

greatly restricted and were only permitted to have dealings with the merchants' guild of Canton. The treaty of that year opened the ports of Canton, Amoy, Foochow, Ningpo and Shanghai to foreign trade and granted special privileges. There are now over forty such treaty ports in China, of which some fourteen are in the south. At these ports foreign nations may establish consulates and their merchants are permitted to live and do business. On the trade of these ports duties and other dues are levied according to a tariff settled by treaty. By the payment of duty at a treaty port goods also are exempted by all further taxation on movement. This latter privilege is of great importance. Foreign imported goods having once paid duty at a treaty port can be sent to another treaty port in the interior or on the coast free of the "Likin" or transit duties, which have so greatly hindered the domestic trade of the country. The duties at the treaty ports are collected by officers of the Chinese Maritime Customs, which is under the administration and management of foreigners.

The chief treaty port in South China is Canton, which for many years held a monopoly of foreign trade. Since the development of Hong Kong, the direct trade



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of Canton with foreign countries has been limited, the port having become a commercial dependency of the British colony. The city is favourably situated to serve as a distributing centre, being near the confluence of three navigable rivers flowing from the northeast, north and west. The most important treaty ports on the South China coast are Swatow, Foochow, and Amoy. The trade of the two latter ports is on the decline with the falling off of the traffic in Formosan and local teas. Swatow is a busy little port with a fairly extensive hinterland, which is cut off from Canton and the ports to the north by ranges of hills. Southwest of Hong Kong are the treaty ports of Pak-hoi and Kinneloh and the French leased territory of Kwang-chow-wan. The trade of the two former is at present small, but capable of development. In the interior the treaty ports of Wuchow at the head of steamboat navigation of the West river and Nanning further up the same river are important distributing points. Kongmoon on