from the Yellow Sea without doubling the Shantung promontory. No attempt to reconstruct the canal has been made in modern times, but the desirability of doing so deserves serious consideration.

(c) *Railways*

*The Shantung Railway.* — Immediately after the cession of Kiaochow, a powerful group of German banks and financiers, including the Disconto-Gesellschaft, the Deutsch-Asiatische Bank, the Deutsche Bank, the Bank für Handel und Industrie, the Dresdner Bank, S. Bleichröder, R. Warschauer & Co., and Jacob Stern of Frankfurt, formed at Berlin the Schantung Eisenbahngesellschaft, in order to work the railway and mining concessions granted to Germany by the Convention of 1898. The railway concessions embodied in the treaty comprised (i) a line from Tsingtao to Tsinanfu, (ii) a line from Tsinanfu to Ichowfu, and (iii) a line from Tsingtao to Ichowfu. The mining concessions granted the exploitation of all mines within 10 miles of the railway lines. In order to deal with the minerals, a second company, the Schantung Bergbaugesellschaft, was simultaneously formed, which, however, owing to financial difficulties, had to be bought up by the railway company in 1913 (cf. p. 25). The railway company set to work at once, and the main line from Tsingtao to Tsinanfu, 256 miles long, was completed in 1904. A branch from Changtien to Poshan, 28 miles long, was opened in 1906, and another from Tsaochwang to Taierchwang, 26 miles long, was opened in 1910. The gauge is 4 ft. 8½ in. (standard). The track is single, but the earthworks have been constructed to admit of a double track when the developments of the future demand it. In 1916 the rolling stock consisted of

41 locomotives, 110 passenger cars, and 1,051 goods cars.<sup>1</sup>

The following statistics show the amount of passenger and goods traffic on the railway from 1910 to 1913 :

	1910.	1911.	1912.	1913.
Passengers . . .	654,128	909,065	1,230,043	1,317,438
Tons of goods . .	769,192	717,189	852,001	946,610

The treaty between China and Germany provided for the co-operation of Chinese capital in the undertaking, but no advantage was taken of this provision, the Chinese having a deeply-rooted prejudice against investment in companies. The capital of the company in 1898 was 54,000,000 marks, or £2,700,000. This was increased to 60,000,000 marks when the company took over the Schantung Bergbaugesellschaft in 1913 (cf. p. 25). The cost of constructing the line was nearly £2,650,000. The following dividends were paid in the seven years following the completion of the main line : 1905,  $3\frac{1}{4}$  per cent. ; 1906,  $4\frac{1}{4}$  per cent. ; 1907,  $4\frac{3}{4}$  per cent. ; 1908,  $4\frac{3}{4}$  per cent. ; 1909, 6 per cent. ; 1910,  $6\frac{1}{2}$  per cent. ; 1911, 6 per cent. The receipts for 1912 were 9,292,466 marks (£464,623), and the expenses 2,464,629 marks (£123,231), so that the balance-sheet showed a profit of 6,827,837 marks (£341,392).

The most important stations on the railway are Tsangkow, within the Protectorate, Weihsien, a colliery centre (cf. p. 24), Tsingchow, and Changtien, the junction for the branch line to the Poshan coal-field.

The railway is now being worked by the Japanese.

*The Tientsin-Pukow Railway.*—The option of constructing a line from Tsinanfu to Ichowfu was included in the concession to the Schantung Eisenbahngesellschaft. In 1897, however, a Chinese, Yung Wing, had obtained a concession for a railway from Tientsin to Chinkiang, and had arranged to borrow money for it from an

<sup>1</sup> In September 1913 an old narrow-gauge salt line connecting Hwangtaichiao on the Siaoehing-ho with Lukow Harbour on the Yellow River was reconstructed in order to be linked up with the Shantung Railway by a short line then under construction. The line was expected to be a valuable feeder for the German railway.

Anglo-American syndicate. The Convention of Kiaochow interfered with this concession. Yung Wing withdrew, and German and British capitalists came to terms in 1899, forming a combined Anglo-German syndicate, and agreeing that the northern section of the line from Tientsin to Chinkiang should be built by German and the southern by British capital. The Chinese, however, insisted that the line should be a Chinese Government railway, and the Germans consented; but the Boxer risings held up the execution of the contract till 1905. The terminus was then changed from Chinkiang to Pukow in order to secure connexion with Nanking, and the amount of the proposed loan was increased from £7,400,000 to £10,000,000, of which £6,500,000 was to be German (contributed mainly by the Deutsch-Asiatische Bank) and £3,500,000 British (supplied chiefly by the British and Chinese Corporation and the Hong Kong and Shanghai Banking Corporation).

The German section, which ends at Hanchwang, was originally 390 miles long, but was subsequently increased to 453 miles by the following branches: Chentangchwang-Liangwangchwang, 16 miles; Lincheng-Tsaochwang (a coal line finished in 1912), 19 miles; Yenchowfu-Tsiningchow,  $19\frac{1}{2}$  miles; Lokow-Hwangtaichiao,  $5\frac{1}{2}$  miles; Tialiu-Pauto-Techow-Grand Canal,  $2\frac{1}{2}$  miles. At Tientsin the line is connected with the Peking-Moukden Railway, and at Tsinanfu with the Shantung Railway.

In 1913 the company's accounts showed a deficit of £245,625.

*Projected Lines.*—In making the agreement regarding the Tientsin-Chinkiang Railway, the Germans reserved their right to construct a line from Tsingtao to Ichowfu. The Chinese Government raised difficulties, but after negotiations agreed early in 1914 to the construction of a line which was to start from Kaomi, a little west of Kiaochow town, on the Tsingtao-Tsinanfu Railway, to pass Ichowfu and Ihsien, and to strike the Tientsin-Pukow Railway at a point a little

to the north of the Grand Canal. The company working the new line was to have running powers over a section of the Tientsin-Pukow Railway. The undertaking was to be a Chinese Government railway under German direction, with German engineers and accountants, and with German capital and materials; but Germany was to give up her mineral rights along the whole length of the line.

Simultaneously the Germans obtained the right to build an extension of the Shantung Railway from Tsinanfu to Shunte, or some point between Shunte and Sinsiang on the Peking-Hankow Railway. The first idea seems to have been that the terminus of this extension should be Chengting, also on the Peking-Hankow line, whence a Russian-built line runs to Taiyuan in the province of Shansi, which contains the richest coal-fields of all China. This project seems, however, to have been definitely abandoned. Like the Ichowfu Railway, the Tsinanfu-Shunte extension was to be a Chinese Government railway under German direction, with German engineers, accountants, capital, and material. It was suggested that this line might later be continued westwards to Luanfu in South Shansi.

Another plan which had not matured in 1914 was the construction of a line from Yenchow on the Tientsin-Pukow line to Kaifeng, the eastern terminus of the projected Belgian railway through the province of Honan to Hsien in Shansi. The route for this German line was surveyed as far back as 1910.

Great advantages, actual or prospective, were offered to German commerce by these projected railways. By the Shantung line and its branches, Germany tapped the trade of northern Shantung, and the Tientsin-Pukow line gave her access to Chihli and south-west Shantung. The Ichowfu line would have opened up eastern Shantung; the Shunte extension would have extended German influence into western Chihli; and lastly, had the Kaifeng plan been brought to maturity, Germany would have had an open door into Honan and Shansi.

Opposition to German railway expansion in North China showed itself not only in diplomatic delays, and the unalterable resolve that the new railways should come under the control of the Chinese Government, but also in a plan, advocated with great zeal in Chinese circles, for the building of a Chinese railway from Weihsien to Chefoo, with the object of restoring to the latter port its lost commercial supremacy in Shantung. The Chinese Imperial Bank promised support, but the amount raised was totally inadequate, and the scheme was dropped.<sup>1</sup>

Writers of a prophetic turn have discussed the possibility of a great railway across Central Asia, which would reach the Pacific along the valley of the Hoang-ho, cutting through the mountains between Shansi and Honan. Of such a railway Tsingtao might be a terminus, but if Shanghai, which would probably have superior claims, were preferred, Tsingtao might at any rate be the terminus of an important branch.

In 1915 Japan demanded the right to construct a line from Weihsien to Lungkow, a port on the Gulf of Chihli, about 60 miles north-west of Chefoo; but China refused to consent, and expressly reserved to herself the right to build a line from Weihsien to Chefoo, *via* Lungkow.

#### (d) *Posts, Telegraphs, and Telephones*

The Germans had their own postal system within the Protectorate, and their own post offices at Weihsien, Laichow, Tsingchow, and Tsinanfu. The Imperial Chinese Post Office grew up under the Chinese Maritime Customs, but has been a branch of the Ministry of Posts and Communication since May 1911. It supplements the Ichan, or Government courier service, and the Minchu, or Chinese postal agencies, which formerly used to transmit letters and light parcels.

<sup>1</sup> It seems that in their negotiations with the Chinese Government in 1912 the Germans suggested that they should carry out the project themselves.

Before the war the usual route for mails from Europe to Tsingtao was by the Siberian Railway to Dairen and thence by steamer. Letters between western Europe and Tsingtao took from 17 to 22 days in transit.

The telegraph system runs along the whole length of the railways; and from Weihsien on the railway a telegraph line runs to Laichow, where it bifurcates, one branch running to Tengchowfu and the other to Chefoo and Weihaiwei. There is also a telegraph line from the town of Kiaochow to Pingtuchow and Shaho, where it joins the Weihsien-Laichow line. Within the limits of the Protectorate, Litsun and the Mecklenburg Convalescent Home on the Lao-shan Hills are connected by telegraph.

There is a telephone system in Tsingtao, and the tops of all the surrounding hills are connected with a central office by telephone for military purposes.

## (2) EXTERNAL

### (a) Ports

*Accommodation.*—The port of Tsingtao is situated within the Bay of Kiaochow, a large land-locked arm of the sea, with an entrance two miles in width and a depth of at least 60 ft. at its shallowest point.

There are two harbours, known as the Great Harbour and the Small Harbour, both artificial, and both situated on the north side of the Tsingtao peninsula. Between the two is a small area known as the 'Building Harbour' (Bau-Hafen), which is intended for the construction and repair of junks.

The Great Harbour consists of a water area of 730 acres, enclosed by a mole shaped like a horseshoe and  $3\frac{3}{4}$  miles in length. The entrance is 984 ft. wide; a channel, dredged to a depth of  $28\frac{1}{2}$  ft., leads up to it, and a considerable portion of the harbour area has also been dredged to the same depth. On the east side of the entrance there are two straight moles parallel with one another, which form the principal

discharging and loading wharves of the port. Both are 558 ft. in breadth, and are well supplied with warehouses and cranes. There are berths for 30 vessels. Railway lines connected with the line to Tsinanfu run along both moles. A little farther north, where the horseshoe mole joins the land, there is a wharf for petroleum steamers, with storage tanks in its vicinity. At the sea or western end of the horseshoe mole there has been constructed a broad quay, on which there is a shipbuilding and repairing yard which belonged to the German Government, and a smaller yard and a machine shop in private ownership. Connected with the Government yard is a floating dry dock, which is 400 ft. long, 120 ft. broad, and 32 ft. in depth, and can accommodate vessels up to 16,000 tons. A railway line running the full length of the horseshoe mole and connected with the Tsinanfu line serves the yards and shops at the western end.

The whole of the area above described constitutes the Free Port (*Freihafengebiet*), within which no customs dues on exports or imports are levied. This limited district replaced in 1906 the free zone, which till that date included the whole Protectorate. The alteration was made for reasons referred to below (p. 37).

About a mile to the south of the Great Harbour, outside the bounds of the Free Port, is the Small Harbour, used by coasting and junk traffic. The shelter offered by a small inlet has been rendered more complete by the construction of two moles, respectively 650 and 430 yds. in length, and an area of 90 acres of water has thus been made into a safe harbour, with a general depth of 18 ft. A railway line runs from the Tsinanfu Railway to a wharf on the north side.

There is an additional anchorage with fairly good shelter off the south side of the Tsingtao peninsula, a station specially reserved for petroleum vessels. Storage tanks have been erected on the shore close by.

*Nature and Volume of Trade.*—Since the opening of the port, Tsingtao has been visited by an increasing

number of steamers yearly. The figures for the period 1906 to 1913 are as follows :

	<i>No. of Steamers.</i>	<i>Aggregate Tonnage.</i>
1906-7. . . . .	499	546,843
1907-8. . . . .	432	519,292
1908-9. . . . .	511	670,025
1909-10 . . . . .	568	806,759
1910-11 . . . . .	618	1,070,702
1911-12 . . . . .	785	1,209,154
1912-13 . . . . .	923	1,298,622

In addition the port is frequented by numerous junks, which load and discharge in the Small Harbour.

The goods passing through the port of Tsingtao are mainly in transit, as few of them are produced or consumed within the bounds of the Protectorate. The principal commodities shipped or discharged at the port are reviewed below (pp. 32-37), where detailed statistics are also given. It should be noted, however, that Tsingtao is a great coaling station, and that the bunker coal taken by ships is not included in the export returns.

*Adequacy to Economic Needs.*—Tsingtao port has been laid out on extensive lines with a view to development, and will probably be able to meet all demands upon its accommodation for some time to come. In the Great Harbour quay space could be considerably enlarged without unduly curtailing room for anchorage.

Owing to the Shantung Railway, Tsingtao has become the most convenient port for a large region. Its rise has caused great loss to Chefoo, which formerly had almost a monopoly of the foreign trade of Shantung, and the Chefoo merchants attempted, without success, to organize a boycott of the German port. Even Tientsin was menaced by the rapid rise of Tsingtao, especially after the construction of the Tientsin-Pukow Railway. The great advantage of Tsingtao over Tientsin lies in the fact that while Tientsin is usually ice-bound for some months in winter, Tsingtao is nearly always ice-free. For summer trade, however, Tientsin will probably remain more

attractive to merchants of the adjacent inland districts ; and it is significant that during the winter of 1912-13 the Tientsin river was kept open by ice-breakers. The Germans, indeed, were somewhat apprehensive lest the new Tientsin-Hankow Railway might divert trade from Tsingtao, but there is no evidence available as to the effect actually produced.

The construction of the projected railways described above (p. 11) would doubtless bring a great volume of new trade to Tsingtao.

### (b) *Shipping Lines*

The Hamburg-Amerika Linie maintained a weekly freight service and a monthly passenger service between Shanghai and Tsingtao, and the same company's coasting steamers called at Tsingtao on their voyages between Shanghai and Tientsin.

Tsingtao was also a port of call for the service of the Indo-China Steam Navigation Co. between Canton and Tientsin.

The Osaka Shosen Kaisha ran steamers twice monthly from Kobe to Tsingtao, returning thence to Osaka.

The South Manchurian Railway Co.'s steamer called at Tsingtao once a week on its voyages between Dairen and Shanghai.

Besides these local services, the following lines from Europe and America to Japan touched regularly at Tsingtao :

For the Norddeutscher Lloyd's fortnightly service between Bremen and Japan, Tsingtao was a port of call on alternate voyages, and would have been visited every voyage but for the outbreak of war.

The Hamburg-Amerika Linie began in 1914 a service between Hamburg and American Pacific ports *via* the Suez Canal and China and Japan, the return voyage being made by the Panama Canal. Tsingtao was one of the ports of call.

The boats of the Peninsular and Oriental Steam Navigation Co., Ltd., called on their fortnightly voyages

between Bombay and Japan, and those of the Messageries Maritimes on their monthly voyages between Marseilles and Japan.

Steamers of the Great Northern Steam Navigation Co., an American line, touched at Tsingtao on their voyages between Seattle and Shanghai.

Tsingtao was thus served by a number of important lines and connected with all parts of the world by first-class steamer services. This was due less to its commercial importance than to its advantages as a coaling station.

### *(c) Telegraphic and Wireless Communications*

In 1914 Tsingtao was connected by maritime cable with Shanghai and Chefoo, both lines belonging to the German Imperial Postal authorities. From Shanghai there are cables to Hong Kong, Japan, and Europe, owned by the Eastern Extension Telegraph Co., and Chefoo has cable communication with Dairen in Manchuria and with Tientsin. The Chefoo-Dairen cable is Japanese Government property.

The German Oriental Wireless Telegraphy Co. had a wireless installation at Tsingtao.

## (B) INDUSTRY

### (1) LABOUR

Shantung is the most densely populated province of China, so that the Kiaochow Protectorate had a large reservoir of native labour to draw upon. Moreover, the political disturbances in China led to a considerable immigration of Chinese into the German Protectorate. The population of Tsingtao itself rose from 14,905 in 1902 to 40,264 in 1910 and 60,484 in 1913, and large numbers of Chinese workmen live in the villages on the flat ground north-east of the Moltke and Bismarck Hills. It illustrates the determination of the Germans to make the fullest use of the available labour supply that the German Chamber of Commerce arranged for workmen's trains in certain districts.

In 1900, as there were no craftsmen at hand, the skilled labour required for the building of Tsingtao and its harbour works had to be got from Shanghai at high wages. The Germans, therefore, opened at Tsingtao a technical school for young Chinese. The students worked for four years at very low wages; they then received an apprenticeship certificate, but were obliged to remain several years longer in the service of the dockyard. By 1911, 274 apprentices were working there, and wages had fallen; skilled workmen from South China, who had at one time received as much as two dollars a day, were accepting a little over a dollar. The undertaking was therefore considered to be a great success. The average wage of unskilled labourers from Shantung was 0.58 dollar a day, a little higher, that is, than the average for China as a whole, which was 0.52 dollar.

## (2) AGRICULTURE

### (a) *Products of Commercial Value*

The soil of the German Protectorate is fertile, owing to the large quantity of potash it contains, but in places the rocky nature of the country limits cultivation. Among the vegetable products are the sweet potato, which occupies about half the cultivated area, rice, wheat, barley, millet, maize, beans, pulse, hemp, and many kinds of fruit, especially apples and pears, which are abundant. The German Government was introducing cotton, sugar-beet, and various fruits. Winter-sown wheat and barley are reaped in June: the ground thus freed is sown with beans, pulse, maize, and hemp. Apples and pears are ripe in July, when buckwheat is sown. In August hemp is taken up and cabbages planted. In September the great harvest of the year is reaped, consisting of rice, millet, maize, beans, sesame, peas, and grapes; and in October buckwheat, citrons, and ground-nuts are gathered, and the ground is prepared for the winter barley and wheat. In 1908, 8,000,000 Chinese pounds of pears and 200,000 of apples

were sent to southern China from Kiaochow. Fruit plantations are especially numerous in the valley of the Paisha-ho, on the slopes of the Tungliu-shui hills, near Tengyau, and in the hilly country south of Litsun. The taste of Chinese fruit is not liked by Europeans, but it can be improved by grafting the trees with finer varieties, and the Forestry Department of Tsingtao was encouraging this process. Native fruit often suffers from a fungus, but this does not seem to attack German varieties.

Kiaochow is poor in animals, both wild and domestic. The Chinese peasants breed oxen, donkeys, and mules for work in their own fields, but the only animal which they breed for commercial purposes is the pig. The Tsangkow breed is the most common, its flesh being highly esteemed by the Chinese, though not palatable to Europeans. Large quantities of pork are sent to other parts of China, and there is also an export trade in pigs' bristles.

The Germans made an attempt to cross European cattle with native stock; at first the imported animals died of disease, but a serum was discovered which rendered them immune. The Germans also introduced a considerable number of goats, chiefly Saaner goats, for the sake of their milk. The lack of pasture-land will, however, prevent any large expansion of stock-raising. All meat consumed by Europeans is imported from inland.

The rearing of silk-worms was being encouraged by the German Forestry Department, but up to 1914 the results were small (see below, p. 28).

#### *(b) Methods of Cultivation*

The Chinaman is one of the finest rule-of-thumb agriculturists in the world. He lavishes almost limitless care and attention on individual plants; he is skilled in the use of manure; and in the Kiaochow Protectorate, as elsewhere, he has made artificial terraces to facilitate watering. His working of the

soil is, however, too superficial, so that he does not get the best out of it.

The German Agricultural and Forestry Departments used to exhibit new implements and to provide instruction in new methods of agriculture, but their efforts had little effect on the deep-rooted conservatism of the natives.

### (c) *Forestry*

Afforestation is greatly needed in China, where centuries of uncontrolled timber-cutting, counteracted only by spasmodic and ill-organized planting, have resulted in an almost complete denudation of the country, to the great detriment of climate and soil. In the Kiaochow Protectorate the German authorities initiated very ambitious schemes of afforestation. The Botanical Gardens of the Forestry Department, on the south-west slope of the Iltis Hills, exhibited trees and shrubs which could be profitably grown in Kiaochow. The Schantung Eisenbahngesellschaft planted trees systematically along its lines, and the Government sold a great number of young trees, especially acacias, which suit the soil and provide timber for pit-props (which formerly had to be imported from Japan). A special object of the Forestry Department was the establishment and developing of a silk industry in the Protectorate. In 1911 alone, 250 zentner of young oaks were planted in different villages; 20,000 mulberry trees were distributed; and in 17 villages silk-worm rearing was taken up.<sup>1</sup> Plantations of fir, willow, alder, elm, and *arbor vitae* were also made by the Department. Unfortunately, afforestation is impeded by a prevalent timber pest.

### (d) *Land Tenure*

When Germany obtained the lease of Kiaochow, all land in China was nominally the property of the Em-

<sup>1</sup> The growing of mulberry trees for silk-worms takes much longer than the growing of oaks for the same purpose, but the silk-worms fed upon mulberry yield a much finer product.

peror ; but in point of fact his subjects bought and sold land as they pleased, and the Government did not interfere so long as certain land-taxes were paid. No sooner had the Kiaochow Convention been signed than certain Asiatic firms at Shanghai showed a desire to speculate in land in the German Protectorate. To prevent this, the German authorities adopted a policy suggested by the land system prevailing in several Asiatic protectorates of the United Kingdom. They laid down that land owned by Chinese might be sold only to the local German Government, which, it was further decreed, was to have discretionary powers of expropriation. The Government forthwith purchased, at the current local price, a considerable area of land, most of which it resold for as much as it could get, the new owners being subject to a tax of 6 per cent. per annum on the assessed value of their shares. The further sale of such land could only be effected through the Government, which made a conveyance or registration charge of 2 per cent. on the price, and, if the seller got more for the land than he had paid, took one-third of his profit. Moreover, if land purchased from the Government remained in the same hands for twenty-five years, it was to be subject to re-assessment, and the State might claim one-third of any increment in value. These regulations kept down the price of land, and gave the Government control over its use ; while the registration of deeds of sale yielded a substantial part of the revenue of the Protectorate.

It was expected that the system just described would greatly encourage the establishment of industrial undertakings within the Protectorate, but for some years this expectation was disappointed, as Chinese capital does not move quickly, and there was at first a strong prejudice against the new-comers. As time went on, however, the demand for land increased. By 1912 none was to be bought in the vicinity of Tsingtao, and in that year 226,000 square metres of land in the Protectorate were sold, the aggregate price being 288,500 dollars. Owing to the disturbances in China,

large numbers of Chinese entered the Protectorate about this time, and the demand for building land became very great. The yield of the land-tax in 1913-14 was £10,700, and exceeded by nearly £2,300 that in the year before.

### (3) FISHERIES

About two years before the war Dr. Glaue of Kiel, after making a close investigation of the subject, recommended the establishment at Tsingtao of an institute for making experiments with a view to the exploitation of deep-sea fisheries off the northern coasts of China. The initiation of a Chinese enterprise with similar objects was known to be under consideration, and the success of an English fishing company at Shanghai was held to justify confident hopes of success. Nothing, however, had come of the proposal in 1914. While it is true that a German undertaking for fishing in Chinese waters failed in 1912, the industry offers great opportunities to European capital. In 1910, for instance, Japan delivered to China fish products to the value of 6,000,000 yen (over £600,000), and in 1911 she exported to Germany fish-oil valued at £125,000. Kiaochow Bay is especially suitable for the fishing of oysters, lobsters, and eels, and with improved methods of curing fish could be sent from Tsingtao far into the interior of China. The Chinese dried-fish industry in other parts of the country has been killed by the exorbitant price of salt.

The Japanese, in whose hands is most of the fishing carried on off the coast of China, may now have included the Bay of Kiaochow in the sphere of their activities.

### (4) MINERALS

The small territory leased to Germany contains no minerals, but, as was mentioned above, the Convention of 1898 gave her valuable mining rights in the province of Shantung. It was well known that abundant coal existed in four distinct localities—at Weih sien,

in the Poshan valley, at Ihsien, and at Ichowfu; and in at least one of these, the Poshan valley, coal had been worked by Chinese from time immemorial. Chinese mining methods, however, were very antiquated, and there was an almost total lack of transport facilities.

Shortly after the signing of the Convention, the Schantung Bergbaugesellschaft was formed to exploit the mineral concessions granted to the Schantung Eisenbahngesellschaft, that is, all mines within ten miles of the lines it was authorized to construct. In 1902 the mining company began to work the Fangtse pit, on the Weihsien coal-field, and in 1907 and 1908 two other pits near Weihsien, the Minna and Annie, were opened. The company set up in 1906 an installation for washing coal and in 1907 a briquette factory, as the Weihsien coal was found to be unsuitable for steamships and could be best used as briquettes. In 1908 the output of briquettes was 1,800 tons, but the industry grew little after that date. The whole Weihsien field, in fact, gave disappointing results. The beds lay low, were liable to be flooded, and were isolated into pockets by granite; by 1912, furthermore, new plant was required, for which the company lacked funds. There is no available information as to whether any new construction was attempted, but the Weihsien collieries do not appear to have been worked since 1914.

The company's enterprise near Poshan was more successful. The Poshan coal-field is a valley twenty miles long, a few hundred yards wide at the eastern end, but broadening to a width of six miles at the north-western end. A British company had worked there till 1891, and the Germans bought its machinery and used it at the Hungshan colliery, which they opened in 1906. They also started a mine at Tsechwan. The coal of the Poshan field is of better quality than that of Weihsien, being similar to Cardiff and Ruhr coal and suitable for ships' boilers, though high in ash, like all Chinese coals.

After the capture of Tsingtao in 1914 a party of

mining experts sent by Japan to the German collieries in the Poshan valley found that essential machinery had been removed and some of the mines flooded. Machinery was supplied, and the Tsechwan colliery resumed work in January 1915 'under superintendence'. In the following year its average daily output was 1,000 tons, the Shantung Railway taking 300-400 tons a day. It was thought that the production would be more than twice as great in 1916. The Hungshan colliery was also repaired, and yielded 500 tons daily in 1915; but it is expected that when its equipment is complete its annual output will amount to at least 700,000 tons.

The following table shows the output of the Weihsien and Poshan coal-fields up to the outbreak of war:

	<i>Weihsien.</i>	<i>Poshan Valley.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons:</i>	<i>Tons.</i>
1902-3 . . .	9,179		9,179
1903-4 . . .	50,601		50,601
1904-5 . . .	100,631		100,631
1905-6 . . .	136,990		136,990
1906-7 . . .	164,000	14,600	178,600
1907-8 . . .	149,300	40,900	190,200
1908-9 . . .	250,200	72,500	322,700
1909-10 . . .	273,355	183,450	456,805
1910-11 . . .	194,897	237,544	432,441
1911-12 . . .	205,185	283,208	488,393
1912-13 . . .			573,600
1913-14 . . .			548,600

The capital of the Schantung Bergbaugesellschaft was £600,000, which was found to be inadequate. No dividends were ever paid. A loan of £150,000 for two years was obtained in 1908 from the group of German banks which had supplied the original capital, but the necessity for further outlay on the Weihsien collieries compelled the mining company to come to terms with the railway company in 1913. By this arrangement the mining company received shares of the railway company to the value of £270,000, and the capital of the railway company was increased by £300,000.

The interest of the Schantung Eisenbahngesellschaft in the maintenance of mining operations may be gauged from the fact that in 1912 the coal carried by the railway amounted to over 310,000 tons out of a total goods traffic of 852,000 tons.

The Schantung Eisenbahngesellschaft was in 1914 inaugurating large iron-mining operations at Kinlingchen, a few miles north-east of the junction of Changtien on the Shantung Railway. The deposits of magnetic and red iron-ore were investigated by the Schantung Bergbaugesellschaft in 1903; bulk samples contained 65 per cent. of iron, 0.03 of phosphorus, and 0.08 of sulphur; and the amount of ore was estimated at 50,000,000 tons, of which 20,000,000 were well situated for cheap working. Lack of capital, however, prevented exploitation until after the amalgamation of the mining company with the railway company. It was then resolved to construct two 150-ton blast furnaces at Tsangkow in 1915, and it was confidently anticipated that the Kinlingchen iron would be the means of converting the Kiaochow Protectorate into an important industrial district. Coal was also said to exist at Kinlingchen, but in 1914 the iron-mines were being worked by Hungshan coal. They were connected by a light railway, seven miles long, with the line from Tsingtao to Tsinanfu.

The Japanese War Office sent a party of mining engineers to Kinlingchen in November 1914. Borings were made by them, and they are now working the mines.

It was undoubtedly the intention of the Schantung Bergbaugesellschaft to develop also the Ichowfu coal-field, which is recognized as the richest in Shantung. The company made borings there in 1904, but the heavy demands on its capital elsewhere and the delay in the construction of the Ichowfu Railway checked the enterprise. The Ichowfu coal is worked to some extent by Chinese, but no large output can be looked for until the means of communication in the region have been greatly improved.

Other German and Sino-German companies engaged in mineral enterprise in Shantung deserve mention:

The Deutsche Gesellschaft für Bergbau und Industrie im Auslande, founded at Berlin in 1900 and registered at Kiaochow in 1903, had five concessions: (a) south of Ichowfu, for coal and diamonds; (b) a circular zone round Yischui, for gold; (c) territory south and east of Chucheng for mica; (d) a circular zone south-west of Weihsien, for lead and coal; (e) the whole territory east of Tsimo, Pingtu, and Laichow, apparently for any minerals that might be found. It set on foot various enterprises, such as the crushing of auriferous quartz at Ninghai, gold-washing at Tangtsing, and the development of mica deposits at Chucheng and of lead deposits south-west of Weihsien; of these undertakings those at Ninghai and Chucheng appear to have been the most prosperous. The company's capital of £84,000 was, however, inadequate: it paid no dividends up to 1911, and in 1911 or 1912 it went into liquidation and sold at least one of its concessions, and perhaps all, to the Chinese Provincial Government for the sum of £44,540. No statistics of its output are available.

The Chung Hsing Coal Company was started by Chinese in 1880 to work at Tsaochwang on the Ihsien coal-field. In 1898 German capital entered the undertaking, which was subsequently styled the German-Chinese Mining Company. The total capital at the date mentioned is said to have been £167,000, and a concession was obtained for exploiting a district over thirty miles in circumference, together with the right to build a railway from Tsaochwang to Taierchwang, on the Grand Canal. The later history of the company is difficult to ascertain, but it appears that in 1908 or 1909 the shares in German hands were bought up, presumably by Chinese. On the other hand, a German loan of about £39,000 had been contracted for rolling stock, and machinery had been obtained from Germany. In 1912 the company's output was 120,000 tons, and 500 men were employed. By that year the mines had

been connected by rail with the newly-constructed Tientsin-Pukow line, and the light railway to the Grand Canal had also been finished. In 1913 a German engineer discovered an important new seam on the company's property, containing both coal and iron of good quality. The company has been 'under foreign supervision' since 1914. Its output in 1916 was very good.

In the Poshan valley, besides the German collieries, there are mines owned by Chinese, which are said to have produced 250,000 tons of coal in 1910.

#### (5) MANUFACTURES

Before the war the most ambitious manufacturing enterprise within the leased area was the Deutsche-Chinesische Seiden-Industrie Gesellschaft, registered at Tsingtao in 1906 with a capital of £100,000, which erected a silk factory at Tsangkow. Its special purpose was the making of Tussore silk, obtained from silkworms reared on oak-leaves. It had space for 200,000,000 cocoons, and an installation of 130 machines. Political troubles interfered with its success; it had to close down temporarily in 1911, and up to 1912 it paid no dividends. Information as to its present position is lacking.

In 1908 a German-owned factory for cotton-spinning and cloth-weaving, with modern installation, was opened at Chi-mo-hsien, near Tsingtao.

There were also in the Protectorate two albumen factories, Karl Ebers' and the Columbia, with a capital of £5,000; a large brickworks belonging to H. Diederichsen & Co.; two breweries, the 'Germania', a branch of the Anglo-German Brewery Co. of Hong Kong, and the 'Gomoll'; a factory for aerated waters; and a soap factory.

In 1914 various new projects were under consideration, foremost among which was the scheme for iron-smelting works (cf. p. 26). Others concerned flour-mills, oil presses, and silk-worm rearing. A consider-

able number of small undertakings with German capital had failed, in spite of cheap labour and plentiful coal.

In the last years of German rule there was a considerable development of Chinese industry in the Protectorate. There had for some time been Chinese cotton-mills in Tsingtao, and new plans were being made for the erection of timber-works, corn-mills, slate-works, and cement-works. Basket-making is a domestic industry at Litsun.

The manufactures of Shantung which find an outlet at Tsingtao are dealt with under 'Exports'.

### (C) COMMERCE

#### (1) DOMESTIC

##### (a) *Principal Branches of Trade*

Internal trade in the Protectorate is limited to fruit and fuel. The valley of the Paisha-ho and the slopes of the Tungliu-shui and Lao-shan Hills grow fruit for Tsingtao and the other towns and villages, and in the Lao-shan Hills a brisk charcoal and wood industry is carried on for the supply of fuel throughout the Protectorate. Litsun and Hsientchiachai are the markets for the distribution of fruit and fuel.

##### (b) *Towns*

The only important town is Tsingtao, which lies on the peninsula to the east of the entrance to Kiachow Bay. The name Tsingtao means 'green island', and was originally limited to Arcona Island, which lies to the south of the town. The port of Tsingtao has been described above; the town itself stretches across the peninsula from the Great Harbour to the shores of Tsingtao Bay, while on the east it is bounded by a range of hills, on the slopes of which stand the Government House and the Signal Station.

The southern part of the town is the European quarter. Here the streets are broad and well-kept,

and the houses, built after the European fashion, are large and handsome. The Chinese population lives in the northern part.

(c) *Organizations to promote Trade and Commerce*

At Tsingtao there were two Chambers of Commerce, one German and the other Chinese. The German Chamber of Commerce was very active, and besides performing the usual functions of such a body, showed a lively and fruitful concern for the interests of native workmen. The Chinese Chamber of Commerce was founded for the express purpose of establishing friendly relations with other Chinese Chambers of Commerce, especially those of Chefoo and Tsinanfu. The Chefoo merchants had boycotted Tsingtao when it began to threaten the interests of their town, and the new Chamber of Commerce at Tsingtao was expressly forbidden to retaliate. Only Chinese merchants actually resident in German territory were eligible for admission.

Of very great importance are the Chinese Trade Guilds. They possess absolute power over their members, not through charter or delegation, but by reason of the Chinaman's innate faculty for combination. The Trade Guilds can seriously affect China's relations with foreign countries; for example, they can either completely or partially exclude any foreign article from the markets of the country, and the central Government, even if it wished to do so, would scarcely be able to interfere. Indeed, the Trade Guilds enabled China to boycott Japan and the United States. They regulate the relations of masters and men, arbitrate between their members, thus greatly diminishing litigation, and facilitate trade by securing the general adoption of their rules for the conduct of business. The Trade Guilds must be distinguished from the so-called Local Guilds, which are associations for the mutual support of persons belonging to the same district who have migrated to another part of China.

Mention may be made here of an ancient and important feature of commerce in the Far East—namely, the employment of *compradores* by Chinese firms. The *comprador* is an English-speaking native, who buys and sells for Chinese firms, receiving 1 per cent. commission on the business done. The *compradores* are numerous, and form a strong barrier, so to speak, between the Chinese importer and the foreign supplier. Foreign commercial travellers find them a great hindrance, and in 1913 it was recognized that the many new German buyers sent to purchase ground-nuts, sesame, and cotton direct from the interior of North China would find it difficult to overcome their opposition.

(d) *Foreign Interests*

In the territories affected by the Convention of 1898 between Germany and China, the subjects of other States naturally found few openings for industrial or commercial enterprise. Before 1914, the chief foreign countries concerned in the commerce of Tsingtao were Great Britain, the United States, and Japan. Great Britain is particularly interested in the supply of Manchester goods and petroleum to the districts served by Tsingtao, and British trade in these parts is fostered by branches and travellers of firms with head-quarters in Hongkong and Shanghai. The maintenance of an 'open-door' policy is essential to its success.

It is well to remember that before the war there were in the Far East many companies registered as British, but in reality German. This was due to the clause in the company law of the German Empire forbidding the issue of shares of less than 1,000 marks. This prohibition, indeed, was abrogated in 1911, but until then there was not a single joint-stock company registered as German in all eastern Asia. The Chinese regard all such concerns with suspicion, and will never risk much money in them; hence, before 1911, if a company of this kind was formed with German capital for operations in the Far East, it was always

registered at Hongkong as British, so that it might issue small shares.

Like Britain, the United States supplied much of the petroleum imported at Tsingtao, which was an important centre of the activities of the Standard Oil Company.

In virtue of her treaty of 1915 with China, Japan now regards herself as the natural heir to Germany's economic rights in the Kiaochow Protectorate and Shantung; and if she is allowed a free hand will doubtless adopt vigorous measures to promote and safeguard her industrial and commercial interests. It is significant that when in 1916 the Siems-Carey Company, a combination of American interests, obtained a contract for the dredging of the Grand Canal, Japan protested on the ground that Germany's rights under the Kiaochow Convention had devolved upon her, and so far carried her point that the company allowed Japanese capital to participate in the undertaking.

## (2) FOREIGN

### (a) Exports

*Quantities and Values.*—The German Protectorate had little foreign commerce in the strict sense of the term, and up to now the prosperity of Tsingtao has depended almost entirely on transit trade to and from the province of Shantung. This traffic is of great volume and value.

Among the most important of the commodities shipped at Tsingtao are ground-nuts and ground-nut oil. The shelled nuts exported were valued at £8,300 in the year 1906-7,<sup>1</sup> at £409,450 in 1909-10, and at £569,100 in 1912-13. The value of the export trade in unshelled nuts has varied very much; in 1910-11 it was £32,800, but in 1912-13 only £15,450. The quantity of the ground-nut oil sent abroad has likewise fluctuated greatly. It was valued at £150,650 in

<sup>1</sup> The financial year of the German Administration ran from October 1 to September 30.

1906-7, and at £174,750 in 1909-10, but the figures for the intervening years were much larger. In 1912-13 the value of the oil exported was estimated at £359,350, and the acreage under ground-nuts and the number of oil-presses in Shantung were said to be rapidly increasing.

Bean oil from the soya bean has recently become one of the most considerable exports from the ports of the Far East. The harvest is very variable, and the consequent fluctuations in the trade are well illustrated by the following figures for Tsingtao :

	£
1906-7 . . . . .	131,600
1909-10 . . . . .	80,900
1912-13 . . . . .	137,800

The manufacture of straw braid is an important home industry in Shantung, and was much fostered by the Germans. The export reached its highest point in 1911-12, being valued that year at £1,669,900. The variations of the trade are shown by the following figures :

	£
1906-7 . . . . .	520,800
1909-10 . . . . .	1,040,200
1912-13 . . . . .	879,500

The silk trade was making considerable strides. The qualities were differentiated as yellow silk, pongee silk, and silk waste. Statistics relating to each of these classes are given in the following table :

	1906-7.	1909-10.	1912-13.
	£	£	£
Yellow silk . . . . .	244,050	206,100	375,350
Pongee silk . . . . .	103,500	263,100	400,450
Silk waste . . . . .	103,050	19,350	53,100
Total . . . . .	450,600	488,550	828,900

Raw cotton was first exported from Tsingtao in 1910-11, when the amount shipped was valued at £172,700. In 1912-13 the value was £280,600.

Under German rule a lucrative trade in cattle and

meat grew up, rising in value from £16,900 in 1909-10 to £133,550 in 1912-13. Live cattle were exported in summer and frozen meat was sent abroad in winter.

In the decade before the war, cowhides were being exported from Tsingtao in increasing quantities, as is shown by the following figures :

	£
1906-7 . . . . .	50,900
1909-10 . . . . .	66,300
1912-13 . . . . .	158,450

There was an export of goatskins, which was of an average annual value of about £13,000 between 1906 and 1913, the maximum, £37,500, being reached in 1911-12. Dogskins were also sent abroad, but this trade was of small note.

Yolks and whites of eggs for industrial purposes began to figure in the list of exports in 1909-10, with a value of £8,050, and rapidly became of importance, being valued at £87,050 in 1912-13.

Shantung coal, first exported in 1909-10, was shipped in growing quantities in the succeeding years. The value of the coal exported from Tsingtao in 1909-10 was £71,000, and the figures for the next three years were respectively £70,500, £128,650, and £129,650. These statistics leave out of account the bunker coal taken by vessels calling.

Other commodities exported through Tsingtao are black dates, walnuts, fresh and dried eggs, melon seeds, macaroni, tallow, bristles, salt, and glassware. The trade in each of these, though of no great moment, was, on the whole, expanding during the period 1906-13.

The figures for the total exports of Tsingtao from 1906-13 are as follows :

	£
1906-7 . . . . .	1,711,250
1907-8 . . . . .	1,629,850
1908-9 . . . . .	2,367,200
1909-10 . . . . .	2,736,600
1910-11 . . . . .	3,028,050
1911-12 . . . . .	4,019,750
1912-13 . . . . .	3,982,000

*Countries of Destination.*—It is somewhat difficult to ascertain the final destination of goods shipped from a port like Tsingtao, with a transit trade, and served largely by vessels engaged in coastwise traffic. Only a small fraction of the exports—valued in 1912-13 at £43,000—was sent direct to Germany, the yolks and whites of eggs being the sole items of much consequence. In recent years European countries have been taking increasing quantities of soya beans and bean oil. Silk was sent to Hongkong and thence dispatched to Europe and elsewhere. Cattle were sent exclusively to Manchuria. The exported coal went to various neighbouring ports, and down the coast as far as Hongkong.

(b) *Imports*

*Quantities and Values.*—In the official German returns of the import trade of Tsingtao a distinction is made between goods of Chinese origin and those from elsewhere. Those of the former class are marked (Ch.) in the tables given below.

The most important article brought into Tsingtao is cotton, which, in its various forms, accounted for over half the value of the imports just previous to the war. The following table gives statistics of the different branches of this trade:

	1906-7.	1909-10.	1912-13.
	£	£	£
Cotton-piece goods . . . . .	801,500	578,300	1,187,600
Cotton yarn . . . . .	914,800	708,550	1,189,650
(Ch.) Shanghai cotton yarn . . . . .	197,350	188,800	268,400
Raw cotton . . . . .	94,050	18,700	32,650
(Ch.) Miscellaneous cotton goods . . . . .	3,250	6,100	8,900
Total cotton goods . . . . .	2,010,950	1,500,450	2,687,200

Paper, which stands next in value among the imports, was all of Chinese origin in the days of German rule. The imports of paper were valued at £523,150 in 1906-7, £411,700 in 1909-10, and £472,000 in 1912-13.

There was a large and increasing trade in petroleum.

In 1906-7 it was imported to a value of £173,900. In 1909-10 the value fell to £134,450, but apart from this year the trade grew consistently from 1906 to 1913. In 1912-13 it was valued at £269,650.

The importation of sugar had a similar record, as is shown by the following figures: 1906-7, £155,100; 1909-10, £110,700; 1912-13, £229,300.

Aniline dyes and colours held a conspicuous place in the list of imports. This branch of trade rose in value from £29,200 in 1906-7 to £129,100 three years later, and £240,100 in 1912-13.

The trade in metals and metal goods was marked by great fluctuations between 1902 and 1913. In 1906-7 the value of these imports was £247,300, a figure never again reached. In 1912-13 the trade had recovered somewhat from a period of severe depression, and imports to the value of £187,100 were recorded.

Matches were imported in steadily growing quantities; their value in 1906-7 amounted to £86,850, in 1909-10 to £124,250, and in 1912-13 to £228,850.

The trade in cigarettes was developing. Originally those imported were all of Chinese manufacture, but other countries began to send supplies during the three years previous to the war. In 1906-7 the cigarettes imported were valued at £14,700, and in 1909-10 at £24,000. In 1912-13 the value rose to £180,050, of which £56,150 was accounted for by imports from sources outside China.

In addition to the goods mentioned, Tsingtao imported preserved foods, soya beans, ramie (raw and manufactured), olive oil, paper fans, shoes, wooden goods, porcelain, cement, and needles. With the exception of the last two, all these were of Chinese origin.

Plant for railways and mines was imported in 1911-12 to the value of £236,300, and in 1912-13 to the value of £691,500. None had been imported for some years before this time.

The total value of the imports into Tsingtao between 1906 and 1913 is given below:

	<i>Of Chinese Origin.</i>	<i>From other Countries.</i>	<i>Total.</i>
	£	£	£
1906-7 . . .	1,040,550	3,078,150	4,118,700
1907-8 . . .	870,750	1,898,250	2,769,000
1908-9 . . .	1,173,050	2,279,000	3,452,050
1909-10 . . .	853,400	2,419,800	3,273,200
1910-11 . . .	788,100	2,680,650	3,468,750
1911-12 . . .	2,394,000	3,352,900	5,746,900
1912-13 . . .	1,621,950	4,440,750	6,062,700

*Countries of Origin.*—The principal source of the goods discharged at Tsingtao is China itself, and thus a great part of the import trade is essentially of the nature of domestic commerce. Before the war the cotton-piece goods and cotton yarns imported through Tsingtao were largely of British origin. Metal goods and aniline dyes and colours came from Germany. Matches were of Scandinavian origin, but were shipped from Germany. Sugar was supplied from various sources, of which Java was the most important. Petroleum came from the Dutch East Indies, Borneo, and the United States.

### (c) *Customs and Tariffs*

At first the German Protectorate was entirely excluded from the sphere of the Chinese Maritime Customs, but in 1906 a new arrangement came into force, whereby goods passing beyond the Free Zone (which was at the same time reduced to very small dimensions) paid duty according to the ordinary Chinese tariff. The Customs Commissioner at Tsingtao and the more important of his assistants were to be Germans, but were to be regarded as members of the Chinese Customs Service. It was further agreed that 20 per cent. of the customs duties collected in the Protectorate should be paid to Germany. The object of the Germans in accepting this arrangement was to facilitate trade between the Protectorate and the interior.

*(d) Commercial Treaties*

The political aspects of the Kiaochow Convention have been treated in Part II of this Handbook, and the railway and mining concessions embodied in the agreement have been described above. The only clause calling for notice here is the following: 'If at any time the Chinese shall form schemes for the development of Shantung, for the execution of which it is necessary to obtain foreign capital, the Chinese Government or whatever Chinese may be interested shall in the first instance apply to German capitalists. Application shall also be made to German manufacturers for the necessary machinery and materials before the manufacturers of any other Power are applied to. Should German capitalists or manufacturers decline to take up the business, the Chinese shall be at liberty to obtain money and materials from sources of other nationality than German.'

The treaty concluded between China and Japan in 1915 regarding Germany's rights and claims in the Protectorate and the province of Shantung is summarized in Part II.

**(D) FINANCE***(1) Public Finance*

The revenue derived from the Protectorate by the Germans was always utterly inadequate to defray the expenses of administration, and had to be supplemented by an annual subsidy, which varied between £400,000 and £700,000. The budget for Kiaochow was little discussed in the German Reichstag, and there is no doubt that money not accounted for in the usual manner was spent on defences.

The revenue and expenditure in 1901 were as follows :

<i>Revenue.</i>		<i>Expenditure.</i>	
	£		£
Land sales . . .	5,000	Ordinary . . .	219,181
Direct taxes . . .	2,500	Extraordinary . . .	333,319
Indirect taxes . . .	7,500		
State subsidy . . .	537,500		
Total . . .	<u>552,500</u>		<u>552,500</u>

For several subsequent years the budgets showed no new features. The returns from sales of land and taxation increased but slightly, and in 1905 the subsidy amounted to £733,000, its highest figure.

In 1906 the new arrangement with the Chinese Government regarding the customs (see p. 37) led to an increase in the sums derived from indirect taxes. The annual statement for that year was as follows :

<i>Revenue</i>		<i>Expenditure.</i>	
	£		£
Land sales . . .	3,000	Ordinary . . .	338,263
Direct taxes . . .	5,000	Extraordinary . . .	371,637
Indirect taxes . . .	31,900		
Share of Chinese			
Maritime Customs	12,500		
State subsidy . . .	657,500		
Total . . .	<u>709,900</u>		<u>709,900</u>

Subsequently the receipts from local sources tended to increase and the amount of the subsidy to decrease. A new item on the revenue side appeared in 1908-9, namely the profits from the ship-repairing yard and dry dock, which amounted in that year to £71,950. In 1909-10 some £228,250 was drawn from the Protectorate, and the subsidy was reduced to £406,500. In 1912-13 the revenue raised locally reached the sum of £368,500 and approached the subsidy, which amounted to £475,400, more nearly than it had ever done before ; while in 1913-14 it exceeded the subsidy for the first time, the figures being £471,150 and £449,950 respectively.

The direct taxes levied by the Germans were on landed property and its transfer.

Indirect taxation consisted mainly of fees for licences to deal in opium, gunpowder, or petroleum, and to carry on various industries. The port dues were also included under this head in the yearly financial statements. None of these taxes was heavy, as the German policy was to encourage Chinese to live in the territory and to make the port attractive to vessels.

## (2) *Currency*

Within the Protectorate the German currency of marks and pfennigs was in use. German paper money issued by the Deutsch-Asiatische Bank was also in use.

For the Shantung trade, the Chinese currency was employed. Currency reform, and the adoption of a national system instead of the local systems now in vogue, have long been promised, but they are retarded by the provincial authorities, to whom the manipulation of the local currency is often profitable, and by the banks, which benefit by variations in exchange. The Chinese currency consists, in the first place, of the tael, which is not a coin but a weight. There are many sorts of taels, and the banks always make a charge for changing one sort into another. Next in importance is the dollar, which is a coin, but is nowhere legal tender. The value of the silver dollar is not fixed in terms of taels of silver, but varies from day to day according to demand and supply. There are also subsidiary silver coins representing fractions of the dollar, but subject to a varying rate of exchange, so that the dollar may be worth 110 cents in small coin one year and only 95 cents the year after. Finally, there are copper 'cash', the currency of the people. These are strung in rolls of 100, of which 10 go to the tiao, or string of 1,000 cash. The money-changers charge for their trouble in stringing the coins and for the cost of the string by deducting a certain number of cash from each hundred. The rate of deduction is fixed locally, so that the tiao, nominally 1,000 cash, may contain in one place 970 and in another 980 actual coins. The number of coins in the tiao also varies from district to district according to the size and purity of the cash in circulation; the better the quality of the cash, the fewer go to the tiao.

Thus not one of the units of the Chinese currency has a fixed value, whether in relation to other units or to external standard. Lists showing the current rates of exchange are issued daily by the banks in the

chief commercial centres. These lists frequently differ from one another, according as the several banks are well or indifferently provided with any particular type of currency. It is obvious that this uncertainty as to the value of money must be a serious obstacle to the extension of trade.

### (3) *Banking*

Before the war the European banks in Tsingtao were the Deutsch-Asiatische Bank, the Russo-Asiatic Bank, and the Hongkong and Shanghai Banking Corporation—a British concern. Of these the German bank was much the most important. In 1907 it obtained from the German Government the privilege of issuing its own notes of 1, 5, 10, and 20 taels, for which it paid to the Government 10 per cent. of the average value of its issue each year. It also opened a new branch, called the Hypotheken-Bank, for the purpose of lending money on mortgage: loans were to be granted only on lands and buildings in the Protectorate or within the German Consular areas in China, and the bank was to pay to the Treasury 25 per cent. on the average yearly value of these mortgages.

The official Chinese bank of Shantung, the Kuan Yin Hau, had in Tsingtao a branch which was at first managed by the Kieuschun Bank, but subsequently was made independent.

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## MAPS

A map of the Province of Shantung, on the scale of 1:1,000,000 (G.S.G.S., No. 1936), has been published by the War Office (1905).

WEIHAIWEI

W. E. B. DUBOIS

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## I. GEOGRAPHY PHYSICAL AND POLITICAL

### (1) POSITION AND FRONTIERS

THE territory of Weihaiwei was leased to Great Britain by China by the terms of a convention dated July 1, 1898, 'in order to provide Great Britain with a suitable naval harbour in North China, and for the better protection of British commerce in the neighbouring seas... for as long a period as Port Arthur shall remain in the occupation of Russia'.

The leased territory is situated on the north coast of the Chinese province of Shantung, and lies approximately between  $37^{\circ} 17'$  and  $37^{\circ} 15'$  north latitude and  $121^{\circ} 56'$  and  $122^{\circ} 26'$  east longitude. It is bounded on the north by the Yellow Sea. The territory comprises the island of Liu-kung-tao, all the islands in the Bay of Weihaiwei, and a belt of land 10 English miles wide along the entire coast-line of the bay. The total area of these regions is about 285 square miles.

In addition to the leased territory proper, there is a British zone of influence, lying east of the meridian  $121^{\circ} 40'$ , which covers an area of 1,650 square miles. This zone is bounded on the west by a line drawn south from a point on the coast 15 miles east of Chefoo, and embraces the remainder of the eastern promontory of Shantung.

### (2) SURFACE, COAST, AND RIVERS

#### *\*Surface*

The surface of the territory consists of abrupt ranges of rugged hills, rising to a height of 1,600 ft., of which the chief are the Fitzgerald, Seymour, and Macdonald Hills. The valleys are well cultivated, and are watered by streams which are dry during the greater part of

the year. All the hills are terraced for cultivation as far as possible, but their general appearance is barren.

### *Coast*

The coast-line has a length of 72 miles. Starting from the shallow Western Inlet the coast is low and sandy as far as the base of Long Point, from which extends a series of rocky headlands separated by small bays, offering no favourable landing-places. On the east of Long Point is Weihaiwei Bay, about 5 miles in width, which is protected by the island of Liu-kung-tao. Eastwards from the south-eastern end of the bay the coast falls away to the flat sandy levels around the shallow Chao-yang Lagoon, where the leased territory ends.

The remaining coast-line (i. e. of the zone of influence) is a succession of bold headlands and deeply indented bays, few of which, however, afford good landing-places.

### *Rivers*

There are no rivers or lakes of any importance, but numerous streams thread the valleys in every direction, spreading out into marshes and pools during the rainy season. The water-supply on the mainland is abundant, but Liu-kung-tao has to rely on wells and a distilling apparatus.

## (3) CLIMATE

The climate of Weihaiwei is good, the summer heat never being excessive and the winter being cold, dry, bracing, and exhilarating. The mean temperature for a period of 10 years was  $76.5^{\circ}$  F. ( $24.7^{\circ}$  C.) for August, the hottest month, and  $30^{\circ}$  F. ( $-1^{\circ}$  C.) for February, the coldest month. The average yearly rainfall from 1900 to 1916 was 29.43 inches. The usual rainy season is from June to September inclusive. The prevailing winds are more or less north-west from November to April, due south from July to September, and north-north-west in September.

#### (4) SANITARY CONDITIONS

The climate of Weihaiwei is exceptionally healthy. The diseases which usually prevail in northern China appear from time to time among the Chinese inhabitants, and also various complaints due to the uncleanly habits of the people, but ordinary precautions should be sufficient to protect foreign residents.

Since the British occupation the cases of cholera in Weihaiwei have been very few, while dysentery and diarrhoea are of a mild type. The most unhealthy months are from June to September.

The sanitary conditions of the town of Weihaiwei and the neighbouring villages are bad; but those of Port Edward and the settlements on the island of Liu-kung-tao are quite satisfactory.

#### (5) RACE AND LANGUAGE

The natives are typical Chinese, and their language is the Shantung dialect. They are on the whole very uneducated, though most of the villages have locally-maintained schools. English as well as Chinese is taught in a school on Liu-kung-tao, and a few of the natives are educated in the Anglo-Chinese school at Port Edward.

#### (6) POPULATION

The census of 1911 showed that the total population was 147,177, of whom 215 were Europeans. There is no register of births and deaths, but it was estimated that at the time of the census there were 998 children 56 days old or under. The density of population is 510 to the square mile.

The dependency includes about 330 villages and towns. The town of Weihaiwei, which is under Chinese jurisdiction, is of the usual type of walled city. Its population is about 4,600, mainly consisting of the poorer classes.

The most important town is Ma-tou, or Port Edward, a port about  $1\frac{1}{2}$  miles to the north of Weihaiwei.

Under British control it has become a thriving and sanitary place. It is the seat of government, and has a good junk anchorage and a pier. The population (about 4,000) resides on the island of Liu-kung-tao, where there are two villages. This island is Government property and no cultivation is permitted. About 20 miles south of Weihaiwei is the district town of Weng-teng.

## II. POLITICAL HISTORY

[This section is intended to be read in conjunction with *China*, No. 67 of this series.]

WEIHAIWEI was one of the naval bases of the Northern Fleet (Pei-yang) of China before the Chino-Japanese War, and the islands forming the sea bulwark of the bay had been fortified under German auspices in the modern fashion. In the winter of 1894-5 it was captured by the Japanese, who continued to occupy it under Article VIII of the Treaty of Shimonoseki as a guarantee for the faithful performance of the Treaty stipulations. To counterbalance the action of Russia in exacting the lease of Port Arthur from the Chinese, Great Britain in 1898 demanded the reversionary lease of Weihaiwei after Japan should have relinquished possession.

By a convention of July 1, 1898, China leased Weihaiwei and the adjacent waters to Great Britain 'for so long a period as Port Arthur shall remain in the occupation of Russia'. The territory involved comprises the island of Liu-kung-tao and all the islands in the Bay of Weihaiwei, and a belt of land 10 English miles wide along the coast-line of the bay. Within the leased territory Great Britain has sole jurisdiction (except as regards the town of Weihaiwei), and outside it acquired the right to erect fortifications, station troops, or take any other defensive measures at any

points on or near the coast of the region east of  $120^{\circ} 40'$  east longitude, and also to acquire sites for water-supply, communications, and hospitals. Within this exterior zone Chinese administration continued, but no troops other than British or Chinese were allowed to enter. Inside the walled town of Weihaiwei the jurisdiction of Chinese officials continued, 'except so far as may be inconsistent with naval and military requirements for the defence of the territory leased'. Chinese vessels of war, 'whether neutral or otherwise, shall retain the right to use the waters leased'.

It is a remarkable fact that, during the twenty years of the British Administration, there has been no serious friction or difference of opinion between the Government of Weihaiwei and the Chinese provincial authorities of Shantung, although the occasions for disputes were numerous. While this says much for the tact and good sense of the Chinese officials concerned, it is also apparent that the character of the British rule must be such as appeals generally to the Chinese sense of justice.

### III. ECONOMIC CONDITIONS

#### (A) MEANS OF COMMUNICATION

##### (1) INTERNAL

##### (a) *Roads*

PORT EDWARD, the seat of government, and the town of Weihaiwei are connected by roads with the five market towns, Yangting, Fenglin, Chiaotow, Tsao-miao, and Kushanhow, and with the principal villages. A road runs on from Yangting across the western boundary to Chefoo, 56 miles from Weihaiwei. Since the occupation of the territory, most of the expenditure on public works has been devoted to roadmaking, which went forward energetically during the first few years but has since remained stationary, repairs only having been undertaken. Mr. R. F. Johnston<sup>1</sup> points out that the owners of arable land do not ask for compensation when roads are made across their property. They are content with the increased price of agricultural produce, and the consequent rise in the value of land, resulting from the improvement of communications. They have even taken to roadmaking at their own initiative and expense. They have also petitioned the Government of Weihaiwei to urge the Governor of the Chinese province of Shantung to extend the Weihaiwei road system into Chinese territory, so as to allow of cart traffic between Weihaiwei and the Chinese district cities of Jungcheng, Wenteng, and Ninghai.

##### (b) *Rivers*

There are no rivers of any size in the territory, mainly because the rainfall is so scanty.

<sup>1</sup> *Lion and Dragon in Northern China*, p. 94.

(c) *Railways*

There are no railways in Weihaiwei. Lord Salisbury as Foreign Minister wrote a dispatch to Sir Frank Lascelles, the British Ambassador in Berlin, dated April 2, 1898, in explanation of Great Britain's action in occupying Weihaiwei, 'since it is not possible to make Weihaiwei a commercial port, and it would never be worth while to connect it with the interior by railway. . . . If desired, a formal undertaking on this point will be given.' It does not appear, however, that any such undertaking has been given.

(d) *Posts, Telegraphs, and Telephones*

The British Government carried on an overland courier service with Chefoo. During the war this was taken over temporarily by the Chinese postal authorities.

The Eastern Telegraph Company has a cable connecting Weihaiwei with Chefoo, and receives an annual subsidy of £4,000 for maintaining the service.

Telephone systems are installed on the island of Liu-kung-tao and in Port Edward.

(2) EXTERNAL

(a) *Ports*

*Accommodation.*—The harbour of Weihaiwei is formed by a semicircular bay facing east, its northern and southern points being  $1\frac{1}{4}$  miles apart. The harbour is ice-free throughout the year, and the island of Liu-kung-tao shelters the bay and makes it possible to enter either from north-east or south-west in all weathers. The western entrance is about three-quarters of a mile wide and is always used by vessels of over 18 ft. draught. The eastern entrance is two miles wide, and is navigable by vessels of 18 ft. draught. There is good anchorage off the south-west corner of the island in 45 ft. of water, but towards the mainland the water

shoals rapidly. All cargo work has hitherto had to be done by means of lighters or other small vessels which can be beached. In 1916, however, the Wu Kou pier for junks was begun. Its estimated cost was 40,000 dollars, and it was expected to be completed by 1918. In the north of the bay is Weigal cove, with a landing-pier for boats; and south of this is Narcissus Bay (general depth 18 ft.) in which is Port Edward, with a landing-pier for steamers and a stone pier near Flagstaff Point. The naval station is on the island of Liu-kung-tao, but trade and shipping business are concentrated at Port Edward.

*Nature and Volume of Trade.*—In the decade from 1904 to 1914 the number of steamers visiting Weihaiwei rose from 315 to 672, and the tonnage from 317,595 to 631,578. In 1914 2,351 junks entered and cleared from the port. Returns of the nationality of steamers in 1914 are not available, but the figures for 1915 were 433 British, 139 Chinese, and 85 Japanese, out of a total of 668.

*Adequacy to Economic Needs.*—The absence of railway connexion with the hinterland and of facilities for repairing ships and for loading and unloading cargo, together with the situation of Weihaiwei between Chefoo and Tsingtao, make it unlikely that the trade of the port will develop to any great extent. The blockade of Tsingtao in 1914 resulted in several of the coast towns turning to Weihaiwei for their supplies of kerosene oil, matches, and cotton yarn, but this was of course merely temporary. The trade of the port, however, has already prospered and the revenue has advanced more than could have been expected.

#### (b) Shipping Lines

In 1902 a contract was made with the *Indo-China Steam Navigation Company*, by which, in consideration of a Government subsidy amounting to £1,000 per annum, their vessels call at Weihaiwei instead of Chefoo on the voyage between Shanghai and Tientsin.

British steamship companies provide tonnage

between Weihaiwei and Hongkong at low rates. The British firm of Butterfield & Swire have inaugurated a system by which shippers obtain a deferred rebate if they confine their future custom to certain specified British lines.

## (B) INDUSTRY

### (1) LABOUR

The supply of labour is sufficient, and the conditions are satisfactory.

There is normally a certain amount of temporary emigration to Manchuria and South Africa, whence the workers return with large earnings. There is also some permanent emigration of the smaller land-holders to Chihli and Manchuria. There is no immigration.

### (2) AGRICULTURE

#### (a) *Products of Commercial Value*

*Cereals.*—Wheat, millet, maize, barley, and buckwheat are grown almost entirely for local consumption.

*Fruits.*—Apples, apricots, and other fruits flourish, and it is believed that fruit-farming could be made profitable.

*Ground-nuts* are the principal product of economic value. The oil obtained from them is in demand in Europe for the manufacture of margarine and olive oil, and also for soap-making and lighting and lubricating purposes. The residual cake is used for cattle-food and for manure. The following table shows the quantities of ground-nuts and oil exported from 1912 to 1916 (figures for values are not available):

	1912.	1913.	1914.	1915.	1916.
	<i>Piculs.</i> <sup>1</sup>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Unshelled nuts	3,780	5,947	4,724	10,214	2,890
Kernels . . .	123,223	176,036	187,793	247,372	173,934
Oil . . . . .	33,298	25,519	10,788	26,666	13,067

<sup>1</sup> 1 picul was recognized by treaty as equivalent to 133½ lb.

The striking increase in 1915 was due to the fact that ground-nuts which usually go to Tsingtao arrived at Weihaiwei. A larger percentage of oil can be obtained in Europe when the kernels alone are exported than when the shelling has to be done after arrival. A further advantage in shipping kernels or oil rather than whole nuts is the saving in freight.

*Silk.*—Silk-worms feed on the oak scrub common on the Weihaiwei hills, and thorn-fed silk-worms, which produce silk of better quality, are reared at Lái Tang, Ching Chu, and Chowtsun. The raw silk is exported to spinners at Chefoo. Mulberries might with advantage be grown.

*Tobacco.*—An experimental tobacco farm was started in 1913 by the British-American Tobacco Company at Menchiachuang, 20 miles from Port Edward. Leaf of a good quality has been produced, but not in sufficient quantity for a large export.

#### (b) *Methods of Cultivation*

The Chinese method of cultivation is intensive, as much care being lavished on each individual plant as an English gardener would expend upon a plant destined for exhibition. The Chinaman is moreover a past master in the application of all kinds of manure. Little irrigation is possible, on account of the want of water.

#### (c) *Forestry*

The bare and treeless appearance which Weihaiwei presents from the sea has caused it to be described as 'a colder Aden'. Where trees are to be seen, they are generally yews or cypresses round the family graveyards, the natives in their search for fuel being accustomed to scrape the ground bare even of grass.

Reafforestation has been begun on a large scale by the British Government, especially on the island of Liu-kung-tao. On the mainland it is not easy to obtain ground for afforestation, as the natives use it for scrub

oaks. An expert was brought from Hongkong, and under his superintendence a number of firs, yews, acacias, willows, and Lombardy poplars have been planted, but caterpillars and other pests have wrought much havoc. Shade trees are badly needed to protect the soil.

#### (d) *Land Tenure*

Weihaiwei is a land of peasant proprietors, but the proprietorship is vested in the family or clan rather than in the individual. Each family in the group constituting the village has rights over a common tract of pasture land. No individual can sell his land, unless the deed of sale bears the consent of all the other members of the clan. To this system is due the absence of pauperism and the orderliness of the population, since nearly every one has a stake in the land, and nothing to gain from revolution. Absolute sales of land have been growing more common in Weihaiwei as the inhabitants have begun to feel more desire and to find more opportunities for careers other than agricultural. Government deed forms are distributed to sellers and purchasers of land by the district headman, and these deeds have no legal validity till they are registered. The price of land in 1912 was £17 an acre, less than half what it was a few years ago.

### (3) FISHERIES

The fisheries are productive, and salt fish is an article of export. No recent figures are available, but there is a fairly large trade in salt fish carried on by junks between Weihaiwei and southern China. Shark fishing was initiated by the Japanese in 1908, from June to August; it was said to be profitable, but has not developed.

### (4) MINERALS

*Gold* is found in alluvial deposits and also in the disintegrated pyritic quartz known as honeycomb quartz, which is fairly common in the territory of

Weihaiwei. Gold-mining is carried on near the villages of Peihukow, Kushanhow, and Pitsu, in the sands of the Fungfou River.

The Weihaiwei Gold Mining Company was formed in 1902, on a favourable report by experts; the company was reconstructed later, but has now ceased working. In 1905 it employed 400 men. The Commissioner of Weihaiwei wished that gold-mining should be carried on more extensively, in combination with similar operations in the British sphere of influence east of  $121^{\circ} 40'$  east longitude, and proposed that he should draw up regulations for its conduct in conjunction with the Chinese Governor of Shantung. The Germans opposed this on the ground of a previous concession to them of the sole mining rights within a radius of 250 li (1 mile = about  $2\frac{1}{2}$  li) from Chefoo. The preposterous nature of this claim will be realized when it is remembered that Weihaiwei itself is only 140 li distant from Chefoo.

A letter to the *Irish Times* in December 1900, quoted by Mr. C. E. Bruce-Mitford,<sup>1</sup> says: 'a more liberal delimitation, say 15 miles farther inland, would have placed the Government in possession of what is likely to be one of the most prolific and easiest worked *coal* mines in Asia. All over Weihaiwei *iron* is to be found in great abundance. *Nickel* is apparently in lesser quantities, but *copper* and *tin* are very plentiful. Altogether the mining prospects of the country are inviting.' Little, it seems, has been done to investigate any of these prospects more fully. Thirty-four prospecting licences were granted in 1903, 39 in 1904, and 14 in 1905, but since then none have been issued.

*Sulphur* springs are common.

#### (5) MANUFACTURES

Little in the way of manufacture exists. There has lately been started a mill for expressing oil from

<sup>1</sup> *The Territory of Weihaiwei*, p. 49.

imported soya beans, and the undertaking is said to have made large profits. Silk manufacture is carried on in a primitive way. Before the war an attempt was made to start an industry in weaving hair-nets from hair imported from Germany. The trade in these nets was reported to be growing in 1914, but lack of raw material has suspended the enterprise.

### (C) COMMERCE

#### (1) DOMESTIC

Fairs are held at most of the market centres, and also at Tanghohsi near Wenchuantang, the head-quarters of the southern division of Weihaiwei, and at Peikou near the southern Chinese border.

#### (2) FOREIGN

##### (a) *Exports*

It is impossible to give statistics for the export trade as a whole. There is no Statistical Department, and as Weihaiwei is a free port no Customs returns are available. The Commissioner in his report for 1913 pointed out that the fact that many new buildings had been erected during the year seemed to indicate that the Chinese merchants were prospering and were expecting further expansion of their trade. The report for 1915 stated that 479,458 packages had been exported by steamer. The chief exports are ground-nuts, raw silk, salt, salt fish, and eggs. Figures for the ground-nut export have been given above (p. 55).

##### (b) *Imports*

Few general figures are available for the import trade. In 1915 there were in all 177,164 packages imported. The chief articles imported are flour, lamp oil, sugar, cotton yarns, cotton piece-goods, paper, indigo, timber, coal, Chinese wine, and old iron. Before the war the import of foreign flour was increasing, and 91,270 bags, each weighing 50 lb., were imported in

1913. By 1916, however, on account of the rise in the price of foreign flour, the import had dropped to 405 bags. The Chinese are using instead native milled flour, of which 39,132 bags were imported in 1916.

The two best lamp oils imported are those of the Standard Oil Company and the Asiatic Petroleum Company. The following table shows the amounts imported from 1914 to 1916 :

	1914.	1915.	1916.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Standard Oil Co. . . . .	329,600	297,600	85,392
Asiatic Petroleum Co. . . . .	18,400	36,800	34,000

Japanese oil used to be imported from Dairen, but it was inferior in quality and importation has ceased. Owing to the rise in price, the importation of other foreign oil has diminished of late, and a local factory has been opened (see p. 12).

There is a transit trade in ginseng, an aromatic root much prized in China for medicinal purposes. The annual value of this trade is between 600,000 and 700,000 dollars.

## (D) FINANCE

### (1) *Public Finance*

The revenue of Weihaiwei was at first very small, and had to be supplemented by a large grant from Imperial funds. Of late years, however, the revenue has been rising and the grant in consequence diminishing. The following table shows the total receipts, expenditure, and grant for the period from 1910-11 to 1916-17 :

<i>Year.</i>	<i>Receipts.</i>	<i>Expenditure.</i>	<i>Grant.</i>
	£	£	£
1910-11 . . . . .	7,692	14,805	5,000
1911-12 . . . . .	7,623	15,679	6,000
1912-13 . . . . .	8,124	14,919	6,000
1913-14 . . . . .	9,573	17,045	8,300
1914-15 . . . . .	11,197	15,127	5,000
1915-16 . . . . .	11,807	15,921	3,500
1916-17 . . . . .	12,955	14,220	1,420

The main sources of revenue are land-tax, road-tax, land and junk registration fees, a monopoly in wine, and the rents of Government property. The land-tax levied on Europeans is  $\frac{1}{2}$  per cent. on the value of the land they purchase. It brings in about £2,400. Great Britain has given a pledge to China that Custom dues shall not be imposed.

### (2) *Currency*

The Mexican dollar is the official unit of currency in Weihaiwei. Its value is 2s. 0 $\frac{1}{2}$ d. Chinese currencies of varying values are also in circulation, but as there is only a limited amount of trade and no banking, details of values and rates are not available.

### (3) *Banking*

Cornabé, Eckford & Co., whose head-quarters are at Dairen in Manchuria, and Lavers & Clark, both firms of general merchants, act as banking agents in Weihaiwei.

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## MAPS

See above, *Kiaochow*, p. 42.

## PEACE HANDBOOKS.

The following is a complete list of the Handbooks prepared under the General Editorship of Sir George W. Prothero, late Director of the Historical Section of the Foreign Office.

Net Prices are given of all Volumes which have been published to date. Volumes X-XXV will be issued shortly.

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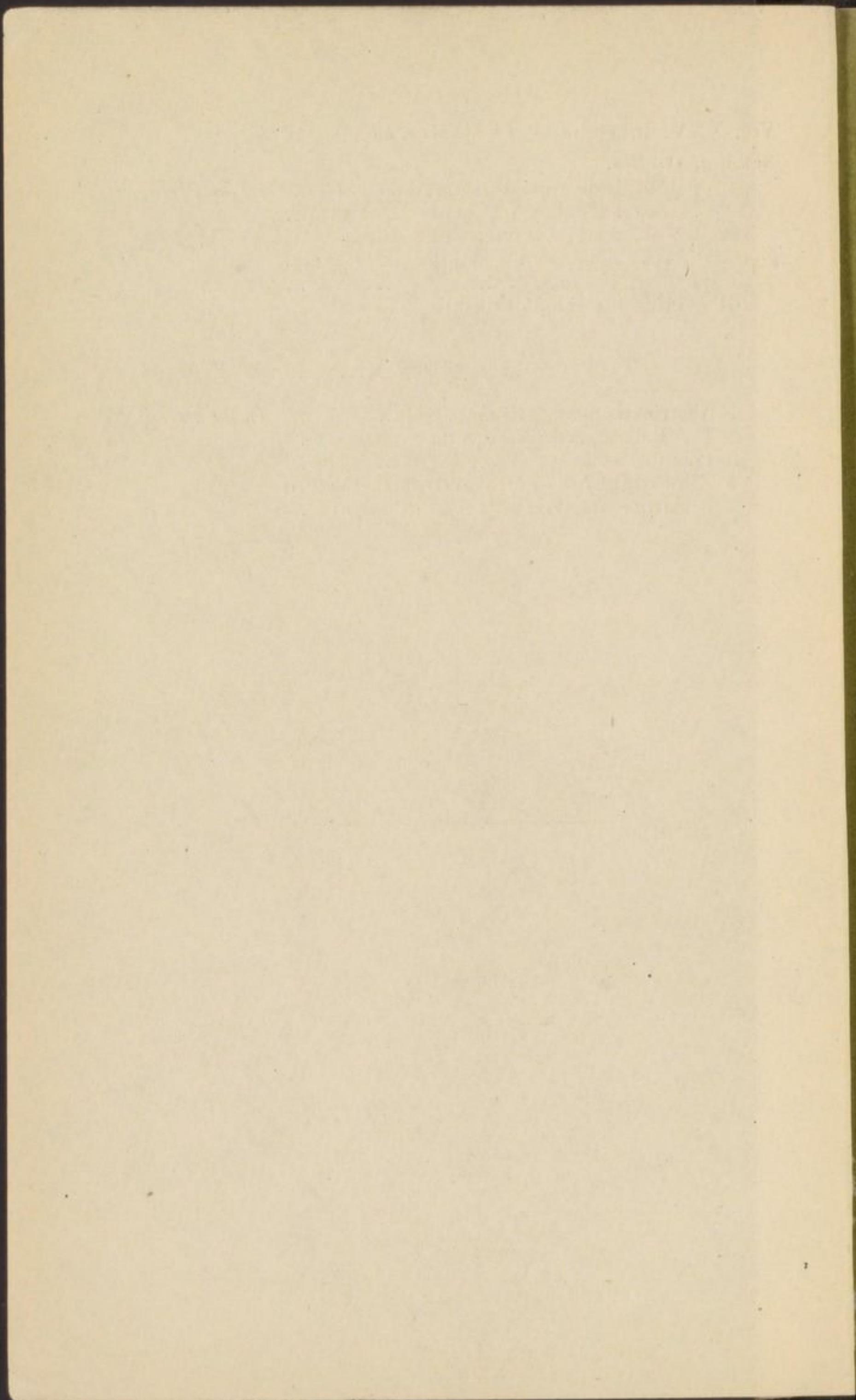
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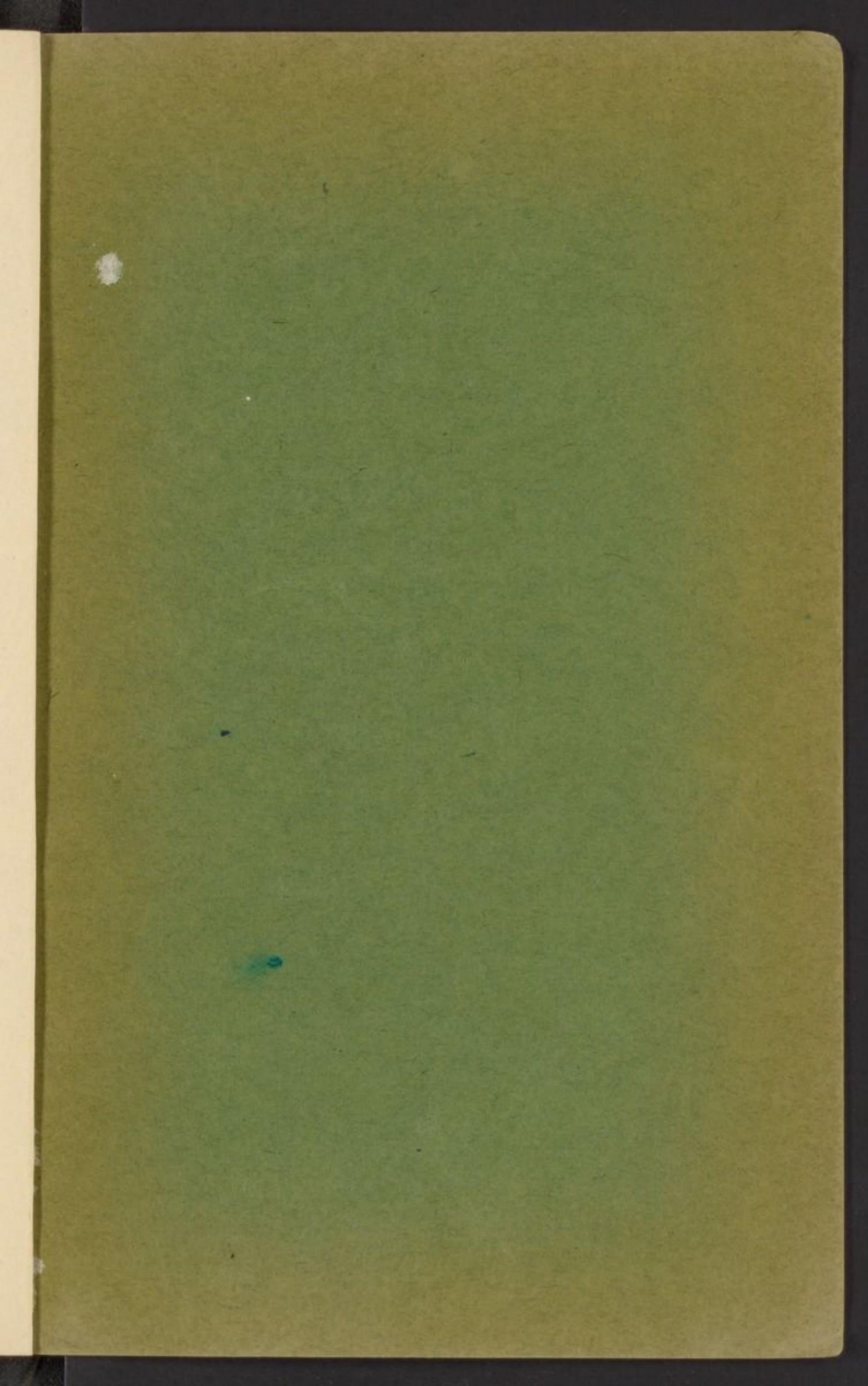
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