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REPORT FOR THE YEAR 1907

ON THE

TRADE OF CHANGSHA.

EDITED AT THE FOREIGN OFFICE AND THE BOARD OF TRADE.

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*Presented to both Houses of Parliament by Command of His Majesty,
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Researcher Note:

The preceding cover page appears to have a significant error. While the cover indicates that the report is on the trade of Changsha, China, the chapter that follows is on Black Sea Ports, and the Port of Kiev on the Dnieper River, a tributary of the Black Sea.

Report number 4137 is correct.

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Russian Steam Navigation and Trading Company.—The Russian Steam Navigation and Trading Company, the principal line in the Black Sea, maintained its ordinary passenger and cargo service in the Black Sea and Azov, a cargo service (18 sailings annually) to St. Petersburg, and the usual passenger and cargo service to the Anatolian Coast and Alexandria.

It also made four sailings to the Persian Gulf and has opened a service between the Piræus and Crete with a small steamer.

This company is in a very strong financial position, because it has valuable assets, which are all paid for, and has neither debenture stock or mortgages. But the year's profits were so small that it could pay no dividend, and had to reduce the wages of all clerks and sailors.

As regards their Persian Gulf operations, the company receive a subsidy of 200,000 r. (21,000*l.*) for four voyages. They are reticent as to their operations, but one may safely conclude that there is not much profit from other sources.

Russian Danube Company.—In the year 1904 the Russian Danube Navigation Company began carrying grain on the River Pruth. They have now for the purpose 38 river barges and 15 sea barges. They have granaries at Leovo, Fulcha and Kagul, where they give their customers gratuitous storage. The freight depends on the season and on the harvest. Grain is shipped in river barges at the three stations named and transhipped into sea barges at Reni.

In 1907 the charge from Leovo to Odessa by this means of conveyance was 9 c. per poud (11*s.* 10*d.*) per long ton, and about 24,000 tons were carried.

Hungarian Atlantic Line.—A new line of steamers was started in 1907 by the Hungarian company Atlantica to trade between Odessa, London and Rotterdam. There is a monthly sailing for cargo only.

Labour.—As regards the great question of the steadiness and reliability of the labour supply, it seems that, though prices of the necessaries have risen, labour goes back more and more towards its original conditions. Agitators have no longer the power that they exercised two years ago. There were no important strikes in 1907.

Work on Sundays is a thing of the past.

Port labourers.—There was no strike of port labourers during 1907. The daily wage is from 3 r. (6*s.* 3*d.*) to 4 r. (8*s.* 4*d.*) for a foreman. The day is eight hours long and overtime is paid at 40 c. (10*d.*) and 50 c. (1*s.*) per hour.

Tanners.—Labourers work 52 hours a week and receive 1 r. 70 c. per day. Tradesmen (on piece-work) receive 1*l.* 10*s.* to 2*l.* per week. When sick a married man receives 1 r. 60 c. per day for one month and half-pay for three months.