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## Summary

### **The Chemical Industries of Japan and India in the 1920s and Magadi Soda : The Conjunctural Link between Chemical Products of Japan and India**

Shin TAMAMURA

As Asia transformed into the world's largest import market for chemical products during the interwar period, the Japanese and Indian chemical industries wished to be self-standing. The supply of low-priced Magadi soda, a natural soda from British East Africa, to both the markets challenged the market oligopoly by a British chemical company (later Imperial Chemical Industries Ltd. : ICI) and benefited the glass industries, which were large consumer industries of soda ash.

After 1924, Magadi soda which was supplied by ICI's international management strategy brought different developments to the soda industries in Japan and India. Japan succeeded to expand her production of soda ash but India failed. As a result, a large amount of glass products were exported from Japan to India. This was a conjunctural link of the trans-imperial trade about chemical products.

**Summary**

**Rethinking the “Pig War” (1906-1911) : Seeking the Origins of the First World War**

Ryo MURAKAMI

This article addresses the 1906-1911 trade war (“Pig war”) between Austria-Hungary and Serbia. The cause of the friction was Austria-Hungary’s prohibition against imports of Serbian livestock. It is commonly accepted that Vienna intended to keep Belgrade subordinate through this measure, and in fact, Serbia had been politically and economically under Austria-Hungary’s since the 1880’s. Austria-Hungary hardened its attitude toward Serbia following Serbia’s attempt to establish a customs union with Bulgaria in 1904. However, previous studies on this issue have not sufficiently considered Austria-Hungary’s economic situation or the importance of its economic relations with Germany. With this in mind, the present study analyzes the the “Pig war” from Austria-Hungary’s standpoint. It also clarifies the significance of the Pig War as a cause of World War I.

- 55) FO1092/142, pp.208-209, 229.  
 56) FO1092/142, p.222.  
 57) FO1092/142, pp.223-224.  
 58) FO1092/142, p.229.  
 59) FO1092/142, p.245.  
 60) 「専設華洋交涉裁判所」『申報』1912年2月29日。  
 61) 「布告華洋裁判所章程」『申報第二張』1912年2月4日。  
 62) 「上海華洋裁判所暫行規則」『申報第二張』1912年3月9日。  
 63) 「撤消華洋裁判所」『申報第二張』1912年6月15日, 「実行撤消華洋裁判所」同1912年6月16日。  
 64) 「上海總商會商事公斷處辦事細則草案」『申報第三張』1913年3月25日, 「第十九次常會議案(一)原案交議理由書 一九一三年十月十一日」『上海總商會議事録(一)』, 上海古籍出版社, 2006年, 142頁, 「為修訂商事公斷處章程難准行給各省區咨文」『政府公法』552号, 1913年11月16日, 「第二十二次常會議案 1913年11月22日」『上海總商會議事録(一)』148-154頁。  
 65) Idem., "Reorganization of the Mixed Court system in the early 20th century, 1906-1913", p.149.

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 (筆者・早稲田大学)

## Summary

### The Shanghai International Settlement and British-Chinese Employment and Sales Contract Relations during the Late Qing and Early Republican Period

Eiichi MOTONO

Many wealthy Chinese business owners immigrated into the Shanghai International Settlement just after the Boxer Uprising of 1900. They expected that the extraterritorial judicial system would protect their property from Chinese government officials and creditors. However, the system did not function as they expected.

This study analyzes anonymous letters by Chinese and Western merchants published in English periodicals and civil litigation proceedings between the United Kingdom and China at the International Mixed Court at Shanghai to reveal the genuine relationship between Chinese and British firms. It also clarifies how employment and business relations between the two ultimately determined the movement by Chinese business owners to request the rendition of the Mixed Court.

- 52) 同上, 第二十年年度前半期, 2頁, 第二十一年度後半期, 2頁.
- 53) 江天鳳編『長江航運史(近代部分)』人民交通出版社, 1992年, 81-82頁.
- 54) 浅居, 前掲書, 83頁.
- 55) 王紹荃編『四川内河航運史(古, 近代部分)』四川人民出版社, 1989年, 166-167頁.
- 56) 同上, 169-182頁.
- 57) 草政吉「宜昌重慶線航就狀況」1920年10月25日『通商公報』第789号, 1920年11月, 28-29頁.
- 58) 細谷藤吉「重慶日本居留民会々長細谷藤吉ヨリ請願書」1920年11月(『揚子江上流航路開始ニ関スル請願書進達ノ件』1920年11月30日-1921年8月25日『航路開設及廃止關係雜件附航路補助金ニ関スル件 第七卷』外務省外交史料館所蔵, B-3-6-3-77-009).
- 59) 野平道男「上海日本商業會議所会頭野平道男ヨリ請願書」1920年12月11日(前掲外務省外交史料館資料, B-3-6-3-77-009).
- 60) 竹内直哉「宜昌重慶航路ニ関スル件」1921年2月18日(前掲外務省外交史料館資料, B-3-6-3-77-009).
- 61) 同上資料.
- 62) 田中都吉「宜昌重慶間航路開始ノ請願ニ関スル件」1921年6月24日(前掲外務省外交史料館資料, B-3-6-3-77-009).
- 63) 通信省「宜昌重慶間竝函館「ベトロパウロフスク」間補助航路施設ニ関スル件」1921年8月15日(前掲外務省外交史料館資料, B-3-6-3-77-009).
- 64) 清水芳次「宜昌重慶間本邦汽船の開航」1922年3月10日『通商公報』第933号, 1922年4月, 4-5頁.
- 65) 「四川航路競争」『大阪毎日新聞』1922年9月3日.
- 66) 森岡正平「長江上游航就航船狀況」1924年3月24日『通商公報』第1153号, 1924年4月, 36頁.
- 67) 「太古擬將各条航線調整」(『太古洋行抄档』上海社会科学院經濟研究所所蔵, 雜513, C-1-2-2).
- 68) 山崎馨一「招商局航業の發展」1921年2月28日, 外務省通商局編『通商公報』第821号, 1921年3月, 34-35頁.
- 69) 山崎馨一「三北輪埠公司航業の現状」1921年3月14日『通商公報』第827号, 1921年4月, 321-322頁.
- 70) 横竹平太郎「上海漢口航路概況」1923年6月20日『通商公報』第1108号, 1923年10月, 37-38頁.
- 71) 「長江航業」『上海日本商業會議所年報』1923年, 24頁.
- 72) 清水芳次「長江汽船運賃再増率」1923年12月19日『通商公報』第1127号, 1924年1月, 29頁.
- 73) 「日清汽船会社の今期」『東京經濟雜誌』第85卷, 第2130号, 1923年5月1日, 39頁.
- 74) 前掲「日清汽船株式会社事業報告書」第十七年度後半期, 1頁.
- 75) 同上資料.
- 76) 前掲「日清汽船株式会社事業報告書」第十八年度前半期-第二十一後半期.
- 77) 張麗蓉「長江流域桐油貿易格局与市場整合—以四川為中心—」『中国社会經濟史研究』第2期, 2003年, 54-55頁, 岡崎清宜「世界恐慌期, 中国における信用構造の再編—長江上・中流域の桐油流通と金融を中心—」『名古屋大学東洋史研究報告』第43号, 2019年, 76頁.
- 78) G. F. Deasy, "Tung Oil Production and Trade", *Economic Geography*, Vol. 6, No.3, 1940, Figure 1, p.260.
- 79) 張, 前掲論文, 57頁.
- 80) M. Setobayashi, "The Emergence and Resolution of a Quality Problem in the Chinese Tung Oil Market 1890 to 1937", *Economic History of Developing Regions*, Vol.35, No.3, 2020, Figure 1, p.221.
- 81) 浅居, 前掲書, 91-92頁.
- 82) 同上, 92頁.

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## Summary

### Nisshin Kisen's Business Activities in the Modern Chinese Shipping Market, 1912-1927

Zilong WANG

This paper examines the reasons for Nisshin Kisen's participation in the Yangtze Pool Agreement and the performance results for the new routes established by the company during the interwar period. Following its inauguration, Nisshin Kisen held many negotiations over a freight agreement with the China Merchants Steam Navigation Co. and the other two Yangtze shipping companies, but no agreements were concluded. Beginning in 1911, Nisshin Kisen surpassed the other three companies in the volume of cargo transported on the Yangtze route. At that point, profit sharing based on business performance became an advantageous policy for Nisshin Kisen, and the company joined the Yangtze Pool Agreement in 1913. Profits were not high either on the coastal routes or on the Szechwan route that Nisshin Kisen entered during the interwar period.