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CHINA.  
IMPERIAL MARITIME CUSTOMS.

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II.—SPECIAL SERIES: No. 20.

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CHUNG KING:  
BUSINESS QUARTER AND MOORING GROUNDS:  
1896.

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PUBLISHED BY ORDER OF  
*The Inspector General of Customs.*

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SHANGHAI:  
PUBLISHED AT THE STATISTICAL DEPARTMENT OF THE INSPECTORATE GENERAL OF CUSTOMS,  
AND SOLD BY  
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*(Verf.: F. G. Goodriff.)*

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CHUNGKING.

Special Series: No. 207.

In view of the fact that the Imperial Maritime Customs of China are now in the process of reorganizing their system of collecting duties on imports and exports, it is necessary to revise the existing regulations governing the collection of duties on goods imported into and exported from the ports of the Republic of China.

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BUSINESS QUARTERS MOORING GROUNDS.



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## CHUNGKING:

BUSINESS QUARTER AND MOORING GROUNDS: 1896.

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IN view of the Shimonoseki stipulation opening Chungking to steam traffic, the Customs there have reported on the local conditions of the business quarter of the city and the mooring grounds, etc. These notes are now published in the accompanying Paper.

By Order,

SMOLLETT CAMPBELL,

*Acting Chief Secretary.*

INSPECTORATE GENERAL OF CUSTOMS,

PEKING, 10th February 1896.



# CHUNGKING:

## BRIEF NOTES ON ITS BUSINESS QUARTER AND MOORING GROUNDS.

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THE walled city of Chungking (*see plan appended*) is built on a ridge of rock that mounts some 300 or 400 feet from the water's edge, its highest point midway between the Nan-chi and T'ung-yüan gates, and ends a narrow peninsula between two rivers, where the Chia-ling Ho, generally called the Little River, joins the Yangtze. Across the Little River at the point of junction is the small district capital of Chiang-pei-t'ing. The surrounding country is, on the right bank, of high hills, on the left bank, of low hills. 10 miles down river the T'ung-lo Gorge begins.

The space within the city walls is closely covered with substantial buildings. The streets are fairly wide and well paved, but too often muddy and slippery from wet weather or the carrying of water from the rivers. Many of them are necessarily very steep, with long flights of stone steps; with which also the jetties outside the gates are supplied.

The suburbs are less extensive than usual in Chinese cities, there being little room between the wall and the rivers. In freshets they are more or less submerged, the junks mooring among the house-tops.

### THE BUSINESS QUARTER.

The table appended gives details regarding the principal business streets and the articles therein dealt in; Opium is not mentioned, as that for export is not taken inside the walls, because of the Likin tax at the gates.

As the plan shows, the busiest quarter is in the lower city, on the Yangtze side.

An elaborate sketch map of the city will be found in the Chungking Report, published in the Customs "Decennial Reports, 1882-91."

The local manufactures described in the Decennial Report are not of great importance, but include inferior Glass and Matches.

On land cargo is carried by companies of porters, each company having its own district. A table, kindly supplied by a firm in the Shan-hsi-kai (chieh), is given as an illustration of the charges between street and cargo-boat or the reverse.

NAME OF GATE.	Package weighing 1.50 piculs and under.	Package weighing over 1.50 piculs and under 2.80 piculs.	Package weighing 2.80 piculs and under 3.80 piculs.	Package weighing 3.80 piculs.
	<i>Cash.</i>	<i>Cash.</i>	<i>Cash.</i>	<i>Cash.</i>
Ch'ao-t'ien .....	40	80	120	160
Ch'ien-ssü .....	50	100	150	200
Lin-chiang .....	72	144	216	288
T'ung-yüan .....	100	200	300	400
Nan-chi .....	96	192	288	384
Chin-tzü .....	84	168	252	336
Ch'u-ch'ü .....	72	144	216	288
T'ai-p'ing .....	64	128	192	256
Tung-shui .....	48	96	144	192

The cargo-boats also belong to associations. They are open boats, varying in length from 30 to 50 feet and in carrying capacity from 200 to 450 piculs and are generally supplied with mats or thin oil-cloths for the protection of the goods.

Sampan are used for small shipments.

The charges are from 20 to 40 cash a package; if the boat is not full, an extra charge may be made.

### THE MOORING GROUNDS.

Although these are generally called anchorages, owing, among other causes, to the great and sudden changes in the river, junks do not anchor, but, instead, moor to the shore; and steamers, when they come, may have to do the same.

The July 1895 freshet will illustrate these sudden changes. On the 9th. the water was 24 feet (*i.e.*, above zero—the lowest water mark in 1891, the year the port was opened); on the 16th, 44; on the 22nd, 31; on the 26th, 42; on the 27th, 59; on the 28th, 76; on the 29th, (nearly) 82; on the 30th, 68; on the 31st, 58. The freshet temporarily destroyed the lower part of the suburbs outside the T'ai-p'ing and other gates, and the Ch'ao-t'ien suburb nearly up to the gate; the water in places reached the base of the city wall. The banking up of the water when the two

rivers, both in flood, met checked the current above the junction, so junks lay in security at their moorings; but the T'ung-lo Gorge, just below, was reported very dangerous for boats. Little or no shipping work was done during the worst, perhaps partly from apprehension of sudden changes in the current.

When only one of the rivers is in flood, the reach of the other, off the city, is sometimes like a mill-pond, until the slackening of the freshet allows the water to run off, when the current becomes very strong.

It is reported that in the great flood of 1870 the river rose to a height of some 120 feet above zero. Our own record is as follows:—

YEAR.	Lowest.	Month.	Highest.	Month.
	<i>Ft. in.</i>		<i>Ft. in.</i>	
1891.....	0 0	March	65 0	July.
1892.....	0 7 *	„	96 8	„
1893.....	1 2	February	67 0	August.
1894.....	1 2	„	54 4	October.
1895.....	0 1	March	81 6	July.

\* Below zero.

The mooring grounds named below are numbered in conformity with the other plans on record. The plan is not drawn to scale and is only approximate. No thorough survey has been made of the port, and no soundings have been made recently. The experience has been only with junks.

The harbour limits for Foreign-owned and chartered junks are the T'ai-p'ing Ferry and the Tan-tzū-shih Point, on the south bank; but they are permitted to moor at Wang-chia-t'ò and elsewhere in the port.

I. *The T'ai-p'ing Gate Jetty.*—The approach from down river is made difficult in low water by a bank of shingle abreast the Tung-shui gate and by a bank and reef on the opposite shore, causing a strong current, which decreases as the water rises. The space is limited; the current is strong 200 feet out from shore. The holding ground is sand and mud, with no obstructions, such as rock, known. The two jetties are made use of chiefly by officials travelling and for Native traffic.

II. and III. are the Shih-tzū-shan, Yeh-mao-hsi, and Wu-kuei-shih mooring grounds. The Customs Jetty (a pontoon) is stationed here. Until the river rises to 10 feet, boats from down river have to cross below the Wu-kuei reef to Mu-kuan-t'ò,

thence proceed to nearly half-way between the Ch'ao-t'ien and Tung-shui gates, and then re-cross to Shih-tzŭ-shan. The banks are steep-to, so it is easy to moor to shore. The holding ground is rock and cobble stones.

Some parts, though not all, of these three mooring grounds are quiet and frequented all the year round.

IV. *Mu-kuan-t'o*.—The space is large. The holding ground is sand and mud. There is an up-river eddy, that seems to be constant, towards the mouth of the Little River. Little River freshets increase this eddy, but, so far as observed, not sufficiently to prevent working cargo. When the Yangtze overflows the reef at the foot of the anchorage the whirls leave only a quiet place close to the shore.

V. *Ma-liu-wan*, in the Little River, is much frequented by junks in low water; in freshets it looks dangerous. The descent to it from the city gates is very steep. The summer mooring ground on the opposite (Chiang-pei) shore is dry ground in winter.

VI. *Wang-chia-t'o*.—There is good shelter in low water; but in high water the space is limited, it holding about 70 junks. The holding ground is apparently rock. Sailing craft (including the numerous local boats supplying the city market), under sail or tracking, bound up to Chungking or beyond invariably pass this mooring place close in and just above it cross to the opposite (left) bank.

VII. *Liang-t'o*.—The holding ground is sand, mud, and cobble. The mooring ground is extensive and much used in the low water season, but after the reef at its top is covered by the summer floods it is too unsafe for use.

A description of the river and overland routes from Ichang will be found in "Ichang to Chungking: 1890."

These notes, a supplement to the above and the Chungking Trade Report, 1891, have been compiled from Customs publications and records and from papers prepared by Messrs. MAYERS and CARRUTHERS on the business quarter and by Harbour Masters LOVATT and STEBBINS on the mooring grounds.

F. E. WOODRUFF,

*Commissioner of Customs.*

CUSTOM HOUSE,

CHUNGKING, 14th December 1895.

PRINCIPAL BUSINESS STREETS.

NAME OF STREET.	Situation.	Articles dealt in.	Gates used for landing and shipping.	Distance from Gates, within the Walls.
Shang Hsia Shan-hsi-kai (chieh) (陝西街).	Between Taotai's yamén and Ch'ao-t'ien-mén.	Foreign Piece Goods, Hemp, etc.	{ Ch'ao-t'ien-mén..... Tung-shui-mén.....	10 minutes' walk. 5 " "
Hsien-miao-kai (縣廟街)...	Passes Canton Guild.....	Foreign Metals, Sundries, etc.	Tung-shui-mén.....	5 minutes' walk.
Ta-liang-tzü (大梁子).....	Main street in centre of city.	Foreign Metals, etc....	T'ai-p'ing-mén, Tung-shui-mén.	15 to 20 minutes' walk.
Hsin-feng-kai (新豐街) ...	Passing Fu's yamén .....	Foreign Sundries .....	T'ai-p'ing-mén.....	7 minutes' walk.
Ch'ien-ssü-mén-ch'eng-chieh (千斯門正街), Shih-pan-kai (石板街), and Mei-tzü-p'o (梅子坡).	Quarter near the Ch'ao-t'ien and Ch'ien-ssü gates.	Raw Cotton.....	Ch'ien-ssü and Ch'ao-t'ien gates.	5 to 10 minutes' walk to the nearest gate.
Ch'u-ch'i-mén (儲奇門)...	Neighbourhood of same gate.	Medicines, Rhubarb, etc.	Ch'u-ch'i-mén .....	2 minutes' walk.
San-p'ai-fang (三牌坊) ...	Between Ch'u-ch'i and T'ai-p'ing gates.	Medicines, Bristles, etc.	T'ai-p'ing-mén, Ch'u-ch'i-mén.	15 minutes' walk from end to end (runs from gate to gate).
Ta-t'ung-kai (打銅街).....	Near Taotai's yamén .....	Feathers, Rhubarb, Silk, etc.	Tung-shui-mén .....	7 minutes' walk.
Hsin-kai-k'ou (新街口)...	On Little River side parallel to Shan-hsi-kai.	Silk, White Wax, etc.	Ch'ao-t'ien-mén.....	15 minutes' walk.
Pai-hsiang-kai (白象街)...	In neighbourhood of T'ai-p'ing gate.	White Wax, General Cargo, etc.	T'ai-p'ing-mén .....	5 minutes' walk.

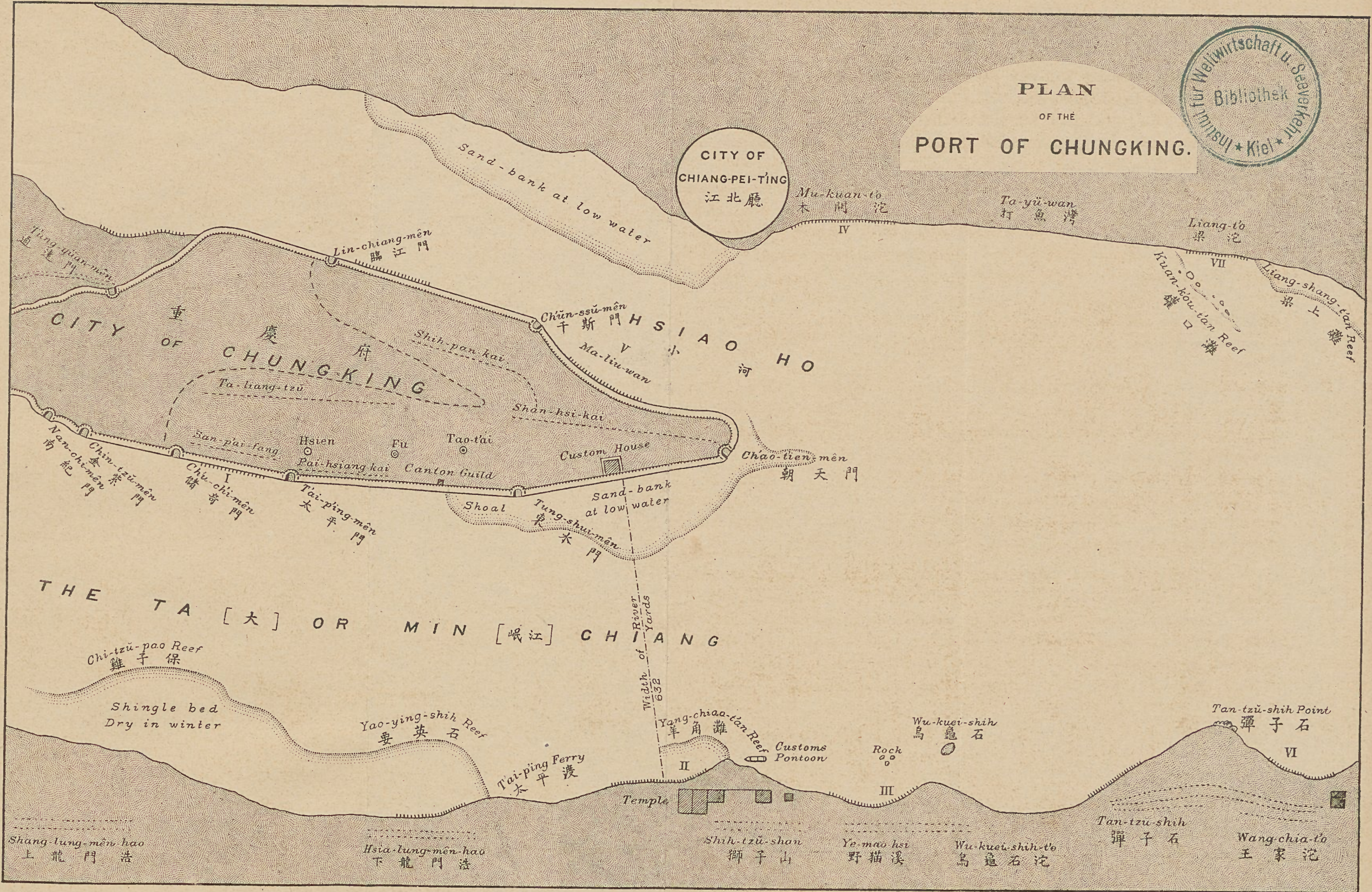


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