

States has been unable to compete for many months. Competition from Australia on upper leather, has never been strong in the Shanghai market, and America will doubtless be able to hold her position in this trade. Both upper and sole leather from Australia sells well in Hong Kong.

Paul F. Kops
Assistant Trade Commissioner

Approved for Transmission:

A. Bland Calder
Assistant Commercial Attache

PFK:EM

P.S. By £28 percent discount is meant that £100 Sterling will buy £128 Australian, that is, that for a £100 Australian credit, London banks will pay £78 Sterling, or discount the Australian credit by what actually amounts to 22%.

ECONOMIC AND TRADE NOTES

Shanghai,

(City)

China,

(Country)

September 25, 1931.

(Date)

Submitted by: Paul F. Kops

(Name)

Assistant Trade Commissioner

(Title)

G P O

11-8851

Project to Cost \$40,000

In all the operations will cost about

DEMOLISHING KUNG LING TAN RAPIDS

Funds for the project a special Kung Ling Tan
Demolishing Tax is to be levied upon Upper

The following report appeared in the September issue of "The
China Clipper" concerning steps being taken by the River Inspection

Service to improve navigation on the Ichang-Chungking route:

underwriters are indebted again to the River
Inspection Service, those responsible for the

plan "DEMOLISHING YANGTSE "GRAVEYARD"

and Captain S. Francisco, District River

"The Kung Ling Tan, long known as the "Graveyard
of the Upper Yangtze," is to be demolished.

"Some thirty miles above Ichang, the Kung Ling
Tan has been one of the greatest obstacles to navi-
gation on the Ichang-Chungking route, and it is be-
lieved that these rapids have been the most costly
stretch in the whole length of the great river, from
the underwriters' point of view.

"Begin Work Soon

Approved for Transmission

"The swirling waters of the swift current con-
ceal many treacherous rocks which have never been
charted, and at low levels this narrow, winding
channel becomes the most dangerous on the entire
upper river.

"As soon as the water sinks to a level which
will permit operations, blasting and dredging are
scheduled to begin, and it is expected that the
work will be well under way within a few months.
No less than sixty tons of solid rock are to be
removed from the channel before the pass will
have been made safe for shipping.

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