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R U S S I A.

**REPORT ON THE
TRADE OF SIBERIA.**

*Presented to both Houses of Parliament by Command of His Majesty,
NOVEMBER, 1902.*

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1 pound	=	(roughly) 36 lbs., or (exactly) 36.112807 lbs., or	
		0.016121789 ton	
1 ton		(roughly) 62 pounds, or (exactly) 62.027855 pounds	
1,000,000 pounds		16,121 tons	
1 pound		526.645 ounces troy	
1 verst		(roughly) $\frac{1}{3}$ mile, or (exactly) 0.662879 mile	
1 dessiatine ..		(roughly) 2.7 acres, or (exactly) 2.69972 acres	
1 <i>l.</i> sterling ..		9 roubles 45 copecks	
1 rouble		(roughly) 2 <i>s.</i> , or (exactly) 2 <i>s.</i> 1 <i>½d.</i>	
1 copeck		$\frac{1}{4}$ <i>d.</i>	
1,000,000 roubles		(roughly) 100,000 <i>l.</i> , or (more exactly at above rate) 105,735 <i>l.</i>	

NOTE.—The materials and data, from which this report is drawn up, are the official and other journals and trade returns of Russia, a detailed study entitled "Siberia under the influence of the Great Railway Route," by Mr. M. N. Selikhoff, Assistant Chief of the Commercial Section of the Siberian Railway, and various other sources.

*Report on the Trade of Siberia by Mr. Henry Cooke, British
Commercial Agent in Russia.*

(Received at Foreign Office, October 21, 1902.)

The political and strategical uses of the Siberian Railway, its commercial opportunities and travelling facilities, the resources of the regions it traverses, and the openings disclosed for capital and enterprise, have been the theme of fertile and picturesque discussion from the most varying aspects. Now that the whole line from the Urals to the Pacific is on the eve of being opened for regular traffic, a few dry but definite data, derived from Russian sources, and not always available in the United Kingdom, may, perhaps, be of interest in assisting opinion as to the general commercial conditions and prospects of the new route.*

Starting from Cheliabinsk, on the eastern side of the Urals, the Siberian Railway winds, almost to Irkutsk, along the 55th parallel, within the same degree of latitude as Moscow. Crossing the Tobol at Kourgan (241 versts† from Cheliabinsk), the Ishim at Petropavlovsk (490 versts), and the Irtysh at Omsk (746 versts), it reaches the Ob, the great Western Siberian waterway, at the station of the same name, 1,332 versts from Cheliabinsk. This was the section until lately known as the West Siberian Railway. The former Central Siberian section, and with it the Siberian Railway proper, passing the Yenisei at Krasnoyarsk, ends at Irkutsk. The ground thus covered from Cheliabinsk measures 3,048 versts (2,032 miles).

The Trans-Baikal line, so-called, begins at Irkutsk, at 62 versts distance from Lake Baikal. And here, at the lake, occurs the only break in the whole course. The ice-breaking steam ferries have not fully answered expectations, and the construction of the so-called Circum-Baikal line, round the southern bend of the lake, is being pushed forward. From Missovoi, the other side of the lake, the main line continues eastward to Chita and Kaidalovo, a distance of 757 versts from Lake Baikal. Here, at Kaidalovo, it breaks off into two branches, one running eastward to Nerehinsk and

* The present report, which is in some respects supplementary to one issued in 1900 (No. 533 Miscellaneous Series), to which readers could refer, more especially with reference to the natural resources and more or less permanent conditions of the country in question, does not cover the whole trade of Siberia, owing to the absence of available statistics—foreign goods entering overland from or via European Russia not paying the customs duty at the Siberian frontier. The trade thus carried on is not, therefore, separately included in Russian official trade returns.

† 1 verst = $\frac{1}{3}$ mile.

Sretensk, 252 versts from Kaidalovo, and ending there, on the banks of the Shilka, at 1,096 versts distance from Irkutsk. This was constructed in pursuance of the original plan, by which the railway was to follow the course of the Shilka and the Amour. The well-known agreement with China, and the formation of the Chinese Eastern Railway Company, opened the way for a more direct route to the Pacific. From Kaidalovo, therefore, the main line strikes south-eastward, and after a run of 324 versts, reaches the Chinese frontier at the station of Sibir (Russian side), or that of Manchuria (Chinese side).

At this point commences the Chinese Eastern or Manchurian line, which, running viâ Khabarovsk, Tsitsikar and Kharbin, in a direct eastern course through Chinese territory, ends at the Ussurian frontier station of Pogranitchni, the distance covered being 1,440 versts. Thence a further short stretch of rail brings the main line eastward to Nikolsk, on the Ussurian branch, by which, running south, the Pacific is at length reached at Vladivostok, this final trip over Russian territory covering 193 versts. The entire route thus traversed from Cheliabinsk to Vladivostok by the direct rail journey, excluding the short break at Lake Baikal, measures 5,824 versts (3,883 miles), viz. :—

				Distance.	
				Versts.	
Cheliabinsk-Irkutsk	..	..	..	3,048	
Irkutsk-Kaidalovo..	..	..	..	819	
Kaidalovo-Sibir	..	..	..	324	
Sibir-Pogranitchni	..	..	..	1,440	
Pogranitchni-Vladivostok..	..	..	..	193	
Total	..	..	..	5,824	

In addition to the above, there is the southern branch of the Manchurian line, from Kharbin to Port Arthur, 980 versts, and the remainder of the Ussurian line, from Nikolsk to Khabarovsk, 619 versts; or, including a small off-shoot from the main line to Tomsk (89 versts), and another to Omsk (3 versts), as well as the Kaidalovo-Sretensk section (252 versts), the entire stretch of rail in Asia, generally known as the Siberian Railway, covers—

				Distance.	
				Versts.	Miles.
In Russian territory	..	..	..	5,372	3,531
„ Chinese	..	..	..	2,420	1,613
Total	..	..	..	7,792	5,194

The distances from the two capitals of Russia to Cheliabinsk, and thence to Vladivostok and Port Arthur, are as follows :—

	Distance.
	Versts.
St. Petersburg-Cheliabinsk (via Moscow)	2,069
Moscow-Cheliabinsk	2,059
Cheliabinsk-Vladivostok	5,824
„ Port Arthur	6,125
St. Petersburg-Vladivostok	8,493
„ Port Arthur	8,794
Moscow-Vladivostok	7,883
„ Port Arthur	8,184

Regular traffic is now open to the Manchurian frontier station. By next year the entire route from Europe to the Pacific will be open to the public service. Trains, indeed, have already run through to Vladivostok and Port Arthur. In August of this year, according to official telegrams, Prince Komatsu and suite accomplished the whole journey from Moscow to Port Arthur by a special through train in just short of 14 days. Hitherto, however, traffic across the Manchurian section has been mainly for official purposes and favoured passengers. Naturally, under these circumstances, and owing, indeed, to the temporary traffic thus prematurely forced forward, details in matters of accommodation, comfort and speed may not have justified the over-sanguine expectations of European travellers, accustomed to constant and rapid through communication. As regards the one break in the through route to the Far East, the short stretch round the southern bend of Lake Baikal is to be ready by January 1, 1905. Meanwhile, the ice-breakers and steam ferries across the lake, will, as hitherto, maintain the continuity of the through traffic. The Manchurian section is to be placed next year in regular goods and passenger through communication with the general railway system of Russia. A Special Commission, to assemble at St. Petersburg towards the end of September, 1902, and an International Conference to meet shortly at Paris, are to elaborate tariffs and to discuss questions connected with international through traffic.

The opening of regular traffic on the Manchurian section is expected by the beginning of 1903.* Three trains weekly, with restaurant, sleeping cars and all conveniences, will run, to begin with, in addition to postal trains. The trip from the station of Manchuria to Dalni will take 70 hours, the proposed fare being 105 r. (11L. 2s.) 1st class and 66 r. (6L. 19s.) 2nd class. Since October 15/28 of this year the three sections of the Trans-Baikal line, viz., Irkutsk-Baikal, Missovoi-Sretensk, and Kaidalovo-Manchuria, have entered into regular communication with the Russian railway system. Next year will thus see the inauguration of regular traffic over the entire extent of rail to the shores of the Pacific.

* The official "Commercial and Industrial Gazette" of St. Petersburg of October 18/31 last states that the Manchurian section will not be opened for regular traffic by January 1, 1903, as previously given out.

It is intended that within the near future passengers may be able to reach Dalni in 18 days, Pekin in 19 days, and Chinese or Japanese ports in 20 to 21 days, from Central European towns, counting 2 to 3 days from the latter to the western frontiers of European Russia. While by the Suez route the journey from London to Shanghai, Nagasaki or Yokohama takes 34 to 37 days and costs 700 to 780 r. 1st class, viâ the Siberian rail it will be covered in 18 to 20 days, at a cost of from 350 to 390 r., while later both time and expense may be further shortened. It is unfair to judge from the temporary and incomplete services, which have been in force hitherto, how far and when the traffic of the eastern portions of the route will realise the expectations and intentions published with regard to the through journey.

Feeding lines.

The Moscow-Zlatoust-Sanara line is the only main one connecting European Russia with the Siberian Railway. The Tiumen-Perm and Kotlass-Viatka-Perm lines meeting at Ekaterinburg, the centre of the Ural mineral district, join the main Siberian route at Cheliabinsk. The Perm-Kotlass route now brings Siberian grain to the Northern Dwina and Archangel for export to the markets of Western Europe, over 6,000,000 pounds (96,726 tons) having been despatched in this direction in 1901. A second great main line, the St. Petersburg-Vologda-Viatka Railway now building, to be completed by 1905, will bring the capital into direct touch, and not as at present viâ Moscow, with the Siberian route. In Siberia itself the main line has to depend, for its feeding connections with the interior, on the magnificent waterways which cross its route. The interchange of goods which British enterprise carried on for some years between the Thames, on the one side, and the Obi and the Yenisei, on the other, viâ the Kara Sea, has apparently now been suspended.

Siberia, main divisions.

From the point of view of its commercial and industrial expansion, Siberia is somewhat sharply divided at Irkutsk or Lake Baikal into two main parts, the one east the other west of the lake. The western portion, extending to the Urals, and including the so-called granary of Siberia, is almost exclusively agricultural, grain and cattle rearing being the chief avocations of the population. Its produce, more especially grain, butter, eggs, game, &c., reach the markets of Western Europe. The eastern portion traversed by the railway route, and extending from the lake to the Manchurian frontier, lies in a region mainly mineral. Unlike the western districts of Siberia this Trans-Baikal territory produces as yet little, if anything, for export to European or other markets. For the development of its mineral resources, hands, machinery and even food products will probably find their way mostly from or viâ the Far East. The country west of Lake Baikal will, therefore, trade more directly with Russia and Europe, and chiefly in the export of its own agricultural produce, while the Trans-Baikal will come rather within the range of enterprise directed from the Pacific, and apparently should as yet develop rather an import than an export trade. The vast Amour territory, bordering Northern Manchuria, from which the

agreement with China diverted the originally projected rail route, which was to coast that river to the Pacific, is to all appearances likely to suffer from a decline of the trade and traffic which its river communications brought to and from the railway at Irkutsk and the Pacific. Its journals this year repeatedly bewail the isolation that is overtaking such but lately rising centres as Blagovestchensk and the river borderland generally.

Speaking generally, the commercial, as apart from the official, world of Russia hardly as yet regards the new route with the eager attention it attracts abroad. Foreign countries naturally closely follow the possibilities it opens out as a medium of international transport east and west. The trade connections of Western countries with the nations of the Pacific are incomparably greater than those of Russia herself with either China or Japan. Russia's trade intercourse with her Asiatic neighbours, as the figures given later show, is comparatively inconsiderable. Siberia itself, so far, with the exception of its grain and more recent butter trade, may be said to have no very noticeable international commerce. It has no manufacturing industry. The whole country is more or less undeveloped. Its population of about 8,000,000 is almost solely engaged in agricultural pursuits.

General view
of the railway
prospects.

The immigrant influx is of the same peasant class. The urban inhabitants alone show the progress that modern communications and greater accessibility to the outer world have introduced into Russia's vast Asiatic dominions. But the passing traveller who mistakes the civilisation of Tomsk, Irkutsk and the few other towns of Siberia as representative of the country as a whole, should diverge altogether from the route of the railway. The urban population forms but 8 per cent. It is not, therefore, from the point of view of the immediate advantages to Russia's own foreign trade that the Siberian thoroughfare can be regarded at present.

Russians, however, apart from its political or strategical aspects, look rather to its future potentialities (1) as the connecting medium between their new Far Eastern possessions and the heart of Russia, and as another outlet to the ocean; (2) as the means of facilitating and furthering direct trade in the future with China and Japan; (3) as a great transit route for passengers, goods and mails between west and east, and *vice versa*; and (4) as the instrument for the colonisation and opening up of Siberia.

As regards the latter, the railway has rather to create than to carry a traffic. It has already served as a spur to the colonisation and civilisation of this huge inert expanse of territory, whose very name hitherto stood but as a symbol of isolation. The commercial value of the new route to Siberia itself, and, indeed, to Russia, seems, then, to be rather a matter of the future than of the immediate present. The soil has yet to be thoroughly prepared before the fruits can be garnered.

The immigration of peasantry from European Russia to Siberia and the Far East seems for the present to have reached its culminating point in 1899. It had risen from a total of 61,435 in 1893 to 223,981 in 1899. In 1900 the number was 219,000, and last year 128,131.

Immigration
to Siberia and
the Far East.

Especially noticeable is the increased number of emigrants who returned last year to European Russia, chiefly under the influence of the bad harvests of 1900 and 1901 in many Siberian districts.

Probably, too, the best arable and more accessible plots of land had been already apportioned to their predecessors in this movement. Whatever the reason, 55,233 re-entered Russia, including 31,330 actual emigrants, 18,019 "khodoks" or pioneer emigrants, sent out ahead to reconnoitre on behalf of groups of would-be settlers, and 5,884 peasant labourers returning from temporary work. Of the 18,019 pioneer emigrants who returned, 13,647 had come to no arrangements. It is premature, however, to state that this immigration movement to Siberia is on the decline, as much depends on the orders or recommendations received by rural or provincial authorities in Russia.

Benefits to
Siberia.

The benefits reaped by Siberia itself from the flood of light which the railway has flashed over this hitherto remote and hidden region have already made themselves felt over the accessible districts each side of the line. Though as yet capital still lags, and practically no manufacturing industry has arisen, the railway has largely facilitated immigration, inter-communication, and local traffic generally, besides giving a spur to the development of the internal waterways and navigation. The main towns and districts within touch of the rail give abundant evidence of their withdrawal from their former isolated conditions and environment. Cheaper communications and freights have increased competition, and lessened the cost of goods and commodities that Western civilisation ranks among the necessities of existence. Among such, for instance, should be mentioned sugar, kerosene, iron, textiles, &c. Capital can circulate more freely from place to place. Foreigners have started business offices in Western Siberia, mostly in connection with the butter industry. The butter making industry, indeed, has made extremely rapid progress. The production of Siberian butter for export has risen from 150,000 pounds (5,416,800 lbs.) in 1898, to 1,860,000 pounds (67,168,320 lbs.) in 1901. This year the export, according to an estimate made early in the year by the Assistant Minister of Finance, is expected to reach 2,500,000 pounds (over 90,000,000 lbs.). This trade is entirely a product of the railway. The first dairy producing butter for export was founded in 1894 only. The number of establishments of the kind now at work had by last year risen to 1,800.

The carriage of grain by the railway has increased from 3,780,000 pounds (60,937 tons) in 1896, to 18,145,000 pounds (292,515 tons) in 1900. The imports in general, still inconsiderable, increased fourfold between 1897 and 1899.

The gold and other mineral industries, although the former at least has shown little progress of late, may be developed by the wider opportunities now opening, and by the greater accessibility to modern mechanism and methods generally.

Nor, of course, can Siberia do otherwise than benefit from its intermediate position in the international through traffic that is bound to follow.

With regard to the cost and paying capacity of this great Cost and gain. undertaking, the following extract from an article in the official "Messenger of Finance" of November 11 of last year, sums up its present position:—"As is well known, the Siberian Railway at present not only yields a deficit, but does not even cover working expenses. Nor, taking into consideration the high cost of construction, over 780,000,000 r., can it be expected to become speedily remunerative." The writer then estimates the working expenses in 1899 at 5,000 r. per verst, or, if the Manchurian section be now included, at 6,000 r. In all, taking the length at 7,792 versts, the approximate working expenditure would amount to 47,000,000 r. a-year, not including interest on capital, &c. To cover expenses the receipts should reach about 80,000,000 r., which would require the carriage of 600,000,000 pounds of goods annually at the existing high tariffs, or, merely to cover working expenses, 370,000,000 pounds.*

According to official data, the goods traffic on the Siberian Goods traffic. Railway in 1900 amounted to 42,800,000 pounds (689,979 tons), against 39,666,000 pounds (639,456 tons) in 1899. Siberia in 1900, however, suffered from bad harvests, while, too, for a considerable time all goods traffic was totally suspended by reason of the mobilisation of troops and the necessities of military transport owing to the Chinese disturbances in that year. Nor, of course, was through transit yet opened. Mr. Selikhoff, Assistant Chief of the Commercial Section of the Siberian Railway, places the actual goods transport in 1900 far in excess of the above amount, which did not include the traffic in all descriptions of goods and materials for the needs of the railway, and for building and reconstruction purposes, &c., all of which, with the exception of timber, ballast, &c., had to be imported from Europe. The actual transport figures, according to his estimation, were:—

	Quantity.	
	Pounds.	
Commercial traffic	50,000,000	
Railway and construction material ..	65,000,000	
Stone, sleepers, ballast, &c. (local) ..	85,000,000	
Total	200,000,000	
Equiv. in tons	3,224,200	

The "Messenger of Finance," in an official report, gives the goods traffic in 1901 under the following headings (not including railway material, &c.):—

	Quantity.	
	Pounds.	Tons.
Trans-Baikal	22,100,000	356,274
Siberian	53,093,000	855,912
Ussuri	17,064,000	275,088

* 1,000,000 pounds = 16,121 tons; 1,000,000 r. = 105,735*l*.

The gross receipts on the Siberian line proper (Cheliabinsk-Irkutsk) in 1901, including passenger traffic, were 15,259,854 r., against 13,838,557 r. in 1900, or 4,869 r. per verst in 1901, against 4,415 r. per verst in 1900. On the Trans-Baikal line they amounted in 1901 to 4,178,377 r., against 2,116,649 r. in 1900, or 3,568 r. per verst in 1901, against 3,863 r. per verst in 1900.

Taking the statistics of the strictly commercial goods traffic of the Siberian Railway proper in 1900, and the total as first given, 42,800,000 pounds (689,979 tons), nearly half, or 17,575,000 pounds (283,326 tons) consisted of grain, mostly wheat, while of the remaining goods the transport of meat exceeded 2,000,000 pounds, tea, coal, table butter and rails, &c. (the latter for the Manchurian Railway), following with figures above 1,000,000 pounds each.

With regard to the traffic possibilities of the future it is early as yet to speak with any definiteness. Mr. Selikhoff, the authority mentioned above, from calculations set forth in detail, estimates the minimum goods traffic of the Siberian and Trans-Baikal lines within the near future at 190,000,000 pounds (3,062,990 tons), or including the Manchurian section 300,000,000 pounds (4,836,300 tons).

This conclusion he arrives at after full consideration of the special conditions of Siberia, and judging by the rate of goods traffic in European Russia per population, allowing 45½ lbs. per annum per head in Siberia or half the rate in Russia. He assumes, too, the reduction of the existing high freights and the necessary improvement of the traffic arrangements in general.

The estimated total of 190,000,000 pounds is thus composed:—

Articles.	Quantity.
	Pounds.
Grain	80,000,000
Coal and coke	20,000,000
Wood materials and firewood	10,000,000
Goods in transit	25,000,000
Cattle products	8,000,000
Small manufactured goods	5,000,000
Kerosene and products	5,000,000
Cattle (200,000 head)	4,000,000
Various minerals	5,000,000
Traffic connected with fairs	3,000,000
Machinery	2,000,000
Sugar	2,500,000
Tea	2,000,000
Salt	2,000,000
Textiles	1,500,000
Various	15,000,000*

* 1,000,000 pounds = 16,121 tons.

The capacities of this great through thoroughfare as the world's carrier east and west can be, however, under present conditions at least, but rough and indefinite estimates. It is safe to

say that the line is not at present, and may not be for years yet, in a position to cope with anything like the possibilities and requirements that the future may reveal or exact. The object in view, hitherto, has been of an expansive rather than of an intensive character. The rails have been run through from end to end, and the aim demanded by political and strategical considerations thus attained. Its commercial utility is but a secondary consideration in comparison, but now that the main object is accomplished, both military and economic necessities will forcibly concentrate attention on the adaptation of its transport capacity to international requirements, if the burden of its future maintenance is to be materially lightened.

Russo-Siberian traffic alone, pending the population and development of the country, can influence but little the scale of cost and gain. To what extent the railway will realise expectations in international traffic the near future should assist in forming an estimate. Trade circles are still feeling their way, and rival routes striving to maintain their former supremacy.

Cheap and cumbrous commodities can hardly bear the charge of so prolonged a land journey. The sea will probably hold its own in the carriage of all but valuable cargoes, perishable articles, and goods deliverable by fixed date.

But hopes, too, are placed on passenger and mail traffic, to meet which, in anything like the proportions expected, the entire accommodation and arrangements would have to be considerably extended. Nor is it clear, under existing postal arrangements at least, to what extent the railway as an intermediary only will benefit in the transmission of mails. Hitherto only two quick trains have run through weekly, and the accommodation afforded, owing to the luxury and conveniences required by long distance travelling, is limited to a comparatively small number of passengers.*

Should expectations be realised, as in time they may easily be, this single track will have to bear the immigration movement, the internal circulation of Siberia itself, the possibilities called forth by the opening out of the dormant resources of the country, and the international through traffic in passengers, mails and goods, not to mention the claims of official and military necessities. This is in addition to its present goods traffic to and from Russia. New feeding lines too, such as the St. Petersburg-Vologda-Viatka Railway now building, must in time pour an additional burden on to the carriage capacity of the main route. With, on the one side, the resources and enterprise of Europe, and on the other the teeming populations of the East, and midway an undeveloped expanse surpassing in extent the whole superficies of Europe, but which can be traversed in 10 or 12 days, it would be difficult to over-estimate the future that lies before this masterful undertaking. That future may be somewhat distant yet, as at present the railway is ahead of the country it serves, which needs first peopling and then developing.

* Three through quick trains now run weekly (Monday, Wednesday and Saturday) from Moscow, starting at 3 p.m.

Already, however, during the last five years, with official encouragement, over 1,000,000 immigrant settlers have crossed the Urals, or, in other words, an influx equal in number to one-eighth of the population of Asiatic Russia. But they are almost entirely of the same peasant class, a hardy rugged element, but slow to welcome innovation and possessed of neither capital nor enterprise. So far the butter making industry is the sole extensive development due to the railway. The rapid progress made in this branch of Siberian trade, under the influence of the increasing demand in the United Kingdom, foreign capital and modern improvements, is a striking instance of the success that may attend other endeavours to work the resources of the country for the markets of Russia and abroad.

Passenger
traffic.

The general passenger traffic in 1901 is shown by the following figures:—Siberian Railway, 669,220; Trans-Baikal, 449,418; Ussuri, 526,022. At present three through quick trains run each week from Moscow, each with accommodation for 68 passengers, or 10,608 yearly. Mr. Selikhoff estimates the minimum future passenger transit alone at 25,000 from each end, or one train full per day for the through traffic only, and fears that even this minimum number may find the railway unprepared.

International
mails.

No train accommodation is yet provided for the international mail transit traffic the new route is expected to attract. From detailed calculations, worked out to moderate and minimum figures from postal data of the countries likely to avail themselves of the shorter route, the above named authority estimates the future transit mail carriage at 1,000,000 pounds (16,121 tons), requiring two to three special carriages from each end per diem by, of course, express or mail trains. Existing international postal arrangements would need modification before any profit to the railway itself, as an intermediary only, could be derived from this mail traffic.

Grain.

Grain occupies the first place in the goods traffic of the Siberian line. Owing to bad harvests the amount carried in 1900 (17,575,000 pounds, or 283,326 tons) declined in comparison with the two preceding years (20,264,000 pounds, or 326,676 tons in 1898). Wheat, which forms more than half of the grain freight, comes from the more western regions of the railway, between Cheliabinsk and Petropavlovsk, mostly from the districts of Ishim and Kourgan, in the Government of Tobolsk. Barley and rye are grown in the central parts of the same Government, and oats in the vicinity of the railway. The provinces of Tobolsk and Tomsk yield about 40 per cent. of the total annual crops. In addition to the Baltic route, Siberian cereals are now exported by the Perm-Kotlass Railway to Archangel, and thence abroad, 6,638,000 pounds having followed that direction in 1901, against 1,430,660 pounds in 1900. The new line now under construction, which is to bring St. Petersburg into direct communication with Cheliabinsk via Vologda, Viatka and Perm, will open another export route for Siberian grain produce.

Butter.

One of the first direct results of the completion of the western

section of the railway, has been the extremely rapid progress made in the production and export of Siberian butter, chiefly owing to the continually growing demand for this product in the United Kingdom. Numerous Danish and German, and some British offices, engaged in this trade are already established in various Siberian transit centres. Dating only from 1894, previous to which no butter at all was produced for export, and commencing in the neighbourhood of Kourgau, it has now spread to Omsk, Kainsk, Novo-Nikolaievsk, Barnoul, Biisk and Minussinsk. It is now the main resource of the peasant population of these districts. The establishment of peasant associations and societies, supplying the various export offices, has taken from the industry something of its original piecemeal and primitive character, while the superior enterprise and modern improvements of the export firms, foreign and Russian, which have settled in the country itself, could not but greatly better the conditions of production. Their depôts at Kourgan, Kainsk, Omsk, &c., furnish the necessary dairy apparatus and appliances. The United Kingdom and Denmark are the principal centres of demand, though the Siberian product is also met with so far east as Dahui and Port Arthur, and even in China and Japan. Now, too, with the establishment of direct communication viâ Riga, Siberian butter reaches the London market direct, and not under Danish marks or viâ Denmark only. Prices are usually settled by arrangement for the whole year, or for at least nine months, between the export offices and the peasant producers, whether associations, societies, or otherwise, who meet in January at Kourgan for this purpose. Outside purchases are settled according to current market prices, during the first nine months by London, Copenhagen and other foreign quotations, and from October to December by those of St. Petersburg and Moscow.

Prices at the nearest market range between 9 and 10½ r. the poud, or from 19s. to 22s. per 36 lbs., in the Government of Tobolsk, and between 9½ and 11½ r., or from 20s. to 24s. in that of Tomsk. The butter reaches the nearest railway transit points either by cart or river, and is packed for export in beech casks of foreign make. Something is still left to be desired in the technical manufacture of this article, though as the export to the exacting British market rapidly increases from year to year, things must have improved since the International Exhibition of St. Petersburg in 1899 classed Siberian butter last among the products of its kind, expert analysis ranking 46 per cent. as unsatisfactory, 46 per cent. as satisfactory, 8 per cent. as good, and none as excellent.

The Government is doing all in its power to facilitate carriage arrangements to the Baltic ports, and to multiply cold storage conveniences *en route*.

The progress made in this new branch of industry, however, may have its negative side. Complaints are constantly being made that the peasantry, in their eagerness to dispose of all their available supplies of milk to the export offices, are unduly sacrificing the regular nourishment of their children, but it is rejoiced that

the increased earnings should so react on their general welfare as to enable them to provide for their own families as well.

The following table shows how rapidly this industry has sprung up and advanced during the last few years :—

Year.				Number of Establishments.	Production for Export.	Quantity.
					Pounds.	Lbs.
1898	..	..	..	140	150,000	5,416,800
1899	..	..	..	234	300,000	10,833,600
1900	..	..	..	1,107	1,100,000	39,723,200
1901	..	..	..	1,800	1,860,000	67,168,320
1902	..	..	..	2,500*	2,500,000†	93,280,000

* Unofficial sources place them at less than 2,000. It probably depends on the term used, buttery, creamery, dairy, &c., some of which hardly merit the designation.

† Estimated.

Tea.

The new overland route may revolutionise the conditions of the tea trade in Russia. As an article of widespread consumption among Russians of all classes, and in view of the increasing import of Ceylon tea of late years, some more detailed information may be of interest. While Russia is, undoubtedly, the largest consumer in Europe, so far as the quantity of the liquid tea drunk is concerned, the amount of tea consumed, owing to the different method of mixing, is but 0·93 lb. per head per annum, whereas in the United Kingdom it is over 6 lbs. (taking the data of 1900). It is far more expensive than in the United Kingdom, 4s. per lb. of 14½ ozs. being the price for average tea, but owing to the weak infusion habitually prepared it is made to go much further.

Russia imported altogether 3,483,806 pounds of tea (125,807,202 lbs.) in 1901, against 3,492,547 pounds (126,122,857 lbs.) in 1900.

Of the above amounts, 651,765 piculs (86,902,000 lbs.) were imported from China in 1901, and 754,414 piculs (100,583,533 lbs.) in 1900, while in 1899 the import was 925,634 piculs (123,109,322 lbs.). The supply from China has, therefore, diminished by 36,207,322 lbs. since 1899, partly accounted for by the import of Ceylon teas, which, according to a report of the Russian Vice-Consul at Colombo, has risen from 3,000,000 lbs. in 1895 to 20,000,000 lbs. in 1900, and (estimated) 23,000,000 lbs. in 1901. Ceylon tea is used in Russia mainly for blending purposes, Russian taste not yet appreciating its particular flavour as a drink by itself. About 50 per cent. now comes through Russian firms established in the island. Its special qualities and comparative cheapness have now established a firm hold on the Russian market.

Chinese teas hitherto reached Russia either direct by sea, mostly in the Volunteer Fleet steamers from Hankow to Odessa, or overland via Siberia. The Siberian routes were :—

1. By water to Tientsin, thence overland viâ Kalgan and Kiakta to Irkutsk. This, the ancient caravan route, will probably succumb to the altered transport conditions.

2. By sea to Vladivostok, and thence—

(a) By the Ussurian Railway to Khabarovsk, thence up the Amour and Shilka to Sretensk, and so on to Irkutsk.

(b) To the station of Iman, on the Ussuri line, thence by the River Ussuri to the Amour and Shilka.

3. By sea to Nikolaievsk on the Amour, and thence by the Amour and Shilka.

The incidence of duties has hitherto played an important part in the distribution of tea within the Empire. An increase of 3 r. per pound of the duty on tea conveyed viâ Siberia has just been decreed with a view to equalising the cost of delivery by sea and by land.*

It seems to be expected that the Ussuri and Amour routes will now lose their tea cargoes, as indeed the main part of their traffic. The chronic detentions caused by the shallowness of the Amour were a perpetual hindrance to regularity of delivery. The rivalry between the overland and sea routes must now largely depend, of course, on freights. The railway tariffs are not yet definitely decided. According to the Press, a special tariff came in force from August 31 last for the carriage of tea from the station of Manchuria to St. Petersburg, viâ the rail route, viz., 316·35 c. per pound for the whole distance.

It is early at the present moment, a turning point in the condition of tea transport, to forecast the extent of the changes that may occur. The Manchurian railway authorities and the Government are evidently doing their best to attract this valuable freight to the direct land way. The former in June last telegraphed to the Moscow Exchange asking how much tea would be despatched by rail, adding that 700,000 pounds could be sent from July 1 to November 1. The reply received stated that the main part had already been sent either by sea to Odessa, or viâ the Amour, and that only 20,000 pounds had been declared for the direct land route.

Of the total import of tea to Russia, amounting in 1900 to 3,492,547 pounds (126,125,678 lbs.), and valued at 47,223,037 r.,

* The duties are—

	Per Pound.
	Roubles c.
By European frontiers—	
Tea of all kinds, save brick	31 50
Brick tea, black or green	11 25
By Semirechensk, Steppe, Irkutsk and Amour regions—	
Black, flower, green and yellow teas	25 50

from all countries, the following shows the distribution according to country of despatch :—

From—	Quantity.		Value.
	Pounds.	Lbs.	
Great Britain	269,741	9,740,886	5,337,308
China	3,001,485	108,389,626	37,654,752
Ceylon	139,362	5,022,616	2,760,951
East India	61,105	2,206,623	1,064,549

It seems possible that the indirect trade in tea to Russia, via the United Kingdom, will now be considerably curtailed.

The
Volunteer
Fleet.

The Volunteer Fleet is one of the first to feel the loss of traffic ensuing from the opening of the overland route. Not one of its steamers left this year from St. Petersburg and the Baltic for the Far East. Thirteen trips, however, were made from Odessa. Its passenger traffic, to quote the official "Commerce and Industrial Gazette," has been "very slight, as most passengers took the overland route." It is threatened, too, with the loss of its tea traffic, hitherto its chief commercial freight, but, as the trading significance of this fleet is altogether secondary to its naval character, and to its military and Government transport uses, its services will probably wholly revert to its original official duties.

Trade of the
Amour region.

The trade of the vast Amour River territory, since the construction of the line through Manchuria, is threatened with well-nigh complete extinction. According to a detailed report of the Governor-General of the Pri-Amour district, published in the "Moscow Viedomosti," of September 14/27, 1902, the river traffic of the Amour, now diverted to the Manchurian Railway, and the commercial enterprise and well-being of all the adjacent region, with the large outlays expended on the development of this river traffic while it remained the sole link connecting the Siberian railway with the Pacific, are now left to their fate. The river traffic, and all connected with it, was the sole source of earning to all the surrounding district, the gold industry so far not having proved successful, while the import of cheap Manchurian grain renders agriculture unprofitable. What industry there is, continues the report, will shortly have to cease operations. The whole region, in fact, to quote the leading article of the above-journal on the report referred to, "has, since 1900, rapidly declined in all that concerns trade, industry, general prosperity and civilisation." Or, as the report itself closes, "Thus, the measures taken to attract goods and passenger traffic to the Manchurian line will result in the complete ruin of the Pri-Amour country."

The imports are chiefly cattle and grain from Manchuria, and the exports to the latter mostly manufactured goods, tools, furs, &c. The imports from abroad fell from 2,960,627 r. in 1895 to 1,953,109 r. in 1899. The export trade, during the same interval, remained stationary at an average annual amount of 2,000,000 r.

According to an article in the "Commercial and Industrial Gazette," of St. Petersburg, of September 12/25 last, the import trade of Manchuria amounted to 2,603,000*l.* in 1899, and to 2,856,000*l.* in 1901. The imports from the United States in 1899 reached the sum of 1,080,000*l.* The following articles of import have nearly trebled in amount since 1899: soap, nails, lamps, looking glasses, candles and tobacco. The last-mentioned increased from 3,833*l.* in 1899 to 25,000*l.* in 1901, mostly American, "due to active advertising." The import of sewing machines considerably increased, and would do so on a larger scale if cheaper, without unnecessary polish and ornamentation, and in general only cheap goods can find a market. The import of American cotton goods declined from 163,550*l.* in 1899 to 75,920*l.* in 1901, owing to increased use of Indian goods. American kerosene rose by 1,000,000 gallons, the import in 1901 being 3,170,000 gallons. American flour, which in 1900 stood at 38,334*l.*, declined to 21,667*l.*, due to the construction of a large flour mill at Shanghai.

The same journal, in a later issue, gives the following list of articles which, with the opening of the railway, would find a ready sale in Manchuria among the Chinese population: glass, glass bottles, lamps, cloth, cheap textiles, boots and galoshes, sweets, simple agricultural machinery, sickles, scythes, cheap ploughs, kerosene, soap, candles, lubricating oils, wall paper, furniture, ready-made clothing, leather goods, harness, spirits, beer, butter for the Russian population, &c.

Among articles of export from China and Manchuria to be developed by the railway, the chief are: tea, silk goods, woollen carpets, beeswax, fur goods, bristles, china and porcelain, raw hides and skins, &c. Manchurian grain might easily replace American in the Ussuri region, where, too, its cattle produce would be welcomed. Neither of these products would be needed in Siberia or Russia except, perhaps, in the Trans-Baikal. Russians in the Amour territory are already complaining of the influx of cheap Manchurian grain to the prejudice of local agriculture.

The northern parts of Manchuria, unlike the southern, though fruitful and productive, are as yet but thinly peopled. With no manufacturing industry, its agricultural produce, competing with Siberian, can only find a market eastwards, or at most in the Trans-Baikal and in the Amour region, at the expense of the local Russian immigrant element.

European Russia imported from China in 1901 goods to the value of 21,400,000 r., against 16,193,000 r. in 1900. The total imports to the Russian Empire from China in 1900 amounted to 45,945,059 r. (of which tea formed 37,654,752 r.), against 43,500,000 r. in 1899. The exports from Russia to China, although they have doubled since 1890, are still inconsiderable, in 1900 only 6,701,931 r., against 7,525,597 r. the previous year. They consist mainly of cotton textiles (3,818,672 r.) and petroleum (1,132,571 r.). Over 32,000,000 gallons of the latter were despatched to China from Russia in 1901, or some 200,000 gallons less than in 1900. The United States, on the contrary, increased

their export of this article to China from 34,000,000 gallons in 1900 to over 57,000,000 gallons in 1901. The exports from European Russia to China in 1901 reached but the trifling total of 3,635,000 r., though this was more than three times the amount of 1900.

Russo-
Japanese
trade.

According to a Japanese official source, the exports from Japan to European Russia in 1901 amounted to 85,232*l.*, against 62,333*l.* in 1900, and to Asiatic Russia, 229,045*l.*, against 354,183*l.* the previous year. The value of the imports to Japan from European Russia is but small, viz., 21,074*l.* in 1901, against 30,923*l.* in 1900. Asiatic Russia, however, supplied the island Empire with 451,470*l.* worth of goods in 1901, against 571,671*l.* in 1900. The total trade between the two countries, therefore, is comparatively little, and showed no sign of improvement last year. The export from Russia consists chiefly of kerosene (2,420,000 r. in 1899), oil cakes, &c., salt fish, and cotton prints and other textiles, the latter to the value of 15,000 r. only. Japan, on the other hand, despatched to European Russia in 1900, copra, 307,915 r.; joiners' and turners' ware, 143,000 r.; and, in much less amounts, iron boiler work, chinaware, tin, tea and raw silk.

The trading intercourse of Russia and her two Far Eastern neighbours, considering the extent, resources and standing of the countries concerned, is, thus, comparatively insignificant, tea from China alone attaining any substantial dimensions.

Russian trade
with her
Pacific ports.

European Russia despatched to her Pacific ports in 1901 goods to the value of 49,964,000 r., against 56,636,000 r. in 1900, three-fourths of which were manufactured articles, including iron goods (6,509,000 r.), clothing, &c. (5,281,000 r.), cotton textiles (3,948,000 r.), and steel goods (3,780,000 r.). Firearms, &c., declined from nearly 6,000,000 r. in 1900 to 797,000 r. in 1901. Among food products the chief commodities are sugar (2,072,000 r.) and tobacco, also thus included (2,014,000 r.), with sweets, preserves, spirits, &c., to smaller amounts.

Foreign trade
with Russian
Far East.

Few statistics are available bearing on foreign trade with Russian Pacific ports during 1901, while the official Russian figures refer only to 1900, and to then dutiable articles only. The trade between Japan and Asiatic Russia is given above. According to American official returns, the exports from the United States to Asiatic Russia have gradually declined from over 3,000,000 dol. during the 12 months ended June 30, 1900, to 1,505,842 dol. in the next 12-month period, and to 1,032,520 dol. during the year ended June 30, 1902, not including 517,809 dol. to "Russian China." America imported from Asiatic Russia during the last-mentioned period goods to the value of only 34,183 dol., against 3,529 dol. for the year closing on June 30, 1901. American exports to China, on the other hand, have more than doubled during the year ended June 30, 1902 (24,731,728 dol.), compared with the previous 12 months.

Shipping in
the Far East

Foreign-voyage shipping entering Vladivostok in 1900 amounted to 331,615 net register tons, of which 246,058 tons were under foreign flags and 85,557 tons Russian. British

shipping came second, with 73,766 net register tons (40 steamships), and then Japanese, German, Norwegian and American. British vessels arrived chiefly from China and the United States. The shipping of Nikolaievsk-on-the-Amour in 1900 was almost wholly foreign, as of the aggregate net register tonnage of 34,934, only 2,121 tons were Russian. Japan headed the list with 87 vessels (of which 28 were steamers) and 14,000 tonnage, followed by the United Kingdom with 10 steamships and 11,658 tonnage.

According to an American Consular report, 761 steamers entered Port Arthur in 1901, of which 268 belonged to the Chinese Eastern Railway steamer service, while 191 were under the British flag, and 121 under the Japanese. The chief imports were cotton piece-goods, silk goods, metals, flour, household effects, paper, sugar and tobacco; and among other articles, building materials, timber, kerosene and machinery. Port Arthur, though, seems to be destined rather for a military, naval and administrative centre than for commercial purposes, while the new town of Dalni, with a population already of over 50,000 and the rights of free trade, is hailed as the growing emporium of the Pacific.

Foreign trade in the Far East has hitherto been largely in the hands of a few big firms established in the country itself, and dealing in Russian and foreign goods and commodities of all descriptions. Their central establishments at Vladivostok, Khabarovsk, Nikolaievsk-on-Amour, and Elagovestchensk, with branches scattered over lesser towns and villages, are really general stores and agencies doing wholesale and retail business in a wide range of goods, extending from agricultural machinery to groceries. Three such firms, now old established, one Russian, one German, and the third American, have held a practical monopoly in Far Eastern trade so far as Russia's possessions in that region are concerned. The closing of the free ports, the shifting of traffic routes, the practical suspension of the Amour River traffic, and the total abandonment which now looms over the lately rising trade of the whole Amour region, owing to the completion of the Manchurian Railway, have naturally affected the character and extent of their former exclusive hold of the trade of the district. The conditions, in fact, are altogether changing. The American, after 30 years of profitable business, is now partially curtailing his trade operations. These firms, established before the Far East began to attract attention, with their thorough knowledge of the country, people and local conditions, reaped the benefits of the first awakening of this remote region, though now wider competition must follow the introduction of the railway and the revolution it is entailing on local trade conditions generally.

Though these firms deal largely in Russian goods as well, it is not to be wondered at if American and German articles are more conspicuous than British. So, too, in the construction of the Manchurian railway, according to a recent report of the United States' Commercial Agent at Vladivostok, "American locomotives, tools and supplies were used at all points."

It is much on the same lines that trade has been carried on, Trade openings in Siberia.

and will have to be continued in Siberia generally, rather than from establishments embracing different varieties of goods than in specialised branches. Siberia is too vast, and its interior too undeveloped, to be fed from any one central point in any one class of articles only. And it is in the country itself, rather than from abroad, that business will have to be started, for a thorough acquaintance with local requirements and conditions is of the first necessity. The question of credit, too, and long credit is the rooted custom in Russian trade dealings, is naturally greatly facilitated by an intimate knowledge of local people and circumstances. In time, no doubt, with the development of the mineral and other natural resources of the country, mostly with the aid of foreign capital, a demand must arise for improved machinery and technical appliances which Siberia itself certainly cannot and which Russia can but partially supply. These will be ordered direct from abroad. At present, owing to the vast preponderance of the rural and agricultural element over the urban, and the absence of manufacturing industries of any importance, the goods most in demand will be of the simpler and less costly kind, articles which meet the means and requirements of the native and immigrant peasant population. The less complicated descriptions of agricultural machinery, and dairy appurtenances for the rapidly spreading butter-making industry, are the chief needs of Western Siberia. Swedish separators seem most in use. The cotton and other textiles in demand among the mass of the population can be supplied by Russia herself. Food products, groceries, &c., and everything beyond the barest necessities which the country itself will furnish, come from Russia, with the exception of tinned commodities of all kinds, and anything approaching a luxury. Most of these foreign food products will be, however, but in limited demand, as even in Moscow, where British biscuits, preserves, sauces and canned goods generally are largely exhibited, the prices are altogether abnormal. So, too, with British spirits and beers. Whisky is sold in Moscow at 8s. and 10s. the bottle in the wine shops, and at 17. 1s. (10 r.) in some of the restaurants. It is more in manufactured articles, technical goods and appliances, &c., which Russia cannot make and cannot do without, that trade may be done in Siberia, including also such comparative luxuries as cycles, typewriters, photographic appurtenances, &c., for which the growth of Siberian towns must create a certain demand.

The country in general is now brought within the range of possible trade and into connection with Russia's and the world's centres of production and demand. Its unwieldy size, however, its sparse and almost purely peasant population, its want of sea communication, apart from the Far East, and its still backward condition, more particularly so away from the districts covered by the main line, cannot but retard the development of its many latent sources of natural wealth.

It would be premature to expect any very sudden or wide awakening of commercial or industrial enterprise, so far as to affect foreign trade openings at least, in a country whose area

exceeds that of the whole of Europe, but whose population is that of the British Isles of two centuries ago. Its main waterways, excepting in the Far East, magnificent as they are, flow but to the inaccessible Arctic Ocean. Save within the environment of the few large towns, the conditions still preserve much of their former primitive character. The immigration movement is not that of a superior race flooding the country at once with a new spirit of enterprise, launching capital freely, and introducing modern methods and means. Something of this kind has happened, indeed, in the butter-producing regions of Western Siberia, but in general, there and elsewhere, the immigrants are of the same rugged peasant element that struggles for existence in the villages of Russia. The great railroad is ahead of the country, but for this very reason the present is the time to look round, and easy and even luxurious means of doing so are now within reach of industrial enterprise and the commercial community generally.

IMPORTS from Abroad viâ Russian Asiatic Frontiers in 1900.

	Food Products.	Raw and Semi-manufactured Materials.	Animals.	Manufactured Goods.
	Roubles.	Roubles.	Roubles.	Roubles.
By Caucasian frontier ..	8,251,884	10,044,566	609,738	9,090,999
„ Astrakhan	1,806,370	2,086,185	..	134,528
„ Central Asian (Persia and Afghanistan) ..	2,559,693	3,395,707	359,753	1,086,572
„ Russo-Chinese overland frontier ..	510,610	2,845,417	811,286	2,574,224
Viâ Irkutsk and other Siberian custom-houses	16,800,165	89,655	..	761,367
By Ussinsk frontier ..	7,388	51,557	63,455	..
Viâ Primorskaia territory (dutiable goods only) ..	3,766,857	5,814	..	1
Total	33,702,967	18,518,901	1,844,232	13,647,691

IMPORTS viâ Russian Asiatic Frontiers in 1900.

From—	Value.	Of which—
	Roubles.	
China	29,779,030	22,500,000 r. food products
Persia	20,396,591	8,750,000 r. food products, and 8,750,000 r. raw and half-manufactured material
United Kingdom ..	3,097,837	1,938,000 r. manufactured goods, and 1,000,000 r. raw and half-manufactured materials
Afghanistan	2,116,070	1,500,000 r. raw and half-worked materials
Germany.. .. .	1,916,414	1,474,819 r. manufactured goods
East India	1,823,414	1,047,000 r. food products
France	1,715,570	713,000 r. manufactured goods
United States	1,571,884	1,540,000 r. manufactured goods
Other countries.. ..	5,296,981	
Total	67,713,791	

EXPORTS viâ Russian Asiatic Frontiers to Abroad in 1900.

To--	Value.	Of which--
	Roubles.	
Persia	20,648,970	11,000,000 r. food products, and 7,000,000 r. manufactured goods
France	12,750,000	8,000,000 r. raw and semi-manufactured materials
United Kingdom ..	11,923,000	10,261,000 r. raw and semi-manufac- tured materials
Turkey	9,831,000	8,000,000 r. raw and semi-manufactured materials
Holland	8,535,000	7,000,000 r. raw and semi-manufactured materials
Egypt	8,163,000	8,137,000 r. raw and semi-manufactured materials
China	6,677,600	4,500,000 r. manufactured goods
Germany.. .. .	6,410,000	4,539,000 r. raw and semi-manufactured goods
Other countries ..	21,998,918	
Total	106,931,888	

IMPORTS from abroad viâ Russian Asiatic Frontiers during the Years 1890-1900.

	Value.				
	1890.	1895.	1898.	1899.	1900.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
By Caucasian frontier ...	12,979,188	15,836,277	26,653,818	27,182,536	27,997,187
" Astrakhan " ...	3,241,730	4,313,073	4,341,659	4,493,569	4,027,083
" Central Asian frontier (Persia and Afghanistan) " Russo-Chinese overland frontier	5,555,572	7,131,237	8,087,246	7,026,457	7,401,725
" Via Irkutsk and other Siberian custom-houses... By Ussinsk frontier ...	14,049,100	21,453,373	21,003,741	22,540,853	17,651,187
" Via Primorskaia territory (dutiable goods only) ...	4,400	82,126	136,214	143,153	122,400
" Via Primorskaia territory (dutiable goods only) ...	83,307	105,493	147,137	281,878	3,772,672
Total	36,281,481*	53,065,963	66,510,115*	67,538,348	67,713,791

* Including goods imported viâ the mouths of the Yenisei and Obi, viz., in 1890 to the value 1368,184 r., and in 1898 to the value of 1,102,478 r.

TABLE showing Shipping at Vladivostok during the Year 1900.

ENTERED.

Flag.	Sailing.					Steam.					Total.	
	With Cargo.			In Ballast.		With Cargo.			In Ballast.			
	Number of Vessels.	Net Registered Tons.	Cargo Discharged.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.	Cargo Discharged.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.
Russian	2	155	Pouids. 1,000	3	180	51	67,732	2,108,000	15	17,490	71	85,557
British .. ..	..	..	..	..	..	39	72,015	4,706,000	1	1,751	40	73,766
Japanese	6	596	22,000	1	58	48	51,803	1,078,000	12	12,664	67	65,121
German	1	1,201	113,000	..	..	42	53,786	3,465,000	3	1,944	46	56,931
Norwegian .. ..	..	..	..	..	..	17	20,387	1,896,000	2	1,988	19	22,375
United States .. ..	..	..	..	..	..	5	6,735	32,000	1	1,347	6	8,082
Other countries .. ..	..	..	..	..	..	11	18,895	1,186,000	2	888	13	19,783
Total under foreign flag ..	7	1,797	135,000	1	58	162	223,621	12,313,000	21	20,532	191	246,058
Total under foreign and Russian flag ..	9	1,952	136,000	4	233	213	291,353	14,421,000	36	38,072	262	331,615

SIBERIA.

TABLE showing Shipping at Nikolaievsk-on-Amour during the Year 1900.

ENTERED.

Flag.	Sailing.			Steam.					Total.	
	With Cargo.			With Cargo.			In Ballast.			
	Number of Vessels.	Net Registered Tons.	Cargo Discharged.	Number of Vessels.	Net Registered Tons.	Cargo Discharged.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.
Japanese	58	5,842	Pouids. 201,000	28	7,999	Pouids. 199,000	1	163	87	14,004
British .. .. .	..	..	..	10	11,658	531,000	..	..	10	11,658
Norwegian .. .. .	..	..	..	3	3,650	116,000	..	..	3	3,650
Austro-Hungarian .. .. .	..	..	..	3	3,501	180,000	..	..	3	3,501
Russian .. .. .	..	..	..	1	1,471	82,000	1	650	2	2,121
Total under foreign flag	58	5,842	201,000	44	26,808	1,035,000	1	163	103	32,813
„ all flags ..	58	5,842	201,000	45	28,279	1,117,000	2	813	105	34,934

FAR EASTERN SHIPPING.

TABLE showing Vessels entering Vladivostok and Nikolaievsk-on-Amour during the Years 1895-1900.

	Total, including Coasters.		Foreign Voyage Shipping.					
	Number of Vessels.	Net Registered Tons.	Total.		Under Foreign Flag.		Under Russian Flag.	
			Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.
Vladivostok (1900)	337	442,680	262	331,615	191	246,058	71	85,557
Nikolaievsk - on - Amour (1900) ...	123	48,324	105	34,934	103	32,813	2	2,121
Total, 1900 ...	460	491,004	367	366,549	294	278,871	73	87,678
„ 1899 ...	415	452,251	353	393,308	268	251,339	85	146,969
Average, 1895-99	346	345,288	271	289,377	217	196,778	54	92,599

RETURN of British Shipping at Vladivostok during the Year 1900.

STEAMERS.

From and To.	Arrived.				Sailed.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.	Number of Vessels.	Net Registered Tons.
Russian Pacific ports ...	...	...	1	1,751	...	...	1	2,332
Germany ...	2	3,663	...	...	...	...	...	...
United Kingdom ...	5	11,860	...	...	1	3,591	...	...
China ...	17	20,857	...	...	...	...	2	2,909
Japan ...	3	5,520	...	...	...	...	30	66,401
United States ...	12	30,055
Total ...	39	72,015	1	1,751	1	3,591	33	71,642

NOTE.—No British sailing vessels.

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