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Record of the Yangtze Rapids Navigation Company's Operations.

The Yangtze Rapids Navigation Company, which is an American concern, operates a fleet of 10 vessels in the Yangtze river service, covering a distance from Shanghai to Chungking which is about 1400 miles. Recently a news item appeared in the local press descriptive of the journey of one of the vessels of this company. This item reads as follows:

"All records for a fast passage between Shanghai and Ichang, the gateway to the Gorges on the Yangtze River, have been shattered by the trim, speedy passenger carrier, I-chang, of the Yangtze Rapids Company's fleet which, with Captain Joseph Miele in command, recently made the 1,000 mile voyage in exactly five days and 12 hours, according to figures revealed by the Shanghai office of the line yesterday.

The record-breaking run was made to the upper Yangtze city with Ichang carrying a full cargo of freight and a large passenger list, the "White Flyer", as the vessel is called by her crew, pulling away from the dock in Shanghai at 4.30 on a Thursday morning and dropping anchor exactly at 4.30 the following Tuesday afternoon off the Ichang Bund. From that port, the I-chang continued on to Chungking, making the round passage through the Gorges to Chungking and back again to Shanghai in precisely 17 days. This time includes the hours lost when the craft tied up at night time on the stretch of river above Ichang, as navigation among the Gorges during the hours of darkness is considered too dangerous

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to hazard. The entire distance covered is 2600 miles round trip in inland waters, more than half way across the Pacific Ocean. In making this record, Company officials declare that Captain Mielo had a hard task, as all the vessels of this upper river fleet are known for their fleetness, which their skippers press to their best advantage.

The same voyage, in addition to breaking the record, proved eventful in other ways, a glance at the log of the I-chang showed, bandits or Communists near Chingling choosing this occasion to subject the vessel to a volley of rifle shots. At the time the firing opened, the 17 passengers aboard were grouped in easy chairs on the after-deck enjoying the river scenery. When the sharp "ping" of the bullets, however, informed the voyagers that they were serving as targets for shore-side marauders, there was an instant and simultaneous dash for the protection of the steel-armoured section forward, built for just such emergencies. Captain Mielo avers that marked talent as Olympic sprinters was displayed by the group in general.

Captain Mielo, the commander of the I-chang, has had many years experience as a navigator in the upper river reaches. He, himself, holds what is probably a record for navigating the Gorges during high water, having piloted the I-chang down from Chungking to her name-sake port this last season when 186 feet were registered in the Wind Box. There was no other shipping of any kind, not even a junk, when the I-chang made this trip, covering the entire distance between the two ports in one day. A few days later, however, when the Yangtze was but a few feet lower, Captain Edward Anderson duplicated the feat in the I-chang, also owned by the same company. The Yangtze Rapids Company operates a fleet of 10 vessels in the river service, with a sailing from Shanghai every few days.

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